

GUIDE TO BUSINESS AVIATION TRAINING AND SAFETY 2024

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Welcome to the fourth annual FlightGlobal Guide to Business Aviation Training and Safety, again produced in association with FlightSafety International, a pioneer in the sector that has since 1951 been championing the concept of training that goes beyond simply meeting regulatory requirements, and instilling individual and corporate behaviours that put safety first in every circumstance. In the following pages we look at initiatives to teach pilots to better identify the risks of runway excursions, examine the philosophy behind FlightSafety's sector leading technician training, and find out why deep-rooted ties with aircraft manufacturers matter. You will also find an updated directory of business aircraft simulator training centres.

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Runway excursions are a safety challenge for business aviation and the result of incorrect decisions at critical points of the approach. What can be done to reduce the risk?

The right decisions

During take-off, until V1 is reached, there are clearly defined decision points at which almost every pilot will abort the procedure if they have any concern with the conditions or performance of the aircraft. It is part of every pilot's mental checklist. The same is not always true when it comes to landing.

Pilots unhappy with an approach can choose the option of a go-around. However, as Richard Meikle, executive vice-president, operations & safety at FlightSafety International, points out, the action – which typically involves executing a circuit of the airfield before repeating the landing attempt – can carry “a bit of a stigma”.

“From the very beginning, pilots are taught that good pilots land airplanes. When something isn't quite right, the mindset is: ‘I can save it’,” says Meikle. “But these are not necessarily good behaviours. We want the default among pilots to be: ‘We are going to go around unless everything is meeting performance targets.’”

Runway excursions – defined as an aircraft departing the end or side of the runway surface, and often referred to as overruns or veer-offs – are the biggest cause of accidents in business aviation, accounting for 41% of the total number of accidents between 2017 and 2022, according to the 2022 Safety Report from independent non-profit the Flight Safety Foundation.

While there may be reasons behind a runway excursion that a pilot could not reasonably have been aware of until late in the approach, they are largely due to decisions rather than manipulative skills. This may be a result of failing

to identify or interpret a risk, or continuing with a landing attempt when the better option would be to go around.

The industry problem is something FlightSafety has resolved to tackle through training. Its own research in 2020 and 2021 – based on partner GE Digital's analysis of flight operational quality assurance (FOQA) data – clearly indicated runway excursions were a major concern for business aviation operators, just as they were for airlines.

“We suspected that runway excursions were a huge cause of accidents but having that information from our work with GE was the key driver to us doing something specific in this area,” says Meikle. It led to the creation of FlightSafety's new runway excursion prevention programme in early 2022, which has since been expanded and continues to develop.

Under the partnership with GE Digital, flight data from 300 operators of more than 1,000 corporate aircraft was assessed and used by FlightSafety to tailor training programmes based on real-life operational scenarios, thus preparing pilots to identify threats that are precursors to aviation accidents and incidents. These include warning signals of a possible runway excursion.

Displaced threshold

The study also highlighted those airports at which the excursion risk was highest. One feature stood out. Seven of the top 10 runways for which there was a greater incidence or risk of runway excursions had a displaced threshold, where the threshold is set at a point



Training programmes are being tailored based on real-life operational scenarios

The main focus of the Safe to Land project is the establishment of new mandatory triggers for go-around decision making

other than the designated beginning of the runway and reduces the length of runway available for landings. This pointed to a need for greater vigilance when approaching such runways.

To get the message across about taking the runway excursions threat more seriously, FlightSafety set up further partnerships, including with Presage, an analytics and consultancy company that specializes in human factors in the workplace, including the cultural, interpersonal, and psychological reasons behind employee non-compliance with operational procedures.

Presage had already begun an initiative with the owner-flyer association Cessna Jet Pilots (CJP), called Safe to Land, which was designed to come up with standard operating procedures (SOPs) that would mitigate the risk

of runway excursions by owner pilots. With FlightSafety's input, those Safe to Land techniques and practices are now available to CJP members.

The main focus of the Safe to Land project is the establishment of new mandatory triggers for go-around decision making all the way up to touchdown. For example, many runway excursions occur following an approach that is stable up until the threshold and then becomes destabilised. Safe to Land provides visual cues and hard gates for situations such as drifting left or right of the centreline. The results speak for themselves, as indicated by the safety record of the CJP group, which has not seen a single runway excursion since the inception of the programme.

