

IN BRIEF

TRAINING

New World Watch on view

A new enhanced version of World Watch, the global security intelligence database, is being demonstrated at Orlando by its creator, ASI Group of Houston, Texas (stand 2139). This version features a new look, enhanced city maps and the ability to use some of today's newest technology.

ASI – formerly Air Security International – has evolved from its roots in corporate aviation security into a broad-based service with an array of products.

GKN steps up business activity

GKN Aerospace (stand 836) is poised to increase its activity in business aviation following the acquisition and integration of Stellex Aerostructures.

Earlier this month, the UK company's new precision machining division, which incorporates Stellex, delivered production empennage spars for the Cessna Citation Mustang.

The acquisition of Stellex Aerostructures, based in Lebanon, New Jersey, has extended GKN's capability in complex metal-machined parts and structural subassemblies production.

Embraer custom fit

Nordam and Jet Star Aeronautic Interiors' joint facility in Brazil will deliver its first set of custom cabinetry to Embraer this month. The initial delivery will consist of a Legacy 600 aft baggage bulkhead, vanity, lavatory and two closets.

Paint rewards

A new paint system from Saint-Gobain Flight Structures (booth 1876) could deliver considerable benefits to business aircraft users.

Norton Armor paint system was applied to radomes on about 200 aircraft about 15 months ago and after more than 4,000h in service, none of the radomes have needed replacement because of paint damage, the proprietary Norton Armor and Stormview protection, has been selected by Adam Aircraft for radomes on all A700 AdamJets and by Embraer for all Phenom 100 and 300 radomes.

FlightSafety airs the hypoxia experience

Pilots and business aircraft users can experience the debilitating – and potentially lethal – effects of hypoxia in a safe and controlled environment in Orlando at the FlightSafety International exhibit (stand 5157).

FlightSafety is demonstrating its hypoxia awareness training in the most graphic way possible, by giving showgoers the opportunity to undergo a gradual loss of oxygen to a simulated altitude of 22,500ft (6,850m), while their performance of routine in-flight tasks is monitored.

It is a potential life-saver: one pilot who has experienced the demonstration describes the onset of



FlightSafety's hypoxia demonstrator helps pilots learn to recognize the symptoms.

hypoxia as “strange and seductive... you think you're functioning normally while you're not because basically your brain is shutting down.”

FlightSafety's demonstration is run in conjunction with its graphical flight simulator and includes a

briefing on the benefits of hypoxia awareness training which, says FlightSafety president and chief executive Bruce Whitman, “is becoming a key training program for many professional flight departments”.

The Hypoxia Awareness Training Program, which

will be offered at FlightSafety learning centers in Dallas/Fort Worth, Orlando, Savannah, Teterboro, Wichita Cessna and Wichita Raytheon, includes comprehensive ground school and hypoxia profiles that are conducted in a full-flight simulator.

Developed in conjunction with the aerospace medicine section of the Mayo Clinic, the program offers a safer, more efficient method of hypoxia awareness training than that provided in hypobaric chambers. It enables pilots to experience their individual symptoms of hypoxia and trains them to take appropriate corrective action in a realistic flight environment.

CAE growing in VLJ simulator market

Jeff Roberts, CAE group president of innovation and civil training and services is delighted that the Canadian company is gearing up to meet the training challenges presented by aircraft like the Eclipse 500, Cessna Citation Mustang and Embraer Phenom 100 when they start entering service in the anticipated telephone-number quantities.

“We're reacting to the VLJs just as we did to other new segments in the past,” Roberts said. “As a company we have two ears and one mouth, and we'll use them to communicate with the regulators, the insurance companies, the owners and operators, the OEMs and the industry associations before we start tailoring the unique solutions we think the VLJs will demand.”

The company is active in the NBAA's working group on the VLJs and expects to make full use of its own proven structure of customer advisory boards in the future. “We're also used to dealing with the OEMs to better understand their concerns



Jeff Roberts: Communicating

and how we need to respond,” said Roberts. “And our regulatory compliance team has been very engaged with the authorities of late.”

CAE's VLJ training programs are likely to come in at least two flavors, according to Roberts: “Given the likely difference in the backgrounds of the pilots in the two prime VLJ sectors – the air-taxi companies and the owner-operators – we will have to tailor a solution to each.”

Those solutions could end up including an element of mentoring – “Accessing the experience, judgment and wisdom of the grey-haired captains” – as part of a refresher-training program that was more or less continuous rather than once- or twice-yearly.

“Formal mentoring might well form part of our

VLJ packages – it's a very easy progression to see,” Roberts said. “As well as the customary skills and drills, they could also feature regular interaction with an experienced aviator. The ‘been there, done that’ of the seasoned pilot could prove invaluable.”

Responding to industry concerns that the step up to a VLJ might be too much to ask of some general aviation owner-operators, Roberts said: “At the end of the day we're in the safety business. I can absolutely guarantee that if a person cannot demonstrate a level of proficiency as he goes through one of our programs, we will not certify him to go out and fly an airplane.”

SimCom grows with Beechjet 400A device

SimCom Training Centers is expanding its business jet simulator fleet with the introduction of a Beechjet 400A simulator.

It will be manufactured by the company's production department and will be in operation at SimCom's state-of-the-art training center in Orlando, Florida, from the second quarter of 2007.

It has also added a King Air C-90A full motion, Level C simulator at its Phoenix, Arizona, training center. Targeted at the Part 135 operator, this simulator extends the company's King Air training programs across the 90, 100 and 200 series aircraft.

“The Beechjet 400A will join our Orlando-based Bombardier Learjet 35, Cessna Citation II, Citation Jet and Hawker 800A simulators, all of which are Level C qualified by the FAA and are currently providing the best in Part 142 approved training,” says Tracy Brannon, newly appointed senior vice-president and managing director, SimCom Training Centers.

Plans

Specialized courses on offer will include Captain Initial, SIC Initial, Recurrent, Advanced Recurrent and Upgrade.

In a further move, SimCom plans to include regional airline training at its Orlando center from January 2007.

Programs will be supported with full motion, Level C and Level D simulators, and will target aircraft common to business aviation and regional airline fleets.

“We are excited about the opportunity to implement our signature ‘value, personal, friendly’ approach to the business, and we have already identified several areas where we believe we can add value to the training process,” says Brannon.

Brannon says SimCom's training programs offer advanced simulation technology combined with the latest computer animation.

“We are simply taking the technological advancements we acquired while building value-oriented flight training devices (FTD) and applying them to the development of full-flight simulators,” he says.

Embraer signs JV with CAE SimuFlite

Embraer (stand 5559 and static) has signed a 51:49 joint venture with leading business aircraft flight training services provider CAE SimuFlite to provide training for its Phenom jets. It is CAE's first training program for the very light and light jet markets. According to Luis Carlos Affonso, Embraer's senior vice-president, corporate aviation, the first simulators are already “well under development” and will be ready to tie in with the entry into service of the Phenom 100 in 2008. The first simulators will be at SimuFlite's Texas training facility and another as yet unnamed European location. SimuFlite will also offer maintenance and dispatcher training.