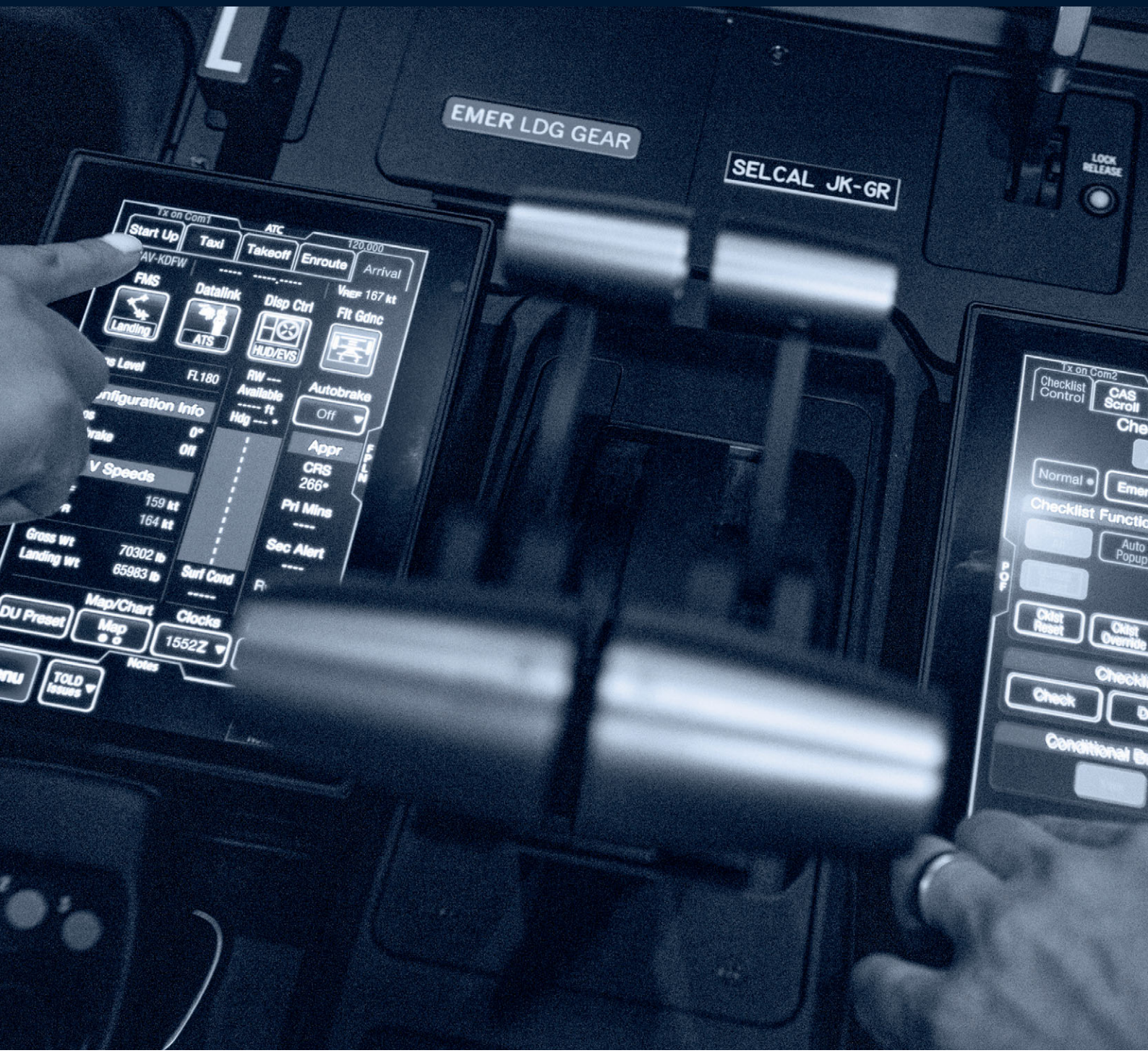
GUIDE TO BUSINESS AVIATION TRAINING AND SAFETY 2023



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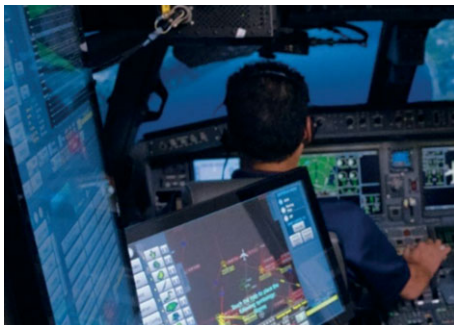
Safety first

Welcome to the third FlightGlobal Guide to Business Aviation Training and Safety, produced once again with FlightSafety International, which has for more than 70 years adhered to the philosophy that aviation training is not about simply passing examinations and meeting regulations. Instead, its purpose is to instill a deep-rooted culture within flight departments and a mentality within individual pilots, technicians and cabin crew that safety comes before everything. In this special publication, we look at what is behind some of FlightSafety's latest initiatives, from eliminating the scourge of runway excursions to ensuring pilots are prepared for the unforeseen. We also examine how training must adapt to a changing climate and find out what makes a FlightSafety instructor.



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Once rare events like wildfires now appear to be happening regularly

Thinking about tomorrow

Whether it is anticipating how climate change will affect pilot training or engaging with the fast emerging urban air mobility sector, FlightSafety is planning for the future of aviation in imaginative ways

From devastating floods in Australia and droughts in Europe to parched conditions in California sparking deadly forest fires, formerly once-a-generation weather events now seem to occur every few years. This has implications for many aspects of our lives, including, according to FlightSafety International, the way pilots are trained to do their job safely.

The company has been working with experts from the University of Oklahoma's School of Meteorology on using climate change modelling to shape its future pilot training curriculum. The project will give clues as to how, for instance, different wind patterns and a greater range of temperatures could affect aircraft behaviour, and the ways in which aviators may have to adapt.

"We are looking at the next 10 to 20 years and anticipating the changes and preparing," states Michael Vercio, executive vice president simulation systems at FlightSafety. "We are studying how higher variances in temperatures and storm volumes could impact the industry, and making sure our simulators have the right settings."

One emerging area of aviation climate change could especially affect is urban air mobility (UAM). Electric vertical take-off and landing (eVTOL) aircraft will be operating at lower altitudes than much of commercial aviation, but also in built-up environments. "Think about if you have a more intense storm going through New York," says Vercio. "How will that affect wind patterns between buildings?"

