In preparation for the annual FSEMC conference, a preliminary schedule of events is presented.

Contents:

<table>
<thead>
<tr>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Schedule</td>
<td>2</td>
</tr>
<tr>
<td>Technology Workshop</td>
<td>3</td>
</tr>
<tr>
<td>Opening Session</td>
<td>4</td>
</tr>
<tr>
<td>Industry Session</td>
<td>5</td>
</tr>
<tr>
<td>FSEMC Social Events</td>
<td>5</td>
</tr>
<tr>
<td>FSEMC Awards Information</td>
<td>6</td>
</tr>
</tbody>
</table>
# 2018 FSEMC Schedule of Events

### Monday – September 17

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200</td>
<td>Early Registration</td>
</tr>
<tr>
<td>1300</td>
<td>Technology Workshop</td>
</tr>
<tr>
<td>1700</td>
<td>FSEMC Reception</td>
</tr>
</tbody>
</table>

### Tuesday – September 18

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0730</td>
<td>Registration Opens</td>
</tr>
<tr>
<td>0830</td>
<td>Opening Session</td>
</tr>
<tr>
<td>0930</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>1120</td>
<td>Presentation — <em>The Life and Times of an Airline’s Flight Simulator Fleet</em></td>
</tr>
<tr>
<td>1200</td>
<td>Lunch</td>
</tr>
<tr>
<td>1315</td>
<td>Presentation — <em>How to improve an FSTD Technical Operation</em></td>
</tr>
<tr>
<td>1430</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>1525</td>
<td>Presentation — <em>Simulation within an Advance Qualification Program (AQP) Training Program</em></td>
</tr>
<tr>
<td>1600</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>1630</td>
<td>Recess</td>
</tr>
</tbody>
</table>

### Wednesday – September 19

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0730</td>
<td>Registration Opens</td>
</tr>
<tr>
<td>0830</td>
<td>Industry Session</td>
</tr>
<tr>
<td>0930</td>
<td>Presentation — <em>Pilot Training for NextGen &amp; SESAR Operations—Maintaining the illusion in a Data-rich 20-20 operation Environment</em></td>
</tr>
<tr>
<td>1025</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>1120</td>
<td>Presentation — <em>China Navigation Technology (ADS-B) Roadmap/Deployment Status and the Impact of Technology Insertion in FSTD</em></td>
</tr>
<tr>
<td>1200</td>
<td>Lunch</td>
</tr>
<tr>
<td>1315</td>
<td>Presentation — <em>Resolution Versus Frame Rate—A cost/Performance/Training benefit Comparison</em></td>
</tr>
<tr>
<td>1400</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>1630</td>
<td>Recess</td>
</tr>
</tbody>
</table>

### Thursday – September 20

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>0730</td>
<td>Registration Opens</td>
</tr>
<tr>
<td>0830</td>
<td>Presentation — <em>Capabilities in Extended Envelope Training, Current Status/Achievements</em></td>
</tr>
<tr>
<td>0900</td>
<td>Regulatory Session</td>
</tr>
<tr>
<td></td>
<td>- EASA Presentation/Update</td>
</tr>
<tr>
<td></td>
<td>- FAA Presentation/Update</td>
</tr>
<tr>
<td></td>
<td>- Other NAAs</td>
</tr>
<tr>
<td>1025</td>
<td>Continue Regulatory Session</td>
</tr>
<tr>
<td>1120</td>
<td>Presentation — <em>Virtual Reality in Flight Training</em></td>
</tr>
<tr>
<td>1200</td>
<td>Lunch</td>
</tr>
<tr>
<td>1315</td>
<td>Continue Regulatory Session</td>
</tr>
<tr>
<td>1525</td>
<td>FSEMC Discussion</td>
</tr>
<tr>
<td>TBD</td>
<td>Open Q&amp;A</td>
</tr>
<tr>
<td>1600</td>
<td>Adjourn *</td>
</tr>
</tbody>
</table>

*Open Q&A Session* – Time permitting, on Thursday afternoon FSEMC will include an Open Q&A Session for 30 minutes prior to adjourning the meeting. This is intended to provide an open exchange of information. Since there is no question pre-notification, manufacturers may elect to simply accept an action to respond following the meeting.

