



FSEMC 2009

October 5-8, 2009
Conrad Hilton
Cairo, Egypt



Welcome to Cairo and the 2009 FSEMC

On behalf of your FSEMC Steering Committee and this year's host EgyptAir, I invite all professionals involved in the flight simulation and training industry to attend the 2009 FSEMC in Cairo, Egypt, on October 5-8, 2009. Please join us in Cairo for what I am sure will be a most rewarding conference. For those of us who have never visited Cairo before, our hosts are working to make this conference a memorable experience.

The story of US Airways Flight 1549 and its unfortunate ending have been foremost in the news in the recent past. The A320 experienced a dual engine failure after a multiple birdstrike at 3200 feet while climbing out of LaGuardia. The crew was forced to declare an emergency and ended up ditching in the Hudson River in New York. The good news was that all of the passengers and crew were safely evacuated from the aircraft with only a few relatively minor injuries. When you stop and think about an incident like this, it has to make you proud to be part of our industry. The training that the crew of that aircraft received allowed them to perform in a professional and safe manner that resulted in the remarkable outcome of what could have been a deadly crash with loss of life on the aircraft and on the ground.

I don't know if that particular flight crew had ever been trained for that exact

situation—the dual engine failure due to birdstrike on climb out from LaGuardia—but I am sure they had faced countless equally challenging situations in their initial and recurrent training in flight simulators. Without the use of simulators to provide realistic emergencies, could the crew have been as well prepared to handle the real-world emergency? I doubt it, and I am sure that most people agree with me.

What about the flight attendants, who safely shepherded 150 frightened and confused passengers out of a sinking aircraft? They have also been well trained, most likely using cabin training devices. Their training allowed them to remain cool in an emergency and do their jobs in a difficult and dangerous environment.

The crew members of the aircraft were trained using devices that you and I build, operate, maintain, and update. The quality of their response in a real emergency directly reflects on the quality of the work we do. Without the valuable contribution we make to aviation safety, those people might not have lived to fly another day.

This upcoming FSEMC conference is a major part of our professional industry. Our group works to ensure that training devices are effective parts of the aviation safety equation. We continually monitor events in

the industry to ensure that we can continue to provide effective training devices in a cost-effective manner. We establish standards that guide the future of the industry. We need the participation and membership of the professionals in this industry to be able to continue to maintain and improve our excellent safety record. We have to work together to make sure we present the most effective training tools possible, whether through improvements in technology or improvements in processes. We have to make sure that these tools are as affordable as possible so that effective training can be made available to everyone. We have to make sure that we can maintain these devices so that the quality of training is not diminished over time, but only improved.

I strongly encourage you to attend the upcoming conference in Cairo. Your contribution to aviation safety cannot be underestimated. I thank you for showing your dedication to the safety of the aviation industry.

Thank you and see you in Cairo.

Mike Jackson
FSEMC Chairman



should include airframe manufacturers, aircraft equipment suppliers, simulator equipment providers, and regulators.

PROGRAM

Questions are grouped in these categories:

ATA Chapter 115 — Flight Simulator Systems

- Electrical Power
- Hydraulic Power
- Host Computer and Peripherals
- Interface
- Instructor Station
- Support Infrastructure (Facilities)

ATA Chapter 116 — Flight Simulator Cueing Systems

- Motion and Control Loading
- Visual
- Sound
- Smoke
- Avionics/Instruments

General

- Product Support
- Math Model
- Tools and Test Equipment
- Standards
- Training
- Regulatory/QTG
- Other Training Devices
- Environmental Impact
- Miscellaneous

Once the questions are received, the FSEMC staff forwards them to the named equipment manufacturers. The questions are then prepared and included in the FSEMC program. Once the program is complete, a copy is sent to all pre-registered attendees.

During the meeting, a moderator presents each question for open forum discussion. By design, simulator users have the first opportunity to respond. This approach emphasizes that other simulator users may also be experiencing the same problem. In many cases, another simulator user may already have a solution to offer.

Next, the moderator calls for the manufacturers to respond. Often, a solution is already available.

If the solution is acceptable, the question is closed. If the solution is not acceptable or one is not yet available, the question is usually held open and is so noted in the report of the meeting. Finally, the meeting discussions are taped, transcribed, and produced in final form as the FSEMC Report.