FlightSafety, with Presage, then turned its attention to the multicrew, large-jet market with a study into the go-around decision-making habits of a sample of Gulfstream G500, G600 and G650 pilots. The choice of types was significant. Although all three are fly-by-wire, the G650's traditional yoke is replaced with active-control sidesticks on the newer platforms meaning pilots have very different ways of flying the aircraft.

Assessing behaviours

The research project, the first of its kind in the two-pilot segment, was launched in mid-2022 and the publication of its findings is imminent. More than 20 pilots working for about a dozen organisations, including Gulfstream itself, were questioned about their attitudes and behaviours when it comes to go-around decision-making.

Initial findings seemed to confirm FlightSafety's hypotheses, according to Mark Kleinhans, the company's director, safety. "One was that pilots believe they can rescue the approach if it's unstable. There's an attitude of 'It'll be fine until it's not'," he says. Another was that many pilots do not recognize when the aircraft is unstable.

One of the actions that FlightSafety has begun to introduce into its Gulfstream training is a clear limit on how far a pilot should continue with an unstable approach before deciding to go around. Although current guidance suggests a limit of 1,000ft, the feedback from the working group of pilots suggested that 200ft might be more appropriate as a cut-off.

Modern aircraft come with features that act as an insurance policy against judgement errors, such as the predictive landing performance systems on Gulfstream aircraft. "When these types of systems alert, it is important pilots respond accordingly," says Meikle. But even with these advancements, Meikle warns against relying solely on technology to address deviations from planned performance. "Thrust reversers, for instance, are generally not included in the performance calculations, and they absorb a lot of indiscretion in technique, but if they don't work, all of a sudden pilots may find they have eroded any extra safety margin," he says. The key to a safe arrival is planning, executing to plan, and abandoning the approach or landing if targets are missed or conditions push the aircraft beyond acceptable tolerances.

While FlightSafety has been focusing on specific guidance for Gulfstream and Citation pilots, it has already begun to incorporate go-around decision-making into all its training programmes. "The general concept of understanding how much margin you have on a certain runway is universal, regardless of type," says Meikle.

"It is unrealistic to attempt to land on a runway using book numbers if you are not using the same procedures the test pilots used to derive the numbers"

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

FlightSafety's efforts on runway excursions come amid a wider industry focus on the problem. In November, the National Business Aviation Association, which represents largely corporate flight departments, published a guide entitled Reducing Runway Excursions in Business Aviation, urging all operators to become familiar with the wealth of knowledge and data on the subject, and incorporate it into their SOPs.

FlightSafety's message to the industry is to recognize the scope of the issue, take the risk seriously and train pilots to recognize the factors during each stage of an approach and landing that can lead to a runway excursion. Says Meikle: "What we are really trying to drive home is that it is unrealistic to attempt to land on a runway using book numbers if you are not using the same procedures the test pilots used to derive the numbers, and even if the best of approaches was flown, there are occasions where a go-around is necessary after the aircraft has crossed the threshold." ▶



Pilots suggested that 200ft would be an appropriate go-around cut-off

As well as pilot training, FlightSafety specialises in equipping technicians to become experts on some of the industry's foremost business and general aviation aircraft

Maintaining an advantage

FlightSafety International might be best known for training flight crew and manufacturing the devices they are taught in. However, an increasingly important piece of the company's portfolio is maintenance training, which it offers at some 15 locations across North America and around the world. FlightSafety maintenance training boasts approvals from nine National Aviation Authorities (NAA) and was the first foreign organisation to receive European Union Aviation Safety Agency 147 accreditation.

Many of FlightSafety's facilities offer pilot, maintenance, and cabin safety training under one roof. However, FlightSafety also operates large maintenance-only centres at Montreal and Wichita, as well as a smaller site in Sunshine Coast, Australia. Meanwhile, in cooperation with local partners it provides training on Pratt & Whitney Canada (P&WC) engines at Botucatu in Brazil, Haikou in China, Cape Town in South Africa, and Singapore.

As with its pilot training programmes, long standing, close ties with manufacturers are vital on the maintenance side too, with FlightSafety working with OEMs to construct each course, and adapt it to keep it relevant. While some of its sites provide training across a variety of aircraft, engine, and component brands, others specialise in just one or two, with Gulfstream, Honda Aircraft, Dassault, Honeywell, Sikorsky, P&WC, and Textron Aviation among the relationships.

