

FlightSafety
INTERNATIONAL

Training for Safety

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FlightSafety International



About FlightSafety International

NEARLY 50,000

CUSTOMERS TRAINED ANNUALLY

This includes pilots and maintenance technicians

800+

ONLINE COURSES

Including self-paced and live instructor-led training

30+

TRAINING FACILITIES WORLDWIDE

Serving customers from nearly 170 countries and territories

1.7M HOURS

ANNUAL TRAINING

For pilots, technicians and other aviation professionals (This includes 700,000+ hours in simulators)

300+

SIMULATORS

The world's largest fleet of advanced full flight simulators

130+

AIRCRAFT MODELS

With approved professional training

1,600+

WORLD-CLASS INSTRUCTORS

Pilot, Maintenance, Cabin Attendant and Dispatcher

20+

NUMBER OF MANUFACTURERS

That call FSI their authorized trainer

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Good enough isn't.....



Safety Focused Training

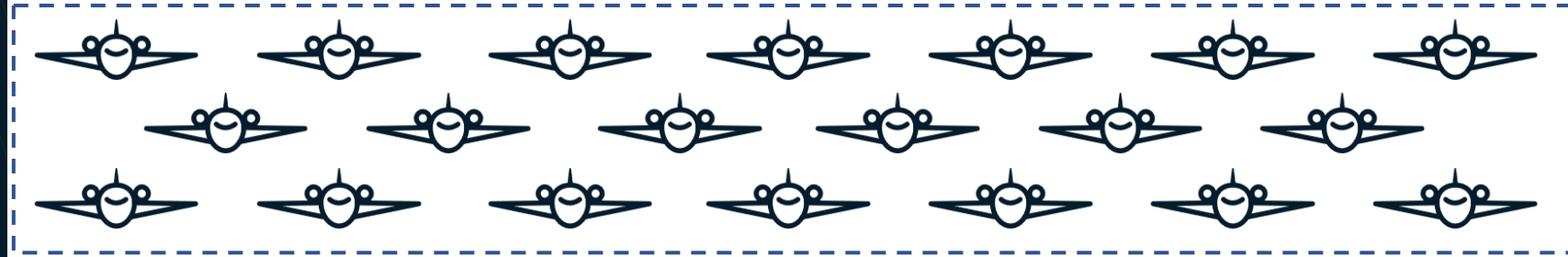


GE Digital – FlightSafety Partnership

- Both world leaders in aviation services
- Real world data allows focus on actual threats to safety
- Proactive
- Data driven scenario construction
- Risk based approach to training
- Smallest of operations benefit from the power of big data
- Enhance safety, not expedient completion of required items



GE C-FOQA Participants



- Data de-identification
- Analysis
- Threat identification



- Safety focused training based on real world threats

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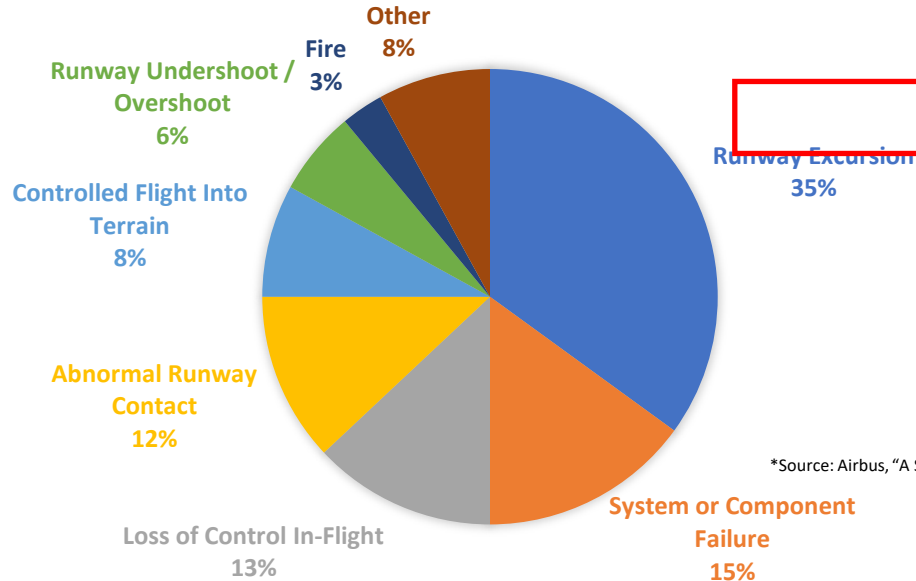