FlightSafety has an interest in this sector because last year, it signed a strategic agreement with German eVTOL developer Lilium to support its operations with training devices and tailored crew courses. This is uncharted territory, as regulators still have to come up with rules and standards for the training of eVTOL pilots, of whom there could be tens of thousands by next decade.

Trailblazer ambitions

FlightSafety is determined to be a trailblazer by working with Lilium and the leading authorities – the US Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) – on a regulatory framework for a segment that could be as big in 10 years as general aviation is today. "We are building some prototype tools for the regulatory agencies to evaluate," says Vercio.

FlightSafety also boosted its stake in the UAM sector in 2022 when it acquired Frasca International, a 65-year-old manufacturer of simulators that specialises in the lighter end of general aviation. Vercio says the climate change-driven training curriculum updates will apply to all its equipment, from FlightSafety's Level D-qualified full flight simulators to Frasca's flight training devices.

Flight training equipment and courseware aimed at the UAM community will also have to take into consideration factors other than the environment. eVTOL and other electric platforms will rely on batteries that will have much shorter ranges than conventionally powered aircraft, and this will affect how pilots react where they are unable to land because of weather conditions.

"In a gas-powered airplane you might typically have 45 minutes of reserve, enough to divert to, say, Tampa if you can't put the aircraft down in Orlando," says Vercio. "In an electric plane with a battery running down, you are not going to have that luxury of time, so this will drive changes to our courseware."

The occurrence of more intense weather is reflected in the latest generation visual systems that FlightSafety unveiled at two trade shows in April – the World Aviation Training Summit in Orlando for the commercial market, and the military-themed Army Aviation Association of America convention in Nashville.

The software, which FlightSafety will incorporate into all its simulators, includes weather and topographical details that are even more realistic than those in the company's current product, says Vercio. For tomorrow's pilots, for whom challenging weather conditions are likely to become a regular occupational hazard, this sort of enhancement can only make them better prepared.

FlightSafety is working with Lilium and others on a regulatory framework for the burgeoning UAM sector

FlightSafety's pilot instructors are not only highly experienced on type, they are expert communicators and, above all, devoted to passing on their skills and committed to helping make the profession even safer

A passion to teach

Every year, tens of thousands of pilots pass through FlightSafety International's training centres, each emerging a more rounded professional, better equipped to make what could be life or death decisions in his or her daily job. Helping them achieve that level of proficiency and confidence are more than 1,000 full-time FlightSafety instructors, all of them experts of the type they teach.

However, their attributes do not stop there, says Richard Meikle, executive vice-president operations and safety. "Passion is what I'd start with," he says. "Passion for the aircraft, passion for communicating, passion for passing on their skills for the betterment of our clients. Go into any of our classes and the one thing you immediately sense from the instructor is engagement and enthusiasm."

However, that real-world experience is also vital, according to Doug May, executive vice-president, operations and FlightSafety Textron Aviation training. Most FlightSafety trainers will have many thousands of hours in one type of aircraft under their belt. "One key characteristic that we look for is relatability," he says. "That helps our instructors talk with authority and our clients to relate to them."

While about a quarter of FlightSafety's instructors are qualified to teach on more than one aircraft model, it is rare that they straddle brands. "The main reason for that is the level of detail about each aircraft we expect our instructors to have," says Meikle. "We need them to know the aircraft inside out as they have to be prepared to handle questions from pilots who are themselves extremely knowledgeable on that type."

So what makes an experienced pilot switch from the skies to the simulator and the classroom? There might be many reasons, says Meikle. "They may have enjoyed a long career in the military or civil aviation and don't want to drag a bag around anymore, it could be for medical reasons or perhaps they are seeking a different work-life balance." Many just love to teach.

Tens of thousands of pilots go through FlightSafety's training centres each year

Instructors undergo annual training to ensure they are up to speed with cockpit updates

Many FlightSafety instructors still fly for pleasure or occasionally commercially; others have their feet firmly on the ground. What they have in common is that they "want to give back", asserts May. "They want to make sure the next generation of pilots is as good, or better, than they were."

However, it is not enough for a FlightSafety instructor simply to have an impressive record in aviation. All have to go through a rigorous training process lasting three to four months before they are qualified to deliver content and train clients. More training is involved if the instructor wants to become an examiner – typically, this opportunity will arise after they have carried out a year of teaching.

All instructors undergo annual training and assessments to ensure they are up to speed with industry and cockpit updates as well as the latest regulatory requirements from the authorities, and are encouraged to improve their skills through learning best practices. Making the grade is not a formality. "Not everyone makes it through the programme," notes May.

Training draw

Meikle says the appeal of being home every night is what leads many to knock on FlightSafety's door. "That's attractive for a lot of people. Instructors have schedules 60 days in advance and do not have to be on call or, as some flight operations expect, available even on their days off," he says. However, it is not the only lure. "To become a master of their craft is definitely a key attraction," stresses Meikle.

> "Go into any of our classes and the one thing you immediately sense from the instructor is engagement and enthusiasm"
>
> **Richard Meikle, executive vice-president operations and safety, FlightSafety**

FlightSafety also employs cabin crew and maintenance technician trainers. While flight crew training – by its very nature – needs an on-site simulator or cabin mock-up, FlightSafety maintenance instructors can provide courses at clients' premises. The pandemic also saw remote classroom learning come into vogue, and instructors still provide some virtual modules.

FlightSafety's entire philosophy is to make pilots safer and not ensure they simply tick regulatory boxes, and the company's approach to whom it employs to instruct fits this ethos perfectly. "The regulatory side is a byproduct," insists Meikle. "If our instructors are not enhancing safety every time they teach, they are not doing their job."

Runway excursions are behind more than a third of all aviation accidents, yet many fail to understand the causes and mitigation options. That is why FlightSafety is putting particular focus on the phenomenon in its pilot training

Crossing the line

Of all the many procedures pilots practise regularly in the simulator, and execute each time they fly, landing their aircraft correctly on a designated and clearly marked landing strip might seem to be among the most straightforward and least troublesome.

Yet runway excursions – defined as any time an aircraft inadvertently leaves the runway paved surface – remain a significant operational risk for the industry, accounting for more than a third of all aviation accidents annually. They can happen to the most experienced aviator.

FlightSafety International is on a mission to not just impress on the industry the seriousness of the problem – on average, two runway excursions occur each week worldwide – but to provide pilots and operators with the training tools and mental disciplines to avoid them.