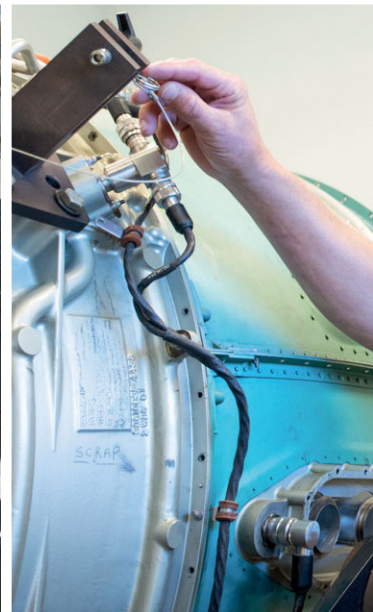
DeWayne Dixon, FlightSafety's regional director of maintenance training, explains how the collaboration works: "As



Programmes include hands-on instruction

the OEM approved training provider, we use our expertise in training and adult learning combined with the expertise from the OEM in the aircraft to deliver the best maintenance training to the industry."

The partnership begins with maintenance training development. Work includes developing a training needs



analysis, maintenance training manuals, and courseware all done in coordination with the OEM. These are the crucial foundation blocks for any training programme and are the first steps to getting NAA approval. In many cases this process begins prior to the pilot training creation due to the in-depth nature of maintenance training. After course development, training can be provided at its own facilities, although FlightSafety also offers off-site instruction at customers' premises, as well as interactive, round-the-clock virtual learning.

Gulfstream partners with FlightSafety when it comes to maintenance training. The partnership created the Total Technician Training (TTT) programme that has been running with the Savannah-based manufacturer since the late 1990s – although the relationship with Gulfstream goes back even further, to the 1970s. TTT courses are run by experts from both FlightSafety and Gulfstream.

Master Technicians

Tom Montgomery, manager at the Savannah Maintenance Training Center – which is next to the Gulfstream campus at the Savannah airport – recalls the origins of the TTT partnership, which combines interactive

“Clients are always viewing a representative version of the real engine, even as the engine evolves”

Michael Da Silva, director of maintenance training, FlightSafety's Montreal centre

learning with hands-on experience. “Back in 1998, Gulfstream made it clear that they wanted a training partner that would stay focused on training and never let that priority shift,” he says. “We told them: ‘We can do that for you.’”

FlightSafety says those who have completed FlightSafety's Master Technician paths are among “the best trained in aviation”, becoming “invaluable to their teams, enhancing their contributions to the safety, reliability, and operating efficiency of every aspect they support and maintain”. Graduates can then add further Master

FlightSafety works closely with OEMs to construct training courses, adapting to keep them relevant



Technician certificates, in management, engine, avionics, composites, and cabin systems.

To date, FlightSafety has celebrated almost 6,000 Master Technicians. The programme covers all aspects of the aircraft, engines, airframes, avionics, and cabin equipment. And because the type-specific qualifications are difficult to attain – candidates need to score 90% on each exam – they represent an “investment” in quality training by the customer. A graduation ceremony at each centre held for those technicians who complete the Master Technician Training Path each week adds to the prestige.

P&WC – the Quebec-based division of the RTX propulsion company that specialises in engines for regional, business, and general aviation aircraft – is FlightSafety’s largest partnership in terms of the number of locations at which it offers training. FlightSafety delivers a five-step Engine Master Technician qualification across the manufacturer’s turbofan, turboprop, and turboshaft engines, combining classroom knowledge and hands-on instruction.

As Gulfstream had some years before, P&WC looked in 2010 to outsource its maintenance training provision to a third party. “They had traditionally carried out training themselves, but realised that was not their core business,”

says Michael Da Silva, FlightSafety’s Montreal centre director of maintenance training. FlightSafety began the contract in January 2011, developing courseware and qualifying instructors.

Given the extensive P&WC installed base, another priority was to “increase our footprint”, says Da Silva. Over a decade, FlightSafety ramped up the number of P&WC sites from six to 13, with Montreal as “lead learning centre”, and supported by facilities from Cape Town to Queensland and Wichita to West Palm Beach. Its Botucatu centre, run with local firm Aeroglobo, is the exclusive P&WC training provider for Latin America, and offers courses in Spanish and Portuguese. Meanwhile, its Cape Town centre in partnership with AG Aviation delivers P&WC training for the Africa region.