**Coffee Breaks**

Coffee breaks will be provided daily at approximately 1000 and 1500.
The FSEMC Steering Committee will hold an open forum setting to discuss hot topics in the flight simulation industry.

<table>
<thead>
<tr>
<th>Panel Participants (expected)</th>
<th>Topics</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rick Lewis</td>
<td>Other Training Devices (Everything not an FFS)</td>
<td>Ballroom</td>
</tr>
<tr>
<td>Mike Jackson</td>
<td>- New technology applications</td>
<td></td>
</tr>
<tr>
<td>Eric Fuilla-Weishaupt</td>
<td>- Tailoring training to appropriate levels</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- EASA’s recent efforts and explorations</td>
<td></td>
</tr>
<tr>
<td>John Muller</td>
<td>COTS, Friend or Enemy?</td>
<td></td>
</tr>
<tr>
<td>Dave Neilson</td>
<td>Simulator Support, Obsolescence, and Updates</td>
<td></td>
</tr>
<tr>
<td>Jeremy Wise</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moog/E2M/KLM</td>
<td>Motion cueing in lower level FSTD/ Maintenance</td>
<td></td>
</tr>
</tbody>
</table>

All participants are welcome to exchange a free flow of ideas and concerns, and to discuss implications of technology facing the industry today and in the near future.
2018 FSEMC Opening Session
Tuesday, September 18, 2018 – 0830

Welcome/Introductions

Marc Cronan
FSEMC Chairman
Rockwell Collins

Keynote Speaker

TBD

FSEMC Awards Introduction

Eric Fuilla-Weishaupt
FSEMC Vice Chairman
Airbus

Edwin A. Link Award

FSEMC Vice Chairman to present

Roger S. Goldberg Award

FSEMC Vice Chairman to present

Conference Announcements

FSEMC Chairman to present
2018 FSEMC Industry Session
Wednesday, September 19, 2018 - 0830

FSEMC Activities Update
Marc Cronan  Rockwell Collins
Technology Workshop Review
Marc Cronan  Rockwell Collins
EASA FSTD Technical Group
Stefan Nowack  Lufthansa Aviation Training
Simulator Continuing Qualification
Tom Shaw  The Boeing Company
FSEMC Data Document
Mike Jackson  FedEx
SATCE Working Group
Ted Chapman  FlightSafety International

ICAO Update
Itash Samani  CAE

IPTA Training Devices Work Stream

FSEMC Steering Committee
Sam Buckwalter  ARINC IA
Elections Overview

FSEMC Social Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>September 17</td>
<td>1700-1900</td>
<td>FSEMC Reception</td>
</tr>
<tr>
<td>Tuesday</td>
<td>September 18</td>
<td>1830-2130</td>
<td>To Be Announced</td>
</tr>
</tbody>
</table>
Edwin A. Link Award

“Ed” Link was born in 1904 in Huntington, Indiana, but moved in 1910 to Binghamton, New York, where his father purchased a bankrupt music firm. It was here Ed would begin and develop his career as (to quote his friend Harvey Roehl) a “backyard inventor in the finest American sense.”

In his early twenties, at considerable expense and some risk, he obtained his pilot's license. While struggling to become a pilot, he began tinkering with parts of organs at his father's factory, trying to develop a training device so that pilots could start learning to fly safely and inexpensively without leaving the ground. Initially his trainer, although successful, was seen as a toy and relegated to the status of fairground ride.

In the mid-1930's, after a series of air accidents, the Army Air Corps ordered six of Link's instrument trainers to enhance its pilot training program. Once public attention had been drawn to this practical device, orders for more came from all over the world. Ultimately Link’s invention led to the development of the whole field of flight simulation. With the help of his wife, Marion Clayton Link, whom he had married in 1931, Ed ran a highly successful enterprise, Link Aviation, Inc., throughout World War II and until he sold the company in 1954.

Thereafter Ed’s skills and attention focused on underwater archaeology and exploration. In this, his wife Marion became his partner in research, and, with their two sons William Martin and Edwin Clayton, they undertook a number of voyages. During these years Ed worked constantly to improve diving equipment in order to allow divers to go deeper, stay longer underwater, explore more safely and efficiently, and return to the surface with less risk. On one of the sea voyages in 1973, during a routine dive in a submersible, the Links’ younger son Clayton and his friend Albert Stover were killed. In a very moving statement to the press, Ed expressed his conviction that their death had not been in vain, but had identified problems that must be solved in order to meet the challenge of safer underwater exploration.

