

Refresh, Refurbish, Re-Use

Simulators are the longevity leaders

Few modern technologies are expected to serve the long lifecycle of a flight simulator. It is not uncommon for a simulator to last 20, even 30 years.

“When one airline disposes of a fleet of aircraft, there is usually someone ready to put those aircraft in service again,” notes Ryan Antoniadis, director of the Customer Services and Updates group at CAE. “If an aircraft type is still flown, chances are good there is still a simulator available somewhere in the world to support pilot training.”

CAE is the world leader in building full-flight simulators with more than 1,000 currently fielded.

To keep the fleet of simulators operating at peak performance, many of them in demand seven days a week, CAE leverages its continuous innovation to provide a variety of post-delivery services.

Technology insertion and updates are the most common customer request – anything from

a simple TCAS (terrain collision avoidance system) Rev 6 to Rev 7 software modification to an “extreme makeover” in which the simulator is converted to a new aircraft type or configuration with only the cockpit shell and instruments remaining from the original. CAE’s more frequent updates include: installation of electronic flight bags (EFB), head-up displays (HUD), new flight management systems (FMS), analog-to-LCD instrument change-outs, and adding a second engine option to broaden customer appeal. Antoniadis says Airbus standard block updates are popular as well. Of course, visual system upgrades – whether replacing CRTs with new liquid crystal on silicon (LCoS) projectors or installing a new CAE Tropos-6000 image generator – are also frequent update service programs.

In addition to CAE-manufactured FFSs, CAE’s update services team has upgraded

Singer Link-Miles, Rediffusion, and other legacy hardware. Atlas Air, for example, saved about \$2 million by having CAE transform a 1980s-vintage Boeing 747 FFS originally built by Singer.

If you need to reposition a simulator (or nine, as CAE is doing for China Airlines) to a more strategic location, the CAE team can dismantle, relocate, reinstall, and re-qualify the device.

“There’s no ‘boneyard’ for flight simulators,” adds Antoniadis. “We just keep extending their service life for as long as someone needs them.”

If you have a tired simulator in need of a refresh, send a note to update.services@cae.com.



CAE'S COMPREHENSIVE SUITE OF SOLUTIONS
TAILORED TO YOUR TRAINING REQUIREMENTS

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