Innovative tools

One of the most important innovations FlightSafety has introduced on its P&WC courses is its Virtual Engine Trainer, the tool that creates a three-dimensional, interactive animation of every P&WC engine type. Trainees and instructors can view the inner workings of each engine by zooming into features and even ‘peeling back’ areas of the skin to expose components and sub-systems.

While the technology came into its own during the Covid-19 restrictions on travel and face-to-face learning, it has proved its durability long after the pandemic. One big advantage is that, because the 3D model can be quickly updated every time there is a product design update, “clients are always viewing a representative version of the real engine, even as the engine evolves”, says Da Silva.

The Honeywell relationship is arguably the most diverse, given the range of products the Phoenix-based company is responsible for, including engines, auxiliary power units (APU), avionics and environmental control systems. FlightSafety began working with Honeywell in 2016 and now offers a total of 50 courses, taught by 23 specialist instructors at five locations, with Dallas Fort Worth and Wichita the main ones.

Because Honeywell supplies equipment across multiple OEM platforms, it creates opportunities for customers to combine training in one location. An example of this is the Honeywell HTF7000 engine and 36-150 APU that powers the G280, which creates opportunities for customers to combine training at the Dallas North centre specialising in both Gulfstream airframes and the Honeywell turbofan product line-up, suggests Kevin McWilliams, director of maintenance training.

Other important relationships for FlightSafety include Embraer, Honda Aircraft, Pilatus, Sikorsky, and Textron Aviation. The Dallas North facility caters for the widest range of OEMs and types, including almost the entire Dassault Falcon line-up, Embraer’s Praetor pairing, and the Pilatus PC-24. Its Greensboro site, near Honda Aircraft’s plant, is dedicated to the HondaJet, while West Palm Beach offers courses for a variety of Sikorsky helicopters.

FlightSafety’s Wichita Maintenance Learning Center is the other multi-manufacturer facility. Based in the home of Textron Aviation’s famous aircraft brands, it offers more than 250 courses for Cessna, Hawker, and Beechcraft types, P&WC engines, Honeywell engines APUs and avionics, and McCauley propellers, which are fitted to a host of Cessna, Beechcraft, and other general aviation types.

FlightSafety’s claim is that its maintenance training “goes beyond the basics” and is the “difference between ‘good enough’ and ‘best of the best’.” That is based on its “close collaboration” with OEMs, and programmes that merge in-depth classroom instruction with interactive applied training. That approach, it says, “crafts the ideal balance between academic knowledge and practical experience”. ▀

FlightSafety International's long-standing and intimate working relationship with OEMs is key to the company's approach to training pilots to fly the latest business jets



Hand in hand

Since unveiling the G700 in October 2019, Gulfstream worked diligently to bring its newest flagship to certification. The \$75 million jet - a 3m (10ft) stretch of the G650 - has a top speed of Mach 0.935 and a range of 7,750nm (14,353km), and is packed with innovative features to make the pilot's job

easier, including the fly-by-wire, active control sidesticks it shares with its smaller siblings, the G500 and G600.

However, long before the G700 was revealed to the world - in fact, almost from the point at which the aircraft was on the drawing board - FlightSafety International was behind the scenes and in strictest secrecy designing a full-flight



simulator and training syllabus for the jet. After years of hand-in-hand progress, FlightSafety delivered the first full flight simulator in September last year, ahead of the Rolls-Royce Pearl 700-powered aircraft's entry into service.

It is a prime example of how the training specialist works in lockstep with business aircraft manufacturers to deliver an exceptional training experience to operators and their pilots. "The OEM relationship is one of the most powerful things to have," says Richard Meikle, FlightSafety's executive vice-president, operations & safety. "Both of us have a mutual interest in ensuring that every aircraft is flown in as safe a manner as possible and is never involved in an incident."

Dassault's latest launch, the Falcon 10X - the French airframer's contender in the ultra-large-cabin, ultra-long-range segment - is another recent instance of where FlightSafety and an OEM are closely collaborating. In fact,

FlightSafety is developing the type's engineering simulator, along with providing input to Dassault for the iron-bird, a ground-based test rig that manufacturers use to test systems before building an actual prototype aircraft.

Being involved in a new aircraft development so early is crucial to understanding the manufacturer's design principles. "Almost from the point at which the OEMs decided to go ahead with the airplanes, they started working with us under an NDA [non-disclosure agreement], so we had several years of valuable insight even before the aircraft was announced," says FlightSafety's director of safety Mark Kleinhans.