While not all excursions lead to injuries, fatalities or significant damage to the aircraft, "once you depart the side or end of the runway, there are a wide range of potential outcomes," remarks Richard Meikle, executive vice-president operations and safety for FlightSafety International.

So why do they take place? Sometimes complacency plays a part. You might imagine, for example, that the risk of runway excursions is lower in summer than in winter, when at many airports fog, ice and snow are a regular hazard. However, the opposite is the case.

"One of the reasons is that in the warmer, lighter months, visual approaches are more common and pilots don't always use the approach aids to establish the aircraft on the optimal flightpath to the runway, and pilots also tend to become more relaxed about the risks and underestimate the influence of water on the runway after a rain shower," says Meikle.

Another reason – what psychologists call frequency gambling – is the natural human tendency to ignore warnings about a behaviour because on multiple occasions we have done it without consequences. Think motorists breaking the speed limit or continuing through traffic lights about to turn red.

In aviation, this might involve a pilot failing to execute a go-around after not being on speed as the aircraft approaches the runway threshold because in every other instance the outcome has been fine. "The pilot community are often reluctant to make a decision to alter something we know is not quite right because we may have gotten away with it previously because there was enough margin. That works until the day the margin isn't enough to absorb the deviation, and there is no rewind button in real-world operations," says Meikle.

Another cognitive habit, continuation bias – where we stick with an original plan despite changing circumstances – may also lead to excursions. This is often the case in low approaches when – despite a go-around being possible and advisable – a pilot will persevere with trying to get the aircraft down.

"In those situations, we need to ensure that the pilot is thinking it's still okay to go around," says Meikle. "It's more than satisfying the regulator. It's all about ensuring confidence with executing a go-around in the very low altitude environment."

Displaced thresholds – a threshold located at a point other than the designated start of the runway, reducing the available length available for landings – is a risk factor too. Data shows that of the top ten runways for excursion risk, seven have displaced thresholds.

Right approach

Although there is not a regulatory requirement for pilots to train for such landings, it is very much part of the FlightSafety syllabus. "We just think it is the right thing to be teaching people the real-world threats, not just the

Pilots are trained to recognise warning signs and mitigate risks

checking standards. Pilots have to be prepared for the visual illusions and having the knowledge of this type of threat increases safety margins," says Meikle.

At the heart of the FlightSafety approach to training pilots to recognise warning signs and mitigate risks of potential runway excursions is data. The company carried out a study last year into runway excursions around the world including more than 125 in 2022 alone. It came up with some interesting findings.

"There is no rewind button in real-world operations"

Richard Meikle, executive vice-president operations and safety, FlightSafety

Thirty-five percent of excursions resulted in substantial damage or destruction of the aircraft; going off the side of the runway was more prevalent than off its end; and the highest risk runways were those with landing distance available lengths of between 5,000ft (1,524m) and 6,000ft.

The research also discovered that unstable approach, weather/wind and mechanical issues were the biggest contributing factors, with quartering tailwinds, cross-winds, wind shifts and other weather variables key factors in just under a quarter of runway excursions.

One in four runway incursions involved mechanical issues or failures, such as a blown tyre, locked brakes, asymmetric reverse thrust, or hydraulic system failures. These usually led to loss of directional control during landing roll out.

FlightSafety's training – modelled on these findings and other data – includes emphasis on executing a stable approach and precisely delivering the aircraft to the runway, as well as increasing situational awareness during a stabilised approach to notice immediately any flight path deviations or environmental changes.

The training also urges particular attention when it comes to runways within the 5,000ft to 6,000ft range or within 1,500ft of margin over computed required landing distance for aircraft type, particularly in wet or contaminated conditions.

When lateral and/or vertical flightpath deviations cannot be corrected immediately with small control inputs, or if there is any doubt over the approach or landing, the training focuses on executing a go-around, even if the threshold is passed, so long as a pilot is appropriately prepared.

FlightSafety began incorporating a focus on runway excursion risks into its regular training in early 2022, and plans to refresh the syllabus this year. "We will move into different areas that the data is pushing us into, but until runway excursion rates lower, we will keep a strong focus on this topic," says Meikle.

The main message it wants to drive home is that no pilot – no matter how experienced – is immune to having a runway excursion. However, a solid understanding of the risks and mitigation strategies, combined with rigorous recurrent training, can prepare pilots to minimise the probability of this stubbornly persistent hazard.

"Understanding the threats and appropriate mitigations is what separates a great day of flying from an incident or accident. We want to give pilots all the tools and practical solutions they need to reduce their risk of having a bad day," says Meikle.

In modern simulators pilots are able to prepare in ways not possible in an actual aircraft

Aviation safety regulations are intended to ensure pilots are ready to deal with any eventuality that might endanger their aircraft and their passengers. Or at least you might think that would be the case. While the intention of statutory training requirements is to make pilots proficient, how well do these guidelines equip them to deal with untoward situations, especially those they have never encountered while flying or in the simulator?

Most pilots will go through their professional lives without finding themselves in a life-threatening situation. Today's commercial and business aircraft – their cockpits, which are almost unrecognizable from those of a generation ago – rarely go wrong mechanically and are packed with sophisticated avionics and aids to make flying simpler and provide ample hazard warnings, from approaching terrain to the proximity of other aircraft.

Safety-minded aviators

Advances in flightdecks have undoubtedly made flying safer, but they can also breed complacency. While pilots may satisfy all regulatory requirements for knowing what to do in a range of scenarios, they will tend to believe that the machine will always work and is behaving in the way it should. Trust in his or her equipment, of course, is no bad thing for a pilot, but there are times when they need to draw on skills beyond what they have proved they can do in standard simulator sessions.

> "We develop scenarios in the simulator that prepare pilots for real-world potentials"
>
> **Richard Meikle, executive vice-president operations and safety, FlightSafety**

A tragic case in point is Air France 447 in 2009, where training failed to equip pilots to understand their predicament. The Airbus A330 began to stall over the South Atlantic after the pilots received inconsistent airspeed indications because of blocked pitot tubes. At the time, the aircraft was flyable – their training ensured the pilots

FlightSafety's philosophy goes beyond training pilots to be competent and comfortable. It challenges aviators to be equipped to deal with every possible curve ball

Expecting the unexpected

knew how to recover from a stall. The problem was they did not think they were in a stall because they believed the flight computers would not allow this to happen.