PRELIMINARY AGENDA

Industry Session

- FSEMC Steering Committee Overview and Elections
- ARINC 610C Working Group Update
- Visual Database Currency Working Group Update

Presentations

- FAA Part 60 Impact on OEM Suppliers
- LCOS Benefits and Experiences
- ATC Simulation Developments
- Onboard Information Systems
- Simulation Products of the Aircraft for Realistic Training at Airlines
- Update of the RAES and ICFQ Processes and Products
- Jet Upset Training in Simulation
- Process of Qualifying Simulators

Awards

- The Edwin A. Link Award
- Best Individual Presentation Award
- Roger S. Goldberg Award

TENTATIVE PROGRAM OF EVENTS

Monday, October 5

- 1300–1900 Early Registration
- 1800–2100 FSEMC Exhibit/Reception

Tuesday, October 6

- 0745–1645 Registration
- 0900–1000 Opening Session
- 1020–1145 Convene—FSEMC Discussion
- 1315–1400 Industry Session
- 1400–1630 FSEMC Discussion
- 1700 Visit Manufacturers

Wednesday, October 7

- 0745–1645 Registration
- 0830–1145 Convene—FSEMC Discussion
- 1315–1630 FSEMC Discussion
- 1700 Visit Manufacturers

Thursday, October 8

- 0745–1545 Registration
- 0830–1145 Convene—FSEMC Discussion
- 1315–1600 FSEMC Discussion
- 1600–1630 Open Q&A Session
- 1630 Adjourn

Open Q&A Session—FSEMC will include an open Q&A session at the end of each ATA Chapter for a limited time and for 30 minutes prior to adjourning the meeting. This is intended to provide an open exchange of information.

Further information about the FSEMC Steering Committee, including the duties and pre-requisites, is available at the FSEMC web site, <http://www.aviation-ia.com/fsemc>.

MISSION

To enhance the safety of aviation worldwide through the dissemination of engineering, maintenance, and associated technical information and the development of voluntary technical standards in the Aviation Training Device industry.

MEETING

FSEMC, held annually every fall, provides simulator users an opportunity to openly and collectively discuss simulator engineering and maintenance questions. Prior to the meeting, simulator users submit discussion items that are discussed during the meeting.

PARTICIPATION

FSEMC should include users of flight and cabin simulators, both dynamic and static. Users include airlines, commuter airlines, and other simulator users. Other participants



WELCOME OR WELCOME BACK

For those who attended past FSEMCs, there should be little need to urge your return. For those who are still not convinced, try answering the following questions:

- Does your company have chronic simulator engineering and maintenance questions?
- Would your company benefit from one-on-one access to a broad cross-section of simulator equipment manufacturers and suppliers, service organizations, and airframe manufacturers, in one location?



FSEMC AND AAI

FSEMC welcomes the continued support of the Airline Avionics Institute (AAI), an independent organization of simulator, airframe, and avionics suppliers. AAI is a membership organization



with dues and other membership requirements. AAI

has provided support to AMC for over 40 years and to FSEMC for over 10 years.

By sponsoring FSEMC coffee breaks, AAI is able to offer its members a low-cost means of participating in the conference on an equal basis, regardless of the size or financial strength of each company.

In addition, AAI sponsors an exhibit/reception, which gives smaller simulator and avionics manufacturers an opportunity to display their products and services and provides a place and time for all conference delegates to come together in a congenial atmosphere to discuss business and to socialize.

The FSEMC Steering Committee encourages simulator, airframe, and avionics suppliers to join



AAI and participate in the sponsorship of FSEMC coffee breaks and the FSEMC Exhibit/Reception.

And remember, there is no registration fee to attend FSEMC.

The FSEMC Exhibit/Reception will take place on Monday, October 5, 2009.

For further information on AAI, contact:

Mr. Phil Wright
AAI Business Manager
tel +1 941-313-0471
phillipawright@gmail.com
www.airlineavionics.org

HOSPITALITY SUITES

Tuesday evening has been designated "Suite Night" for suppliers to exhibit using hospitality suites. FSEMC blocks several suites for this purpose. The Conrad Cairo hotel assigns available suites on a first-come, first-served basis to any supplier. To reserve a hospitality suite, contact:

Maha Eraki
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P.O. Box 2044 Ataba
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FSEMC STEERING COMMITTEE

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THERE IS NO REGISTRATION FEE TO ATTEND FSEMC

2009 FSEMC hosted by **EGYPTAIR**