FlightSafety Clients and Customers

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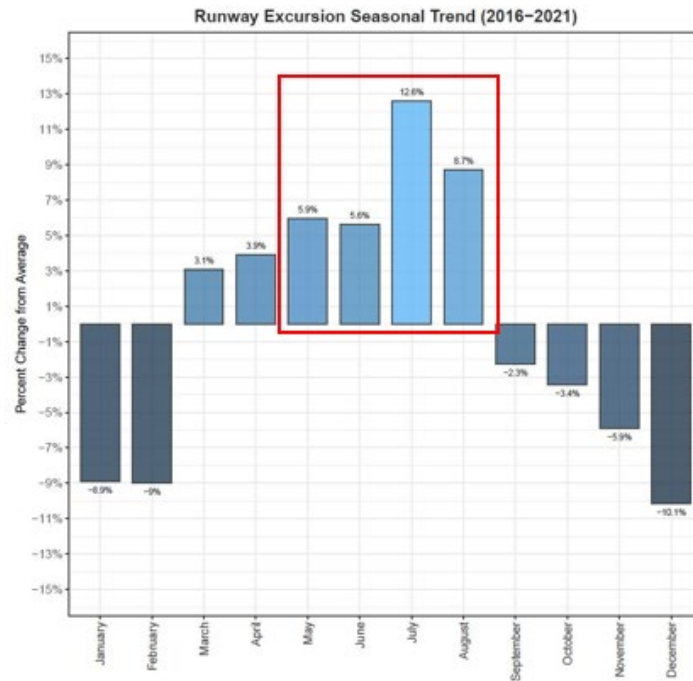
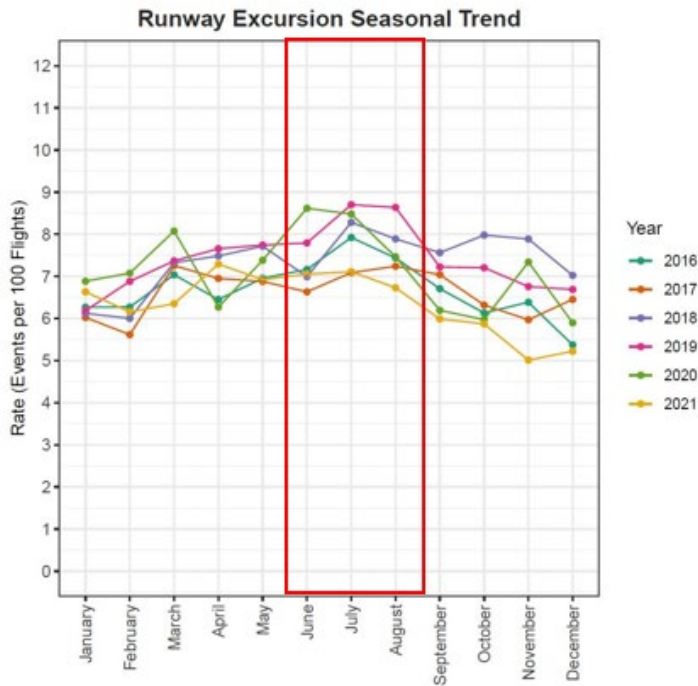
Runway Excursions—Persistent Operational Risk