The fact is that out-of-the-blue events occur in aviation, and often the crew does not have the expertise to spot warning signs or the tools to work out an evasive plan. That is where FlightSafety comes in. Its whole ethos is not about giving pilots the ability to pass regulatory tests, but moulding safety-minded aviators able to cope with anything their extensive cockpit career might throw at them, including both knowing how to prevent as well as recover from hazardous situations.

Unforeseen circumstances

"We develop scenarios in the simulator that prepare pilots for real-world potentials," explains Richard Meikle, FlightSafety International's executive vice-president operations and safety. "What we are doing is preparing someone rather than just making them proficient, such as knowing how to land the airplane with no airspeed. It might be a one in a million or more case, but when it happens it won't be the first time you have run into it, and knowing what to do will keep you alive."

Modern simulators, such as those built and operated by FlightSafety, with their lifelike motion and high-resolution visuals, are so realistic that pilots can train for a range of events that they could not in an actual aircraft. The idea is that pilots will build up an experience bank that allows them to react effectively to whatever they encounter. "They may not have seen the exact scenario," says Meikle. "But they will have been shown something very similar, and response patterns become familiar."

Another technology that is helping FlightSafety fine-tune its syllabus when it comes to dealing with these black swan moments is data analytics. No training programme can prepare pilots for every theoretical eventuality, so as part of its partnership with GE Digital, the company has been studying data on loss of control – precisely what manoeuvres and behaviours in the simulator occur in the run-up to loss of control incidents.

"Our work with GE Digital has given us lots of additional insights into loss of control and how close people are getting," says Meikle. "This means we can identify the danger signs. Pilots are trained to react in loss of control situation, but knowing how to avoid an upset is always better than having to execute a recovery."

The following pages list full-flight simulators for business jets and fixed-wing turboprops, and where to find them – by aircraft manufacturer and type, and by country from P22

Census by aircraft manufacturer

Boeing

B737-800 BBJ

Middle East

UAE, Dubai: CAE
Simulator: CAE

Bombardier

Challenger 300

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

Challenger 350

North America

Canada, Montreal, QC: CAE
Simulator: CAE

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Dallas, TX: CAE
Simulator: NLX

USA, Orlando, FL: Simcom
Simulator: CAE

Challenger 601

North America

USA, Dallas, TX: CAE
Simulator: CAE

Challenger 601-3A, 3R

North America

USA, Houston, TX: FlightSafety International
Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

Challenger 604

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Challenger 604/605

Middle East

UAE, Dubai: CAE
Simulator: CAE

Challenger 605

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Challenger 605/650

North America

Canada, Montreal, QC: CAE
Simulator: CAE

USA, Dallas, TX: CAE
Simulator: CAE

Challenger 650

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

ERJ145

North America

USA, Dallas, TX: CAE
Simulator: CAE

Global 6000

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International
Number: 2

Global 6500

North America

Canada, Montreal, QC: CAE
Simulator: CAE

Global 7500

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

Canada, Montreal, QC: CAE
Simulator: CAE
Number: 2

Global Express

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Global Express XRS

North America

Canada, Montreal, QC: CAE
Simulator: CAE

Census by aircraft manufacturer

Global Vision

North America

USA, Morristown, NJ: CAE
Simulator: CAE

Global Vision 5000/6000

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE
Number: 2

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

Global Vision 6000/6500

North America

Canada, Montreal, QC: CAE
Simulator: CAE

Learjet 31

North America

USA, Orlando, FL: Simcom
Simulator: CAE

Learjet 31A

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

Learjet 35/36 Series

North America

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

Learjet 40/40XR/45/45XR

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

Learjet 45

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE
Number: 2

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

Learjet 45 XR

North America

USA, Wichita, KS: FlightSafety International (Wichita East)
Simulator: FlightSafety International

Learjet 60

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: CAE

USA, Tucson, AZ: FlightSafety International
Simulator: FlightSafety International

Learjet 60XR

North America

USA, Dallas, TX: CAE
Simulator: CAE

Learjet 75

North America

USA, Dallas, TX: CAE
Simulator: CAE

Dassault

Falcon 10/100

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Houston, TX: FlightSafety International
Simulator: FlightSafety International

Falcon 20

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Stafford, VA: Paramount Aviation Services
Simulator: FlightSafety International

Falcon 2000

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Dallas, TX: CAE
Simulator: NLX

Falcon 2000 LXS

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

Falcon 2000EX EASy

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Falcon 2000EX/900EX EASy

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

Falcon 2000LXS/900LX Falcon Eye Convertible

North America

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

FlightSafety has Dassault Falcon 8X simulators at Teterboro and Paris Le Bourget

BillyPix

Falcon 50

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas, TX: CAE
Simulator: Singer-Link

USA, Houston, TX: FlightSafety International
Simulator: FlightSafety International

Falcon 50EX

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Falcon 7X

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Morristown, NJ: CAE
Simulator: CAE

Falcon 8X

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Falcon 900

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Falcon 900/900EX

North America

USA, Dallas, TX: CAE
Simulator: CAE

Falcon 900EX

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Falcon 900EX EASy

North America

USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Falcon 900EX/2000EX EASy

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Morristown, NJ: CAE
Simulator: CAE

Falcon 900LX

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

Census by aircraft manufacturer

Dornier

Dornier 328JET

North America

USA, Orlando, FL: Simcom
Simulator: L3 CTS

Eclipse

Eclipse 500/550

North America

USA, Orlando, FL: Simcom
Simulator: TRU

Embraer

ERJ145

North America

USA, Dallas, TX: CAE
Simulator: CAE

Legacy 500

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

USA, St Louis, MO: FlightSafety International
Simulator: FlightSafety International

Legacy 600

Middle East

UAE, Abu Dhabi: CAE
Simulator: CAE

Legacy 650

Europe

France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, St Louis, MO: FlightSafety International
Simulator: FlightSafety International

Phenom 100

North America

USA, Dallas, TX: CAE
Simulator: CAE

Phenom 100/300

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE
Number: 3

South America

Brazil, Sao Paulo: CAE
Simulator: CAE

Phenom 300

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Orlando, FL: Simcom
Simulator: CAE