Mutual benefit

The importance of being fully in tune with the OEM's philosophy can be seen in the way FlightSafety devised the simulator training programme for the G700. While all modern Gulfstream aircraft share certain cockpit features, many G700 pilots will be transitioning from earlier-generation types such as the G450 or G550, which do not have the former's Symmetry fly-by-wire flightdeck, including the twin active control sidesticks.

While these sidesticks reduce workload by providing tactile feedback, informing the pilot of impending flight envelope limits or mode engagements, they require a switch in mind-set from a pilot used to flying older Gulfstreams. Additionally, those doing the training must understand and communicate changes in the logic of the older and newer aircraft. "We were able to work with Gulfstream to build a training programme that embraced those differences," says Meikle.

"The OEM relationship is one of the most powerful things to have"

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

The close-knit relationship with OEMs works both ways. "The manufacturer uses our simulator as part of their flight test campaign, while our pilots ride along with the OEM's pilots to really experience what the aircraft is like to fly," says Kleinhans. The cooperation also continues after an aircraft's service entry. A recent innovation by FlightSafety means that anonymised and aggregated data garnered from simulator sessions will be able to be fed back to the airframer.

"We effectively become an extension of the OEM," says FlightSafety's executive vice-president, sales & marketing Nate Speiser. "We are in every customer discussion round table, so we hear the feedback operators and pilots are giving to the OEM. They might say, for instance, that they need a deeper understanding of how the aircraft performs in wet runway conditions, and we can adapt that back into the training."

Where FlightSafety also stands out is in its investment in specialist staff. "We have individuals assigned to each OEM, something that we feel adds a lot of value," says Meikle. "It means we can pick up a phone and get the information we need and deliver it to our customers quickly. To try to get that from someone you have no relationship with and have never spoken to before is significantly harder."

FlightSafety believes its commitment to delivering quality training, recruiting the right professionals, and a deep understanding of each aircraft are what helps to set the business apart from its competitors. "Rather than focus simply on manufacturing, we see ourselves as a learning company," maintains Speiser. "It's something that we have been doing for more than 70 years." ■



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

Bombardier

Challenger 300

Europe

UK, Burgess Hill, W Sussex: 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

Number: 2

Challenger 350

Europe

Austria, Vienna: Aviation Academy Austria

Simulator: Axis Flight Training Systems

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 3500

North America

USA, Morristown, NJ: CAE

Simulator: CAE

USA, Orlando, FL: Simcom

Simulator: CAE

Challenger 601

North America

USA, Dallas, TX: CAE

Simulator: CAE

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: Emirates-CAE Flight Training

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

Europe

Switzerland, Zurich: Lufthansa Aviation Training

Simulator: Axis Flight Training Systems

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Global 6000

North America

USA, Columbus, OH: FlightSafety International

Simulator: FlightSafety International

Number: 2

USA, Morristown, NJ: CAE

Simulator: CAE

Global 7500

Middle East

UAE, Dubai: Emirates-CAE Flight Training

Simulator: CAE

North America

Canada, Montreal, QC: CAE

Simulator: CAE

USA, Dallas, TX: CAE

Simulator: CAE

USA, Las Vegas, NV: CAE

Simulator: CAE

Global Express

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Middle East

UAE, Dubai: Emirates-CAE Flight Training

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 5000/6000

Europe

UK, Burgess Hill, W Sussex: CAE

Simulator: CAE

Number: 2

Middle East

UAE, Dubai: Emirates-CAE Flight Training

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 45XR

North America

USA, Wichita, KS: FlightSafety International

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

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, TX: CAE

Simulator: NLX

USA, Dallas-Ft Worth, TX: FlightSafety International

Simulator: FlightSafety International

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 EASy/900EX EASy convertible

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Falcon 2000EX/900EX EASy

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International

Falcon 50

Europe

France, Le Bourget, Paris: FlightSafety International

Simulator: FlightSafety International



FlightSafety offers simulators for two versions of the Dassault Falcon 2000 at Dallas Fort Worth

