

位于香港飞行安全国际/湾流航空培训中心的G550模拟器

G550 simulator at the new FlightSafety/Gulfstream training facility in Hong Kong.



飞行安全国际在香港设立新培训中心-在亚洲就可享受湾流航空的飞行员培训项目

撰稿人: Nigel Moll

上个月,飞行安全国际与湾流航空在香港开办了新的学习中心,为在亚洲的G450及G550飞行员提供服务。据飞行安全国际萨凡纳学习中心经理David Davenport透露,该中心配备了D级全式G550飞行模拟器,该模拟器也可改装成G450模拟器。David Davenport在香港中心的设备配置方面起到了决定性作用,同时也是目前该中心的负责人。新的G450/G550模拟器配备了飞行安全国际的Vital X目视系统及电子动感控制技术。

目前,湾流航空在亚洲的飞行员及机械师不得不到位于加州长滩及萨凡纳(湾流航空总部)的学习中心进行初期及后续培训,而香港中心的成立使其能够更方便地获得相关指导。

新中心隶属于国泰城培训设施的一部分,建于国泰城机场内部。Davenport说道:“当你走到大门前,它这看起来并不像是飞行安全国际,但当你走进这一区域,看到飞行模拟器、教室、报告厅、行政区域,你就如同置身于飞行安全国际的学习中心。这是我们与国泰城的第一个合作项目,我很欣喜地看到这是一项共赢的事业。对于中心成立,对

方给予了我们很大帮助。”

比之于GV、GIV、以及G200等较为古老的机型,Davenport希望下一批抵达中心的是G650和G280,这也更契合于亚太地区的采购状况。

对于母语不是英语的学员来说,培训中最大的挑战是语言障碍,在Davenport看来,这也是飞行安全国际选择香港作为培训中心的主要原因。“中心的设备旨在为亚洲市场,尤其是中国提供服务。目前,学员必须到长滩或者萨凡纳接受培训,这里有几个问题,首先是旅途过长,其次,对于很多人来说,第一次到美国难免有文化上的不适感,这对于培训环境来说是不利的。我们一直想,如果我们在考虑,如果能在时差只有三个小时的香港配置设备,并且提供相应的口译服务,培训环境会好很多”,Davenport在接受AIN采访时如此说道。目前,飞行安全国际还未计划在中国大陆成立类似的培训中心。

在成立伊始,香港中心只提供飞行员服务,但到了五月份也开始提供针对G450及G550维护技师的培训。根据Davenport的预测,对香港中心的客户群体而言,来自香港本地和香港以外的客户基本各占50%。

FlightSafety and Gulfstream bring pilot training to Asia

by Nigel Moll

Last month FlightSafety International and Gulfstream Aerospace opened a new learning center in Hong Kong to serve Asian operators of the G450 and G550 jets. Equipped with a G550 level-D-qualified full-flight simulator that is convertible to a G450, the new facility expects to provide 250 “training events” this year, according to David Davenport, manager of FlightSafety’s Savannah learning center, a key player in defining the Hong Kong facility and its responsible manager now that it is up and running. The new G450/G550 simulator is equipped with FlightSafety’s Vital X visual system and electric motion and control loading technology.

Until now, pilots and mechanics of Asia-based Gulfstream aircraft have had to make the journey to FlightSafety’s learning centers in Long Beach, California, and Savannah (where Gulfstream is based) for initial and recurrent training, and with the facility in Hong Kong they will have easier access to factory-approved instruction.

The new facility is physically located within Cathay City, embedded in Cathay Pacific Airways’ training facilities. “When you walk up to the door it doesn’t say FlightSafety International on it,” noted Davenport, “but once you get to our area—with simulator bays, classrooms, briefing rooms, instructor/administrative area—it looks and feels as if you’re in a FlightSafety learning center. This is our first venture with Cathay, and I’m pleased to report it has been good for both sides. The support they have given us in getting set up has been a great help.”

Based on aircraft on order for and being delivered to operators in the Asia Pacific region, Davenport expects the

G650 and G280 will be the next aircraft to be represented at the facility, rather than legacy models such as the GV, GIV and G200.

For students whose native tongue is not English, the biggest challenge in training is the language barrier, and Davenport says this is the primary reason FlightSafety chose to put its first training venture in the region in Hong Kong. “The facility is dedicated to supporting the Asian market, and specifically the Chinese market. Until now they have been coming to Long Beach and Savannah for training. One, it’s an incredibly long trip. Two, for many of them it’s their first time to the U.S., and there is quite a culture adjustment. That creates challenges for the training environment. We’ve always felt that if we had a dedicated facility in Hong Kong with interpreters available and a time difference of only three hours it would provide a much more conducive training environment,” Davenport told AIN. FlightSafety (Booth H521) currently has no plans to break ground for a facility in mainland China.