Praetor 600

North America

USA, Orlando, FL: Simcom
Simulator: CAE

Gulfstream

Aero Commander 1000

North America

USA, Orlando, FL: Simcom
Simulator: FlightSafety International

Aero Commander 690

North America

USA, Orlando, FL: Simcom
Simulator: FlightSafety International

G100

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

G150

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

G200

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Morristown, NJ: CAE
Simulator: CAE

G280

North America

USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
Number: 2

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G450

North America

USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G450/G550

Asia-Pacific

China, Shanghai: CAE
Simulator: CAE

Gulfstream G550 pilots can train at FlightSafety in Farnbourgh, UK; Dallas, TX; Savannah, GA; Long Beach, CA; Wilmington, DE, and Singapore

Gulfstream Aerospace

Singapore: FlightSafety International
Simulator: FlightSafety International
Europe
UK, Burgess Hill, W Sussex: CAE
Simulator: CAE
North America
USA, Dallas, TX: CAE
Simulator: CAE
USA, Morristown, NJ: CAE
Simulator: CAE

G450/G550 Convertible

Europe
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International
North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G500

North America
USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G500/G600 Convertible

Europe
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International
North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International

G550

North America
USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International
USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International
Number: 2
USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

G650

Asia-Pacific
Singapore: CAE
Simulator: CAE
Europe
UK, Burgess Hill, W Sussex: CAE
Simulator: CAE
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International
Middle East
UAE, Dubai: CAE
Simulator: CAE
North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
USA, Las Vegas, NV: CAE
Simulator: CAE
Number: 2
USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International
USA, Orlando, FL: Simcom
Simulator: CAE
USA, Savannah, GA: FlightSafety International
Simulator: FlightSafety International
Number: 2
USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

GI

North America
USA, Seattle, WA: Pacific Northwest National Laboratory
Simulator: FlightSafety International

GIII

North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

GIV

Middle East
UAE, Dubai: CAE
Simulator: CAE
North America
USA, Dallas, TX: CAE
Simulator: CAE
USA, Morristown, NJ: CAE
Simulator: CAE

GIV/G300/G400

North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International
Number: 2
USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Census by aircraft manufacturer

GV

North America
USA, Dallas, TX: CAE
Simulator: CAE
USA, Long Beach, CA: FlightSafety International
Simulator: FlightSafety International
USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

GV/G550

Middle East
UAE, Dubai: CAE
Simulator: CAE

Honda Aircraft

HondaJet

Europe
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International
North America
USA, Greensboro, NC: FlightSafety International
Simulator: FlightSafety International
Number: 2

Piaggio Aero

Avanti II

North America
USA, West Palm Beach, FL: FlightSafety International
Simulator: FlightSafety International

Pilatus

PC-12-47

North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International

PC-12NG

North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
USA, Denver, CO: FlightSafety International
Simulator: FlightSafety International

PC-24

Europe
France, Le Bourget, Paris: FlightSafety International
Simulator: FlightSafety International
North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
Number: 2

Saab

Saab 2000

North America
USA, Orlando, FL: Simcom
Simulator: FSI

Textron Aviation

Beechcraft Beechjet 400A

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 200

Europe
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International
North America
USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International
USA, Orlando, FL: Simcom
Simulator: FlightSafety International
USA, Secaucus, NJ: Port Logistics Group
Simulator: FlightSafety International

Beechcraft King Air 200 G1000

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 200 Pro Line 21/GT

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 200/350 G1000 Convertible

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 250/350 Fusion Convertible

North America
USA, Tampa, FL: FlightSafety International
Simulator: TRU
Number: 2

Beechcraft King Air 350 (convertible Pro Line 21/Fusion cockpit)

North America
USA, Teterboro, NJ: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 350 (EFIS 85B)

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 350 (Fusion cockpit)

North America
USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 350 (Pro Line 21)

North America
USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air 350/360 Fusion

North America
USA, Tampa, FL: FlightSafety International
Simulator: TRU

Beechcraft King Air 350i (Pro Line 21)

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air C-90B

North America
USA, Orlando, FL: Simcom
Simulator: FlightSafety International
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air C-90GT

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Beechcraft King Air C-90GTx

Asia-Pacific
China, Tianjin: Jeppesen International Flight College
Simulator: FlightSafety International

There are FlightSafety Pilatus PC-12NG simulators in Dallas and Denver

Pilatus

Beechjet 400A

North America
USA, Dallas, TX: CAE
Simulator: NLX
USA, Orlando, FL: CAE
Simulator: Simcom

Caravan G1000

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Caravan G600

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Caravan I

North America
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Cessna 421

North America
USA, Orlando, FL: Simcom
Simulator: FlightSafety International

Cessna 441

North America
USA, Orlando, FL: Simcom
Simulator: FlightSafety International
USA, Wichita, KS: FlightSafety International
Simulator: TRU

Citation Bravo

Europe
UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

Citation CJ1

North America
USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation CJ2

North America
USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation CJ2+

North America
USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation CJ3

North America
USA, Long Beach, CA: FlightSafety International
Simulator: TRU
USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International
USA, Orlando, FL: Simcom
Simulator: CAE
USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Census by aircraft manufacturer

Citation CJ3+

North America

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Citation CJ4

North America

USA, Long Beach, CA: FlightSafety International
Simulator: TRU

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation Encore

North America

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation Encore+

North America

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation Excel

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation Excel G5000

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation II

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation III/VI

North America

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation Latitude

Europe

UK, Farnborough: FlightSafety International
Simulator: TRU

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

Number: 2

USA, Tampa, FL: FlightSafety International
Simulator: TRU

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation III/VI/VII

North America

USA, Dallas, TX: CAE
Simulator: Singer-Link

Citation Longitude

North America

USA, Columbus, OH: FlightSafety International
Simulator: TRU

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Citation M2/CJ3+ Convertible

North America

USA, Tampa, FL: FlightSafety International
Simulator: TRU

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation Mustang

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation Sovereign

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

North America

USA, Atlanta, GA: FlightSafety International
Simulator: FlightSafety International

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

USA, Morristown, NJ: CAE
Simulator: CAE

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation Sovereign+/X+ Convertible