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 6X
Europe
UK, Burgess Hill, W Sussex: CAE Simulator: CAE
Falcon 7X
Europe
UK, Burgess Hill, W Sussex: CAE Simulator: CAE
France, Le Bourget, Paris: FlightSafety International Simulator: FlightSafety International
Middle East
UAE, Dubai: Emirates-CAE Flight Training Simulator: CAE
North America
USA, Dallas-Ft Worth, TX: FlightSafety International Simulator: FlightSafety International
USA, Morristown, NJ: CAE Simulator: CAE
Falcon 8X
Europe
UK, Burgess Hill, W Sussex: CAE Simulator: CAE

France, Le Bourget, Paris: FlightSafety International Simulator: FlightSafety International
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: Emirates-CAE Flight Training 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
Eclipse
Eclipse 500
North America
USA, Orlando, FL: Simcom Simulator: CAE
Eclipse 500/550
North America
USA, Orlando, FL: Simcom Simulator: TRU

Census by aircraft manufacturer

Embraer

Legacy 500

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

Legacy 500/Praetor

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

Legacy 600

Middle East
UAE, Abu Dhabi: CAE Abu Dhabi JV
Simulator: CAE

Legacy 650

North America
USA, Dallas, TX: CAE
Simulator: CAE
USA, St Louis, MO: FlightSafety International
Simulator: FlightSafety International

Phenom 100

North America
USA, Dallas, TX: Embraer CAE Training Services
Simulator: CAE

Phenom 100/300

Europe
UK, Burgess Hill, W Sussex: Embraer CAE Training Services
Simulator: CAE

North America
USA, Dallas, TX: Embraer CAE Training Services
Simulator: CAE
<i>Number: 3</i>

South America
Brazil, Sao Paulo: Embraer CAE Training Services
Simulator: CAE

Phenom 300

North America
USA, Columbus, OH: FlightSafety International
Simulator: FlightSafety International
<i>Number: 2</i>
USA, Las Vegas, NV: CAE
Simulator: CAE
USA, Orlando, FL: Simcom
Simulator: CAE

Praetor 600

North America
USA, Orlando, FL: Simcom
Simulator: CAE
<i>Number: 2</i>

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
<i>Number: 2</i>

USA, Morristown, NJ: CAE

Simulator: CAE

G280

North America
USA, Dallas-Ft Worth, TX: FlightSafety International
Simulator: FlightSafety International
<i>Number: 2</i>

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



Gulfstream

G450/G550

Asia-Pacific
China, Shanghai: CAE Simulator: CAE
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
USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International

G550

North America
USA, Las Vegas, NV: CAE Simulator: CAE
USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International
USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International <i>Number: 2</i>
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: Emirates-CAE Flight Training Simulator: CAE <i>Number: 2</i>
North America
USA, Dallas-Ft Worth, TX: FlightSafety International Simulator: FlightSafety International
USA, Las Vegas, NV: CAE Simulator: CAE
USA, Long Beach, CA: FlightSafety International Simulator: FlightSafety International
USA, Orlando, FL: Simcom Simulator: CAE
USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International <i>Number: 2</i>
USA, Wilmington, DE: FlightSafety International Simulator: FlightSafety International

G700

North America
USA, Savannah, GA: FlightSafety International Simulator: FlightSafety International <i>Number: 2</i>

G1

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

G111

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

G1V

North America
USA, Dallas, TX: CAE Simulator: CAE
USA, Las Vegas, NV: CAE Simulator: CAE
USA, Morristown, NJ: CAE Simulator: CAE

G1V/G300/G400

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

Census by aircraft manufacturer

GV

North America

USA, Las Vegas, NV: 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: Emirates-CAE Flight Training

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



FlightSafety Le Bourget offers simulator training on a PC-24

Pilatus

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

Textron Aviation

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 GT (Pro Line 21)

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

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

North America

USA, Teterboro, NJ: FlightSafety International

Simulator: FlightSafety International

Beechcraft King Air 350 (Fusion cockpit)

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International



FlightSafety is on the Honda Aircraft Factory campus and has two simulators

Honda Aircraft

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 400A

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

Beechcraft King Air 400XP

- 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

Beechjet 400A

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

Caravan

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

Caravan G1000

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

Caravan G600

- 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

Citation C560XL/XLS/XLS+

- Europe**
- Austria, Vienna: Aviation Academy Austria**
Simulator: Axis Flight Training Systems

Citation C560XLS

- Europe**
- Italy, Enna: University of Enna Kore**
Simulator: Axis Flight Training Systems

Citation CJ1

- North America**
- USA, Houston, TX: FlightSafety International**
Simulator: FlightSafety International

