

zations' accident reports for every aircraft for which we provide training. The instructors can get to that information very quickly and easily, and provide it to their customers."

While reviewing this training tool prior to roll-out at the centers, Brannon said he found it interesting how individual reports over the years, when compiled and compared, show a variety of factors common to many accidents and incidents, ranging from lightning and bird strikes, to runway excursions. "We're already hearing from our instructors and customers that is a very powerful tool that allows them to branch off into an area of information that really wasn't formalized until this time."

CAE is also harnessing the Internet to deliver instruction. "For business aviation operators we've included lessons learned and practices in other aviation segments. So we have the first regulatory-approved distance learning ground school that you can take and complete via the Internet – in this case for the Gulfstream 550," Roberts added.

More Technology Insertions

Even higher levels of higher fidelity instruction are on the way for customers at corporate training centers, students in university programs and others.

CAE's business customers will benefit from more capable technologies. In addition to enhancements in the Tropos-6000 image generator and the CAE 5000 Series full flight simulator, aircrews may also use the next-generation CAE Simfinity integrated procedures trainer (IPT) with an enhanced virtual cockpit which offers higher-resolution graphics, multi-touch screens, and a new aircraft-like interface action for sliding levers or turning knobs.

All new FlightSafety simulators will feature the company's 60-inch electric motion and control loading technology, newly enhanced VITAL X visual system and its next generation instructor operating station (IOS).

The company also continues to refine and expand its MATRIX Integrated Learning System. Matrix brings the realities of the Level D simulator experience into the classroom and other training devices.

SimCom, much like its military counterparts, has an ambitious strategy to keep its training devices concurrent with the business aviation aircraft they

support. One of the simulator upgrades planned during the rest of this year involve one of two, Level D Eclipse simulators to make it conformant with the Total Eclipse model. "We're half way through it and will have it available by this third quarter. It's a very high value upgrade for about 100 aircraft that have upgraded to the new configuration." Brannon said.

Indeed, to keep its 58 simulators in a state-of-the-art configuration, SimCom has also installed Garmin WAAS units, specific to simulators, in many of its devices.

SimCom also has on its horizon the routine revision and update of various courses through the end of this year.

Frasca is also successfully responding to new developments in this sector. Victor Veltze, a sales representative at the Urbana, Illinois-based company, told CAT that as the increased use of very light jets in ab-initio flight training has gained more relevance, Frasca has delivered numerous Embraer Phenom devices to Finnair Academy and Purdue University. "The FAA itself purchased two Citation Mustang devices, one to use to train their inspectors and another used for research."

Veltze also commented on Frasca's response to dynamic training requirements, in particular, how advancement in sophisticated avionics has made training in devices more relevant. "Learning how to operate complex systems like ProLine21 and Garmin Perspective correctly from the beginning is crucial, and requires high levels of system simulation and in many cases using actual avionics."

Aeronautical Systems Engineering, a provider of various military and civil aviation training devices, is preparing to deliver its first Multi-Platform Desktop Advanced Aviation Training Device (AATD). The initial customer, National Aviation Academy, has an order for 10 units, with an option for 10 additional units.

The device is designed for use in classroom environments and allows the student to interact with a life-size virtual cockpit to learn the layout and functions of the various instruments within the cockpit.

Aspiring business sector pilots will see the AATD's configurations supporting the King Air C90, Cessna 172 and four Piper models. cat

Technology

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