HULL LOSS ACCIDENT DISTRIBUTION PER ACCIDENT CATEGORY
2001-2020*



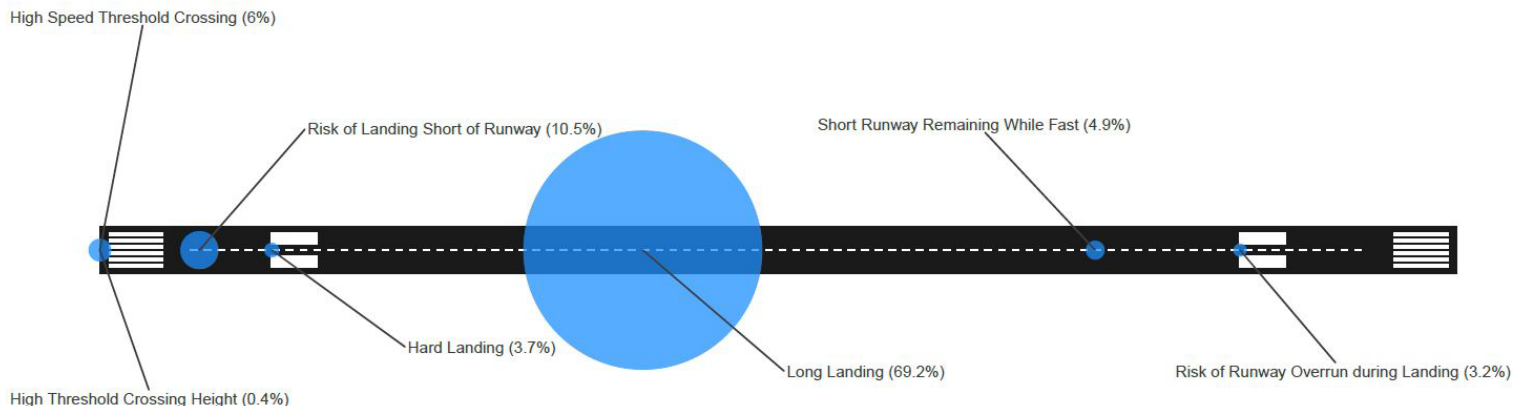
*Source: Airbus, "A Statistical Analysis of Commercial Aviation Accidents 1958-2020."