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation Ultra

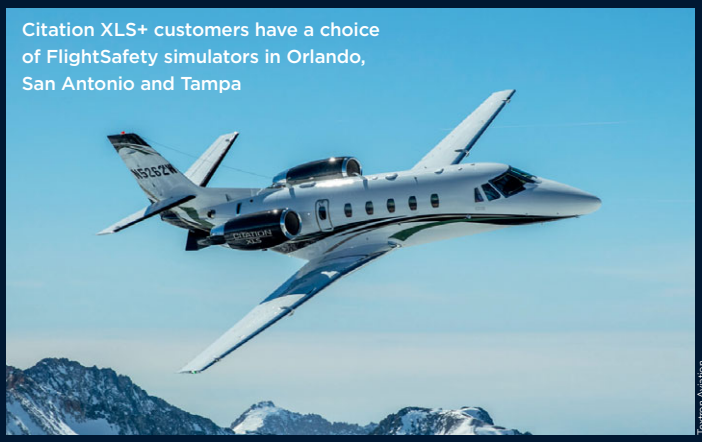
North America

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

Citation Ultra/Bravo

North America

USA, Dallas, TX: CAE
Simulator: CAE



Citation XLS+ customers have a choice of FlightSafety simulators in Orlando, San Antonio and Tampa

Textron Aviation

Citation X

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Citation XLS

Europe

UK, Burgess Hill, W Sussex: CAE
Simulator: CAE

North America

USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International

USA, Orlando, FL: CAE
Simulator: Axis

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

Citation XLS+

North America

USA, Dallas, TX: CAE
Simulator: CAE

USA, Orlando, FL: FlightSafety International
Simulator: FlightSafety International

USA, San Antonio, TX: FlightSafety International
Simulator: FlightSafety International

USA, Tampa, FL: FlightSafety International
Simulator: TRU

Hawker 400 XP

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

Hawker 400XP

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Hawker 4000

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Hawker 800XP Honeywell

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

USA, Wilmington, DE: FlightSafety International
Simulator: FlightSafety International

Hawker 800XP/850XP Pro Line 21

North America

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

Hawker 800/1000

North America

USA, Morristown, NJ: CAE
Simulator: Reflectone

Hawker 800/800XP

Middle East

UAE, Dubai: CAE
Simulator: CAE

Hawker 800A/XP

North America

USA, Dallas, TX: CAE
Simulator: CAE

Hawker 800XP/850XP

Europe

UK, Farnborough: FlightSafety International
Simulator: FlightSafety International

Hawker 800XPi

Middle East

UAE, Dubai: CAE
Simulator: CAE

North America

USA, Morristown, NJ: CAE
Simulator: CAE

Hawker 900XP

North America

USA, West Lafayette, IN: Purdue School of Aviation
Simulator: FlightSafety International

USA, Wichita, KS: FlightSafety International
Simulator: FlightSafety International

King Air 200

North America

USA, Dallas, TX: CAE
Simulator: Singer-Link

King Air 350

Middle East

UAE, Abu Dhabi: CAE
Simulator: CAE

North America

USA, Dallas, TX: CAE
Simulator: CAE
Number: 2

USA, Morristown, NJ: CAE
Simulator: CAE

Premier I

North America

USA, Wichita, KS: FlightSafety International (Wichita East)
Simulator: FlightSafety International

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
BRAZIL			
Sao Paulo			
Embraer	Phenom 100/300	CAE	Embraer CAE Training Services
CANADA			
Montreal			
Bombardier	Challenger 350	CAE	CAE
Bombardier	Challenger 605/650	CAE	CAE
Bombardier	Global 7500	CAE	CAE
Bombardier	Global Express XRS	CAE	CAE
Bombardier	Global Vision 6000/6500	CAE	CAE
Bombardier	Global 6500	CAE	CAE
Bombardier	Global 7500	CAE	CAE
CHINA			
Shanghai			
Gulfstream	G450/G550	CAE	CAE
Tianjin			
Textron Aviation	Beechcraft King Air C-90GTx	FlightSafety International	Jeppesen International Flight College
FRANCE			
Le Bourget, Paris			
Dassault	Falcon 10/100	FlightSafety International	FlightSafety International
Dassault	Falcon 20	FlightSafety International	FlightSafety International
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 2000 LXS	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX/900EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 50	FlightSafety International	FlightSafety International
Dassault	Falcon 7X	FlightSafety International	FlightSafety International
Dassault	Falcon 8X	FlightSafety International	FlightSafety International
Dassault	Falcon 900	FlightSafety International	FlightSafety International
Embraer	Legacy 650	FlightSafety International	FlightSafety International
Pilatus	PC-24	FlightSafety International	FlightSafety International
SINGAPORE			
Singapore			
Gulfstream	G650	CAE	CAE
Gulfstream	G450/G550	FlightSafety International	FlightSafety International
UAE			
Abu Dhabi			
Embraer	Legacy 600	CAE	CAE Abu Dhabi JV
Textron Aviation	King Air 350	CAE	CAE Abu Dhabi JV
Dubai			
Boeing	B737-800 BBJ	CAE	Emirates-CAE Flight Training
Bombardier	Challenger 604/605	CAE	Emirates-CAE Flight Training
Bombardier	Global 7500	CAE	Emirates-CAE Flight Training
Bombardier	Global Express	CAE	Emirates-CAE Flight Training
Bombardier	Global Vision 5000/6000	CAE	Emirates-CAE Flight Training
Dassault	Falcon 7X	CAE	Emirates-CAE Flight Training
Dassault	Falcon 900EX/2000EX EASy	CAE	Emirates-CAE Flight Training
Gulfstream	G650	CAE	Emirates-CAE Flight Training
Gulfstream	GIV	CAE	Emirates-CAE Flight Training
Gulfstream	GV/G550	CAE	Emirates-CAE Flight Training
Textron Aviation	Hawker 800/800XP	CAE	Emirates-CAE Flight Training
Textron Aviation	Hawker 800XPi	CAE	Emirates-CAE Flight Training
UK			
Burgess Hill, W Sussex			
Bombardier	Challenger 300	CAE	CAE
Bombardier	Challenger 604	CAE	CAE
Bombardier	Global Express	CAE	CAE
Bombardier	Global Vision 5000/6000	CAE	CAE
Bombardier	Global Vision 5000/6000	CAE	CAE
Bombardier	Learjet 40/40XR/45/45XR	CAE	CAE
Dassault	Falcon 7X	CAE	CAE
Dassault	Falcon 8X	CAE	CAE
Dassault	Falcon 900EX/2000EX EASy	CAE	CAE