Citation CJ2

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

Citation CJ2+

- North America**
- USA, Houston, 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, Wichita, KS: 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

Citation III/VI

North America

USA, Houston, 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

North America

USA, Tampa, FL: FlightSafety International

Simulator: TRU

Citation M2/CJ3+ convertible

North America

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, 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, Houston, TX: FlightSafety International

Simulator: FlightSafety International

Citation Ultra/Bravo

North America

USA, Dallas, TX: CAE

Simulator: CAE

Citation V/Ultra

North America

USA, Orlando, FL: CAE

Simulator: Axis Flight Training Systems

Citation X

North America

USA, Dallas, TX: CAE

Simulator: CAE

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

Number: 2

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 Flight Training Systems

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

Citation XLS+

North America

USA, Atlanta, GA: FlightSafety International

Simulator: FlightSafety International

USA, Dallas, TX: CAE

Simulator: CAE

USA, Orlando, FL: FlightSafety International

Simulator: FlightSafety International

CitationJet CJ1+

Europe

Austria, Vienna: Aviation Academy Austria

Simulator: Axis Flight Training Systems

Hawker 4000

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 400XP

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

Hawker 800/1000

North America

USA, Morristown, NJ: CAE

Simulator: Reflectone

Hawker 800/800XP

Middle East

UAE, Dubai: Emirates-CAE Flight Training

Simulator: CAE

Hawker 800A/XP

North America

USA, Dallas, TX: CAE

Simulator: CAE

Hawker 800XP Honeywell

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 800XP/850XP

Europe

UK, Farnborough: FlightSafety International

Simulator: FlightSafety International

Hawker 800XP/850XP (Pro Line 21)

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

Hawker 800XPi

Middle East

UAE, Dubai: Emirates-CAE Flight Training

Simulator: CAE

North America

USA, Morristown, NJ: CAE

Simulator: CAE

Hawker 850XP Honeywell

North America

USA, Wilmington, DE: FlightSafety International

Simulator: FlightSafety International

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 Abu Dhabi JV

Simulator: CAE

North America

USA, Dallas, TX: CAE

Simulator: CAE

Number: 2

USA, Morristown, NJ: CAE

Simulator: CAE

Premier IA

North America

USA, Wichita, KS: FlightSafety International

Simulator: FlightSafety International

SkyCourier

North America

USA, Wichita, KS: FlightSafety International

Simulator: TRU

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
AUSTRIA			
Vienna			
Bombardier	Challenger 350	Axis Flight Training Systems	Aviation Academy Austria
Textron Aviation	Citation C560XL/XLS/XLS+	Axis Flight Training Systems	Aviation Academy Austria
Textron Aviation	CitationJet CJ1+	Axis Flight Training Systems	Aviation Academy Austria
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 Express XRS	CAE	CAE
Bombardier	Global Vision 6000/6500	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
Pilatus	PC-24	FlightSafety International	FlightSafety International
ITALY			
Enna			
Textron Aviation	Citation C560XLS	Axis Flight Training Systems	University of Enna Kore
SINGAPORE			
Singapore			
Gulfstream	G450/G550	FlightSafety International	FlightSafety International
Gulfstream	G650	CAE	CAE
SWITZERLAND			
Zurich			
Bombardier	Challenger 650	Axis Flight Training Systems	Lufthansa Aviation Training
UAE			
Abu Dhabi			
Embraer	Legacy 600	CAE	CAE Abu Dhabi JV
Textron Aviation	King Air 350	CAE	CAE Abu Dhabi JV
Dubai			
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	G650	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

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
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 6X	CAE	CAE
Dassault	Falcon 7X	CAE	CAE
Dassault	Falcon 8X	CAE	CAE
Dassault	Falcon 900EX/2000EX EASy	CAE	CAE
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 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 400XP	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
Textron Aviation	Citation XLS+	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 XLS	FlightSafety International	FlightSafety International
Dallas, TX			
Bombardier	Challenger 300	CAE	CAE
Bombardier	Challenger 350	NLX	CAE
Bombardier	Challenger 601	CAE	CAE
Bombardier	Challenger 604	CAE	CAE
Bombardier	Challenger 605/650	CAE	CAE