Runway Excursion Trends

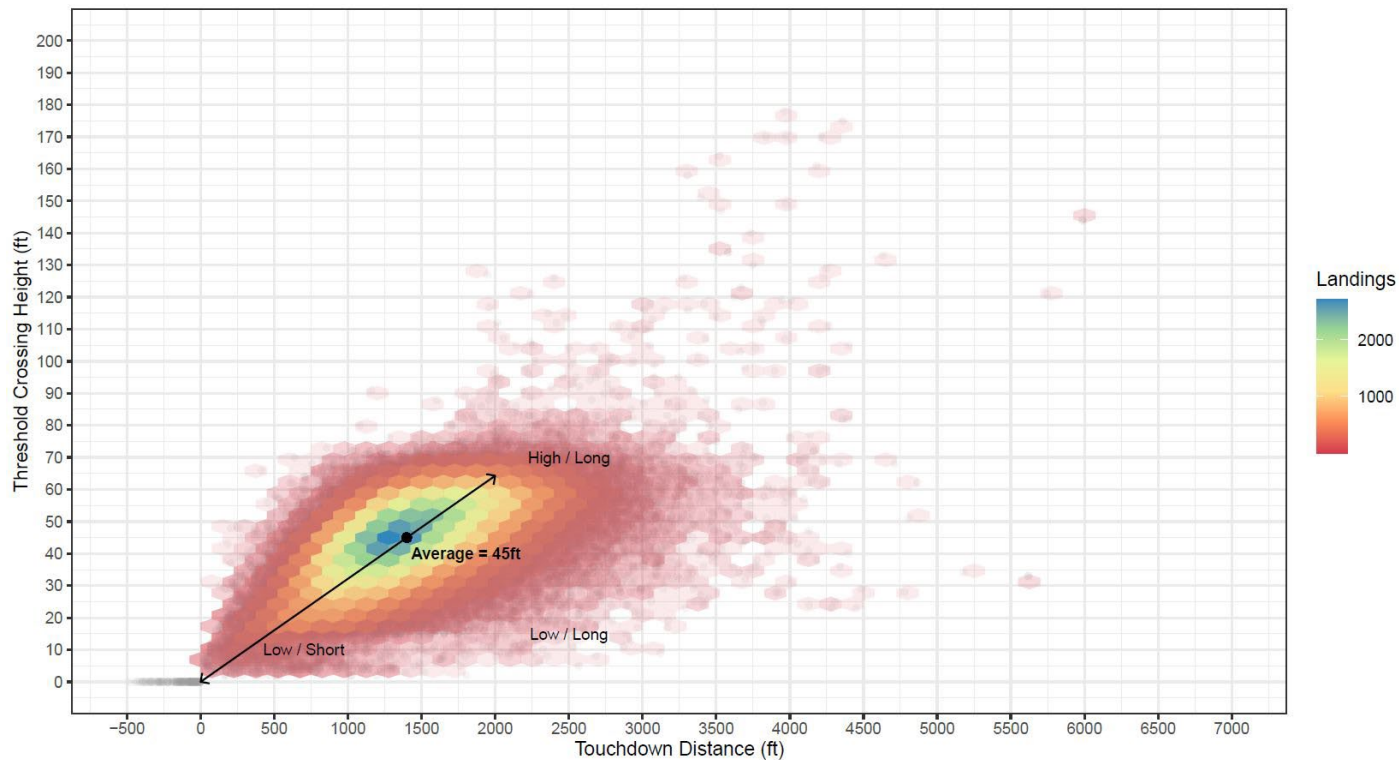


Runway Excursion Event Categories

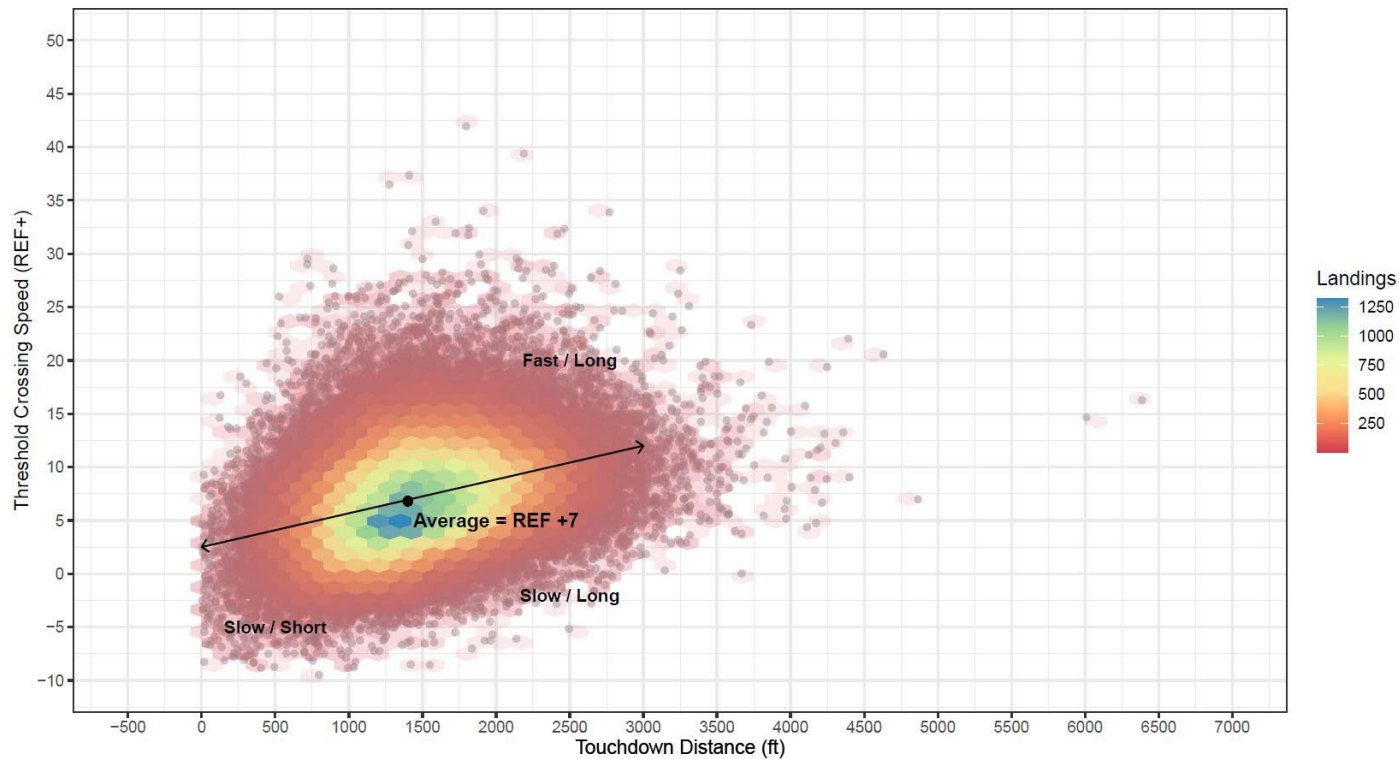
Percent of Events during Landing



Threshold Crossing Height



Threshold Crossing Speed

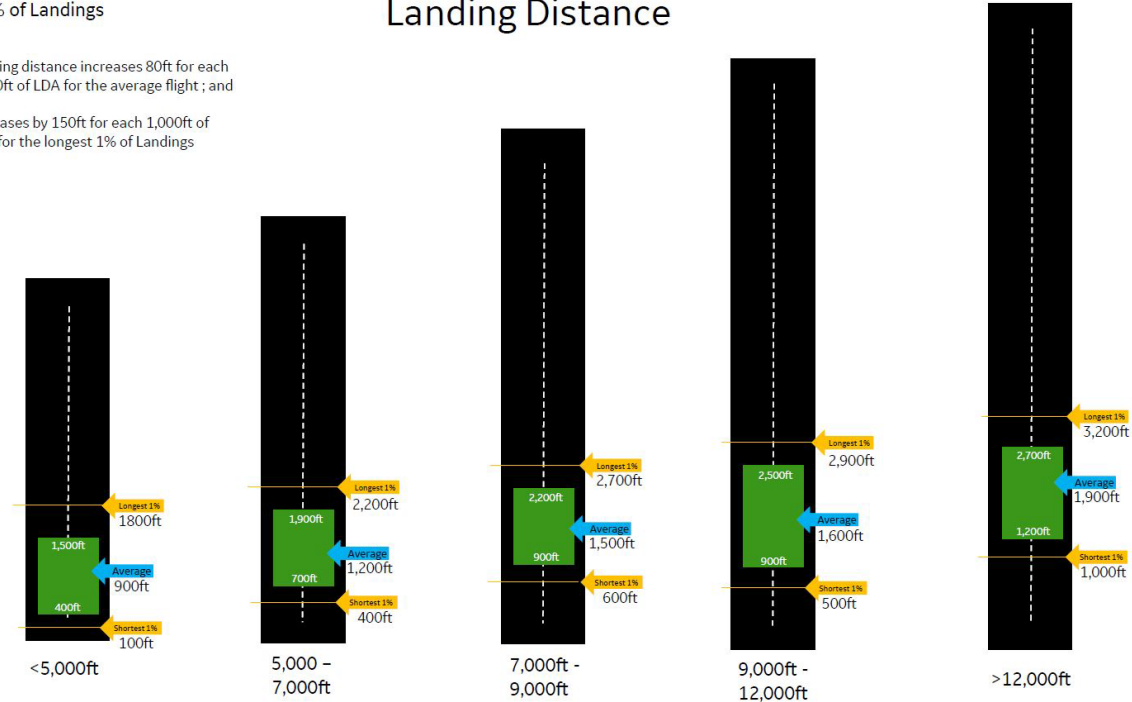


Touchdown Point

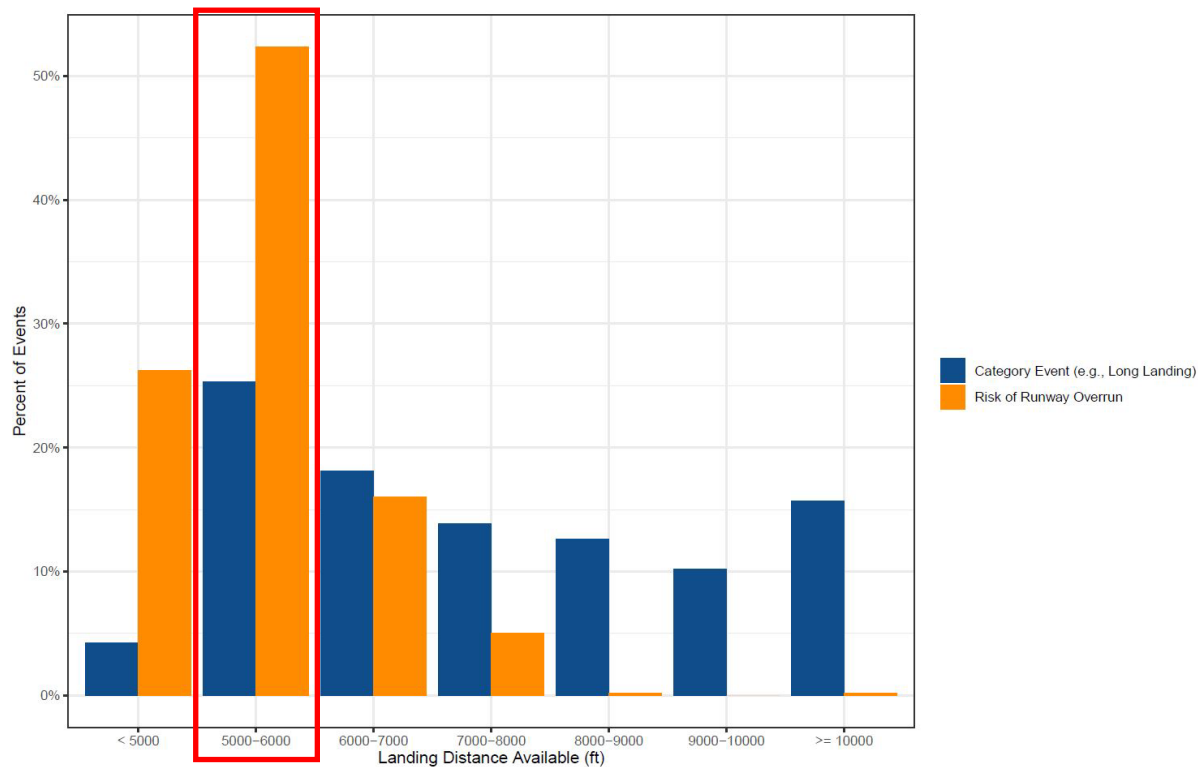
90% of Landings

- ❖ Landing distance increases 80ft for each 1,000ft of LDA for the average flight ; and
- ❖ Increases by 150ft for each 1,000ft of LDA for the longest 1% of Landings

Landing Distance



Runway Overrun Risk



Runway Excursion Prevention

Runway excursion risk can be substantially decreased by focusing on:

- Precision delivery of the aircraft to the runway threshold
- Improved touchdown point management
- Heightened focus on changing conditions and associated go-around decisions

Simulator Emphasis Areas

- Approach stabilization and aircraft energy management performance
 - Threshold crossing height
 - Threshold crossing speed
 - Touchdown Point
- Go-Around decision-making
 - Crew resource management (PF and PM)
 - Hazard awareness
 - Unexpected changes during approach and landing phases

Conclusion

- Safety and precision are tightly coupled
- Regulations
 - Largely static
 - Do not encompass real world hazards
- Undesirable state:
 - Data without action
 - Action without direction has risk
- Coupling data and action enhances safety
- Train for safety, not proficiency



PROFICIENT IS CAPABLE PREPARED IS UNSHAKEABLE

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