FlightSafety offers Bombardier Learjet 60 training in Atlanta and Tucson

Bombardier

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Embraer	Phenom 100/300	CAE	Embraer CAE Training Services
Gulfstream	G450/G550	CAE	CAE
Gulfstream	G650	CAE	CAE
Textron Aviation	Citation II	CAE	CAE
Textron Aviation	Citation XLS	CAE	CAE
Farnborough			
Gulfstream	G450/G550 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Honda Aircraft	HondaJet	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Citation Bravo	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	TRU	FlightSafety International
Textron Aviation	Citation Mustang	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 400 XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800XP/850XP	FlightSafety International	FlightSafety International
USA			
Atlanta, GA			
Bombardier	Learjet 31A	FlightSafety International	FlightSafety International
Bombardier	Learjet 45	FlightSafety International	FlightSafety International
Bombardier	Learjet 60	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (Fusion cockpit)	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (Pro Line 21)	FlightSafety International	FlightSafety International
Textron Aviation	Citation II	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Columbus, OH			
Bombardier	Challenger 350	FlightSafety International	FlightSafety International
Bombardier	Challenger 350	FlightSafety International	FlightSafety International
Bombardier	Challenger 650	FlightSafety International	FlightSafety International
Bombardier	Global 6000	FlightSafety International	FlightSafety International
Bombardier	Global 6000	FlightSafety International	FlightSafety International
Embraer	Phenom 300	FlightSafety International	FlightSafety International
Embraer	Phenom 300	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Textron Aviation	Citation Longitude	TRU	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS	FlightSafety International	FlightSafety International

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Dallas, TX			
Bombardier	ERJ145	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Dassault	Falcon 900EX/2000EX EASy	CAE	CAE
Embraer	ERJ145	CAE	CAE
Embraer	Legacy 650	CAE	CAE
Bombardier	Challenger 601	CAE	CAE
Bombardier	Challenger 604	CAE	CAE
Bombardier	Global Express	CAE	CAE
Bombardier	Learjet 60	CAE	CAE
Bombardier	Learjet 60XR	CAE	CAE
Dassault	Falcon 2000	NLX	CAE
Dassault	Falcon 50	Singer-Link	CAE
Dassault	Falcon 50EX	CAE	CAE
Dassault	Falcon 900/900EX	CAE	CAE
Embraer	Phenom 100	CAE	Embraer CAE Training Services
Embraer	Phenom 100/300	CAE	Embraer CAE Training Services
Embraer	Phenom 100/300	CAE	Embraer CAE Training Services
Embraer	Phenom 100/300	CAE	Embraer CAE Training Services
Gulfstream	G450/G550	CAE	CAE
Gulfstream	GIV	CAE	CAE
Gulfstream	GV	CAE	CAE
Textron Aviation	Beechjet 400A	NLX	CAE
Textron Aviation	Citation Excel	CAE	CAE
Textron Aviation	Citation III/VI/VII	Singer-Link	CAE
Textron Aviation	Citation Ultra/Bravo	CAE	CAE
Textron Aviation	Citation X	CAE	CAE
Textron Aviation	Citation XLS+	CAE	CAE
Textron Aviation	Hawker 800A/XP	CAE	CAE
Textron Aviation	King Air 200	Singer-Link	CAE
Textron Aviation	King Air 350	CAE	CAE
Textron Aviation	King Air 350	CAE	CAE
Bombardier	Challenger 300	CAE	CAE
Bombardier	Challenger 350	NLX	CAE
Bombardier	Challenger 605/650	CAE	CAE
Bombardier	Global 7500	CAE	CAE
Bombardier	Global Vision 5000/6000	CAE	CAE
Bombardier	Learjet 75	CAE	CAE
Dallas-Ft Worth, TX			
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 7X	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX	FlightSafety International	FlightSafety International
Dassault	Falcon 900LX	FlightSafety International	FlightSafety International
Embraer	Legacy 500	FlightSafety International	FlightSafety International
Gulfstream	G100	FlightSafety International	FlightSafety International
Gulfstream	G150	FlightSafety International	FlightSafety International
Gulfstream	G200	FlightSafety International	FlightSafety International
Gulfstream	G200	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Gulfstream	G450/G550 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	GIII	FlightSafety International	FlightSafety International
Gulfstream	GIV/G300/G400	FlightSafety International	FlightSafety International
Pilatus	PC-12-47	FlightSafety International	FlightSafety International
Pilatus	PC-12NG	FlightSafety International	FlightSafety International
Pilatus	PC-24	FlightSafety International	FlightSafety International
Pilatus	PC-24	FlightSafety International	FlightSafety International

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Denver, CO			
Pilatus	PC-12NG	FlightSafety International	FlightSafety International
Greensboro, NC			
Honda Aircraft	HondaJet	FlightSafety International	FlightSafety International
Honda Aircraft	HondaJet	FlightSafety International	FlightSafety International
Houston, TX			
Bombardier	Challenger 601-3A, 3R	FlightSafety International	FlightSafety International
Dassault	Falcon 10/100	FlightSafety International	FlightSafety International
Dassault	Falcon 50	FlightSafety International	FlightSafety International
Las Vegas, NV			
Gulfstream	G650	CAE	CAE
Gulfstream	G650	CAE	CAE
Long Beach, CA			
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	GIV/G300/G400	FlightSafety International	FlightSafety International
Gulfstream	GIV/G300/G400	FlightSafety International	FlightSafety International
Gulfstream	GV	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ3	TRU	FlightSafety International
Textron Aviation	Citation CJ4	TRU	FlightSafety International
Morristown, NJ			
Bombardier	Challenger 300	CAE	CAE
Bombardier	Global Express	CAE	CAE
Bombardier	Global Vision	CAE	CAE
Dassault	Falcon 7X	CAE	CAE
Dassault	Falcon 900EX/2000EX EASy	CAE	CAE
Gulfstream	G200	CAE	CAE
Gulfstream	G450/G550	CAE	CAE
Gulfstream	GIV	CAE	CAE
Textron Aviation	Citation Sovereign	CAE	CAE
Textron Aviation	Hawker 800/1000	Reflectone	CAE
Textron Aviation	Hawker 800XPi	CAE	CAE
Textron Aviation	King Air 350	CAE	CAE