Mr. Link continued actively exploring, tinkering, writing, and generally enjoying his many interests until very shortly before his death in 1981. His was an unusually generous spirit: not only did he give tirelessly of his time and energy; he also donated financially too many foundations, scholarships, and charitable causes.

FSEMC is pleased to honor Edwin A. Link by selecting one individual each year for significant contribution in flight simulator support. On behalf of ARINC and FSEMC, we gratefully acknowledge and offer our thanks to the following individuals and organizations for their support of this award:

- Marilyn Link, Special Advisor, The Link Foundation
- The Link Foundation Board of Trustees
- L3 Communications’ Link Simulation & Training
- Binghamton University
- Roberson Museum and Science Center
Edwin A. Link Award – Recipients

2017 – Memphis, Tennessee
John Frasca, accepting for Rudy Frasca
Frasca International

2016 – Hong Kong
Bernard Mattos
Airbus

2014 – Tulsa, Oklahoma
Itash Samani
CAE

2012 – Dallas, Texas
Jeff Everett
RSI Visual Systems

2011 – Orlando, Florida
Joe Mays and Richard Holmes
Barco

2010 – Brighton, England
Dr. David White
Thales

2009 – Cairo, Egypt
Craig Phillips
RSI Visual Systems

2008 – Salt Lake City, Utah
Andy Ramsden
Rockwell Collins

2007 – Montreal, Canada
Joe Biller
Link Simulation

2005 – Seattle, Washington
Jim Guvermanor
Southwest Airlines

2004 – Tulsa, Oklahoma
Stuart N. Wilmott
CAE SimuFlite

2003 – Prague, Czech Rep
Dr. John Hunt
General Precision

2002 – Tampa, Florida
Kendall W. Neville
The Boeing Company

2001 – Atlanta, Georgia
Stuart Anderson
Evan and Sutherland

2000 – Toulouse, France
Joe DePaola
American Airlines

1999 – Denver, Colorado
Wolf Dieter-Hass
Lufthansa Flight Training
Roger S. Goldberg Award

The FSEMC Steering Committee gives an award each year to a special individual. It is an award for a person that has been extraordinary influence in the flight simulation industry, and has contributed significantly to the FSEMC. The award acknowledges these contributions with special recognition.

The first award was called the FSEMC Service Award. This first award was given to Roger S. Goldberg, posthumously, in recognition of the Extraordinary ideas, Outstanding service, and Endless passion he gave to our organization.

In his honor, the award is now named the

Roger S. Goldberg Award

Roger was a unique person in the way he had contact with other people. Always positive and happy, he made everyone feel good after being in his presence.

Roger was one of the cornerstones in the FSEMC Steering Committee. He was a founding member and an expert mediator, always searching for a better way or solution to move forward. He knew what he wanted and how he wanted the proceedings to go. Sometimes without the FSEMC Steering Committee even knowing, he was usually able to steer them positively in that direction. He was a great facilitator, fostering much discussion. He always stated, It is your conference, and it is what you make of it. He was an expert on encouraging people to work together, given their different backgrounds and experiences.

Mr. John Smith
Asian ATR Training Center
Roger S. Goldberg Award - Recipients

2017 – Memphis, Tennessee
John Smith
Asian ATR Training Center

2015 – Miami, Florida
Kip Caudrey
The Boeing Company

2014 – Tulsa, Oklahoma
Shigeru Otomo
All Nippon Airways

2013 – Tróia, Portugal
Alain Brault
Airbus

*Note: There was no RSG recipient in 2016.

2012 – Dallas, Texas
Sam Buckwalter
ARINC Industry Activities

2010 – Brighton, England
Dieter Bunge
Lufthansa Flight Training

2009 – Cairo, Egypt
Ted Weiss
The Boeing Company

2008 – Salt Lake City, Utah
Lars Gran
Oxford Aviation Academy

2007 – Montreal, Quebec
Bob Glenn
The Boeing Company

2006 – Roger S. Goldberg
ARINC Industry Activities
(Awarded Posthumously)