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Bombardier	Global 7500	CAE	CAE
Bombardier	Global Express	CAE	CAE
Bombardier	Global Vision 5000/6000	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Bombardier	Learjet 45	CAE	CAE
Bombardier	Learjet 60	CAE	CAE
Bombardier	Learjet 60XR	CAE	CAE
Bombardier	Learjet 75	CAE	CAE
Dassault	Falcon 2000	NLX	CAE
Dassault	Falcon 2000	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 50	Singer-Link	CAE
Dassault	Falcon 50EX	CAE	CAE
Dassault	Falcon 7X	FlightSafety International	FlightSafety International
Dassault	Falcon 900/900EX	CAE	CAE
Dassault	Falcon 900EX	FlightSafety International	FlightSafety International
Dassault	Falcon 900EX/2000EX EASy	CAE	CAE
Dassault	Falcon 900LX	FlightSafety International	FlightSafety International
Embraer	Legacy 500	FlightSafety International	FlightSafety International
Embraer	Legacy 650	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	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	CAE	CAE
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	CAE	CAE
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
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
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			
Dassault	Falcon 50	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ1	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ2+	FlightSafety International	FlightSafety International
Textron Aviation	Citation III/VI	FlightSafety International	FlightSafety International



Simulators at FlightSafety St Louis include a Legacy 500

Embraer

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Las Vegas, NV			
Textron Aviation	Citation Ultra	FlightSafety International	FlightSafety International
Bombardier	Global 7500	CAE	CAE
Embraer	Phenom 300	CAE	CAE
Gulfstream	G550	CAE	CAE
Gulfstream	G650	CAE	CAE
Gulfstream	GIV	CAE	CAE
Gulfstream	GV	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	Challenger 3500	CAE	CAE
Bombardier	Global 6000	CAE	CAE
Bombardier	Global Express	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
Orlando, FL			
Bombardier	Challenger 350	CAE	Simcom
Bombardier	Challenger 3500	CAE	Simcom
Bombardier	Learjet 31	CAE	Simcom
Eclipse	Eclipse 500	CAE	Simcom
Eclipse	Eclipse 500/550	TRU	Simcom

Census by aircraft and country

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
Embraer	Legacy 500/Praetor	FlightSafety International	FlightSafety International
Embraer	Phenom 300	CAE	Simcom
Embraer	Praetor 600	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
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	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ3	CAE	Simcom
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 V/Ultra	Axis Flight Training Systems	CAE
Textron Aviation	Citation X	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 Flight Training Systems	CAE
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
Gulfstream	G700	FlightSafety International	FlightSafety International
Gulfstream	G700	FlightSafety International	FlightSafety International
Seattle, WA			
Gulfstream	G1	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 350/360 Fusion	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	TRU	FlightSafety International
Teterboro, NJ			
Dassault	Falcon 2000EX EASy	FlightSafety International	FlightSafety International
Dassault	Falcon 2000EX EASy/900EX EASy convertible	FlightSafety International	FlightSafety International
Dassault	Falcon 50EX	FlightSafety International	FlightSafety International
Dassault	Falcon 8X	FlightSafety International	FlightSafety International

Aircraft manufacturer	Aircraft type	Simulator manufacturer	Operator of training centre
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	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 900XP	FlightSafety International	Purdue School of Aviation
West Palm Beach, FL			
Piaggio Aero	Avanti II	FlightSafety International	FlightSafety International
Wichita, KS			
Bombardier	Learjet 45XR	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200 G1000	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200 GT (Pro Line 21)	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 200/350 G1000 Convertible	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 King Air 400A	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air 400XP	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C-90B	FlightSafety International	FlightSafety International
Textron Aviation	Beechcraft King Air C-90GT	FlightSafety International	FlightSafety International
Textron Aviation	Caravan	FlightSafety International	FlightSafety International
Textron Aviation	Caravan G1000	FlightSafety International	FlightSafety International
Textron Aviation	Caravan G600	FlightSafety International	FlightSafety International
Textron Aviation	Citation CJ3	FlightSafety International	FlightSafety International
Textron Aviation	Citation Encore	FlightSafety International	FlightSafety International
Textron Aviation	Citation Excel	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 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
Textron Aviation	Premier IA	FlightSafety International	FlightSafety International
Textron Aviation	SkyCourier	TRU	FlightSafety International
Wilmington, DE			
Bombardier	Challenger 300	FlightSafety International	FlightSafety International
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/G500 Convertible	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 850XP Honeywell	FlightSafety International	FlightSafety International

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