FlightSafety has HondaJet simulators in Greensboro and Farnborough

Honda Aircraft

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Orlando, FL			
Bombardier	Challenger 350	CAE	Simcom
Bombardier	Learjet 31	CAE	Simcom
Dornier	Dornier 328 JET	L3 CTS	Simcom
Embraer	Phenom 300	CAE	Simcom
Embraer	Praetor 600	CAE	Simcom
Gulfstream	Aero Commander 1000	FlightSafety International	Simcom
Gulfstream	Aero Commander 690	FlightSafety International	Simcom
Gulfstream	G650	CAE	Simcom
Saab	Saab 2000	FSI	Simcom
Textron Aviation	Beechcraft King Air 200	FlightSafety International	Simcom
Textron Aviation	Beechcraft King Air C-90B	FlightSafety International	Simcom
Textron Aviation	Beechjet 400A	Simcom	CAE
Textron Aviation	Cessna 421	FlightSafety International	Simcom
Textron Aviation	Cessna 441	FlightSafety International	Simcom
Textron Aviation	Citation CJ2	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ3	CAE	Simcom
Textron Aviation	Citation CJ3	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ4	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore+	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation X	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS	Axis	CAE
Textron Aviation	Citation XLS+	FlightSafety International	FlightSafety International
San Antonio, TX			
Textron Aviation	Citation CJ1	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ2+	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	FlightSafety International	FlightSafety International
Textron Aviation	Citation II	FlightSafety International	FlightSafety International
Textron Aviation	Citation III/VI	FlightSafety International	FlightSafety International
Textron Aviation	Citation Ultra	FlightSafety International	FlightSafety International
Textron Aviation	Citation XLS+	FlightSafety International	FlightSafety International
Savannah, GA			
Gulfstream	G280	FlightSafety International	FlightSafety International
Gulfstream	G450	FlightSafety International	FlightSafety International
Gulfstream	G450/G550 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G500	FlightSafety International	FlightSafety International
Gulfstream	G500/G600 Convertible	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Seattle, WA			
Gulfstream	GI	FlightSafety International	Pacific Northwest National Laboratory
Secaucus, NJ			
Textron Aviation	Beechcraft King Air 200	FlightSafety International	Port Logistics Group
St Louis, MO			
Embraer	Legacy 500	FlightSafety International	FlightSafety International
Embraer	Legacy 650	FlightSafety International	FlightSafety International
Stafford, VA			
Dassault	Falcon 20	FlightSafety International	Paramount Aviation Services
Tampa, FL			
Textron Aviation	Beechcraft King Air 250/350 Fusion Convertible	TRU	FlightSafety International
Textron Aviation	Beechcraft King Air 250/350 Fusion Convertible	TRU	FlightSafety International
Textron Aviation	Beechcraft King Air 350/360 Fusion Convertible	TRU	FlightSafety International
Textron Aviation	Citation CJ3+	TRU	FlightSafety International
Textron Aviation	Citation Latitude	TRU	FlightSafety International
Textron Aviation	Citation Longitude	TRU	FlightSafety International
Textron Aviation	Citation M2/CJ3+ Convertible	TRU	FlightSafety International
Textron Aviation	Citation XLS+	TRU	FlightSafety International

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Teterboro, NJ			
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 2000LXS/900LX Falcon Eye Convertible	FlightSafety International	FlightSafety International
Dassault	Falcon 50EX	FlightSafety International	FlightSafety International
Dassault	Falcon 8X	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX EASy	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (convertible Pro Line 21/Fusion cockpit)	FlightSafety International	FlightSafety International
Tucson, AZ			
Bombardier	Challenger 601-3A, 3R	FlightSafety International	FlightSafety International
Bombardier	Challenger 604	FlightSafety International	FlightSafety International
Bombardier	Learjet 31A	FlightSafety International	FlightSafety International
Bombardier	Learjet 35/36 Series	FlightSafety International	FlightSafety International
Bombardier	Learjet 45	FlightSafety International	FlightSafety International
Bombardier	Learjet 60	FlightSafety International	FlightSafety International
West Lafayette, IN			
Textron Aviation	Hawker 900 XP	FlightSafety International	Purdue School of Aviation
West Palm Beach, FL			
Piaggio Aero	Avanti II	FlightSafety International	FlightSafety International
Wichita, KS			
Textron Aviation	Beechcraft King Air 200 G1000	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200 GT Pro Line 21/GT	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200/350 G1000 Convertible	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (EFIS 85B)	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350 (Pro Line 21)	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 350i (Pro Line 21)	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft Beechjet 400A	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C90B	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C90GTi	FlightSafety International	FlightSafety International
Textron Aviation	Caravan G1000	FlightSafety International	FlightSafety International
Textron Aviation	Caravan G600	FlightSafety International	FlightSafety International
Textron Aviation	Caravan I	FlightSafety International	FlightSafety International
Textron Aviation	Cessna 441	TRU	FlightSafety International
Textron Aviation	Citation CJ3	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel G5000	FlightSafety International	FlightSafety International
Textron Aviation	Citation Latitude	FlightSafety International	FlightSafety International
Textron Aviation	Citation M2/CJ3+ Convertible	FlightSafety International	FlightSafety International
Textron Aviation	Citation Mustang	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign	FlightSafety International	FlightSafety International
Textron Aviation	Citation Sovereign+/X+ Convertible	FlightSafety International	FlightSafety International
Textron Aviation	Citation X	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 400XP	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 4000	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800XP Honeywell	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800XP/850XP Pro Line 21	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 900XP	FlightSafety International	FlightSafety International
Bombardier	Learjet 45XR	FlightSafety International	FlightSafety International
Textron Aviation	Premier I	FlightSafety International	FlightSafety International
Wilmington, DE			
Bombardier	Challenger 300	FlightSafety International	FlightSafety International
Bombardier	Challenger 604	FlightSafety International	FlightSafety International
Bombardier	Challenger 605	FlightSafety International	FlightSafety International
Bombardier	Global Express	FlightSafety International	FlightSafety International
Dassault	Falcon 900	FlightSafety International	FlightSafety International
Gulfstream	G280	FlightSafety International	FlightSafety International
Gulfstream	G450	FlightSafety International	FlightSafety International
Gulfstream	G500/G600	FlightSafety International	FlightSafety International
Gulfstream	G550	FlightSafety International	FlightSafety International
Gulfstream	G650	FlightSafety International	FlightSafety International
Gulfstream	GIV/G300/G400	FlightSafety International	FlightSafety International
Gulfstream	GV	FlightSafety International	FlightSafety International
Textron Aviation	Hawker 800 XP Honeywell	FlightSafety International	FlightSafety International

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