On opening day, the Hong Kong facility was offering only pilot training, but in May it will begin to provide training for G450 and G550 maintenance technicians as well. Davenport predicts the Hong Kong facility’s customer base will be about an even split between Asian nationals and expats based in the region. So far, the U.S. Federal Aviation Administration and the Hong Kong Civil Aviation Department have approved the simulator, training programs and facilities. In mid-March the Civil Aviation Administration of China was scheduled to visit the facility and certify the simulator, and by the end of March another



湾流航空总裁Larry Flynn (左) 及飞行安全国际执行副总裁Eric Hinson在香港培训中心的盛大开幕式上

Gulfstream president Larry Flynn (left) and FlightSafety executive v-p Eric Hinson at the grand opening of the two companies’ new Hong Kong training center.



飞行安全国际的湾流航空G450/G550驾驶舱图形模拟器

FlightSafety's Gulfstream G450/G550 graphical flight-deck simulator.

目前，AIN美国联邦航空管理局和香港民航处都已经批准了相关的模拟器、培训计划、以及设备配置。中国民航局将在三月中旬来此考察并测试模拟器，并计划在三月底的另一次考察中准许相关的许可。

据Davenport透露，亚洲的外籍商用飞机驾驶员一般出身于西方航空业，而中国的商用飞机驾驶员一般来自航空公司。“我们正在与金鹿航空有限公司（隶属海南航空公司）进行合作，将一些初出茅庐的飞行员培训成为湾流航空的副驾驶级别飞行员。”湾流培训中心的培训人员都是美国派出的为期两年的正式雇员，Davenport还强调：“我们不会随便雇佣一个人就打发过来。他们都拥有多年的培训经验。”

湾流航空总裁Larry Flynn说：“我们很高兴能够与飞行安全国际合作，为服役中以及未来的飞行员提供培训服务。该模拟器是亚洲首个专门服务于营运商的商用

飞机模拟器。”湾流航空在香港及中国大陆有80架飞机服役，在亚太地区总共有175架，这一数字使得其成为该地区的市场领导者，其大客舱商用飞机占有本地区48%的市场份额。

湾流航空还指出，在过去的五年内，飞行安全国际为本地区营运商提供的培训项目增加了230%。在去年，国际飞行安全为本地区的航空公司及商用飞机营运商提供了4000课时的培训，其中700课时为飞行员培训、维护技师培训、以及针对为湾流航空提供支持服务的其他专业人员的培训。湾流航空共179亿美元的订单中有27%来自亚太地区。

飞行安全国际总裁兼CEO Bruce Whitman说：“四十多年来作为湾流航空授权的培训方，我们感到很骄傲。我们紧密的合作关系使得我们能够提供最优质的培训，利用模拟器及其他先进设备再现飞行中的真实感。”

inspection is expected to put the CAAC seal of approval on the facility.

The typical expat flying Asia-based business jets has come up through the ranks of the Western general aviation's industry, according to Davenport, but Chinese business jet pilots tend to come from the airlines. “We're working with Beijing-based DeerJet (owned by Hainan Airlines) for transitioning some ab initio pilots to learn to become SICs [second-in-commands] in Gulfstreams.” All the instructors at the FSI Gulfstream facility are FSI employees on a two-year assignment from the U.S., and Davenport emphasized, “We didn't hire them off the street and send them over. They have all been instructing at FSI for a number of years.”

“We're pleased to partner with FlightSafety to offer this training opportunity for current and future operators,” said Gulfstream president Larry Flynn. “This is the first simulator dedicated solely for business-jet operators in Asia.” Approximately 80 Gulfstreams are located in Hong Kong and mainland China, with a total of 175 in the Asia Pacific region—a fleet that prompts Gulfstream to proclaim itself the market-share leader in the region, with 48 percent of large-cabin business jets.

Gulfstream further points out that the number of FlightSafety training events provided to the region's Gulfstream operators has increased by 230 percent in the past five years. FSI

飞行安全国际的矩阵教室提供综合式的模拟训练，适用于高端任务培训

FlightSafety's Matrix classroom brings integrated, simulation-driven training to the classroom and advanced task trainers.

delivered more than 4,000 courses to airlines and business aircraft operators based in the region last year, including more than 700 for pilots, maintenance technicians and other aviation professionals who operate and support Gulfstreams. Some 27 percent of Gulfstream's \$17.9 billion order backlog is from the Asia Pacific region.

“We are proud to have served as Gulfstream's factory-authorized training provider for more than 40 years,” commented FlightSafety president and CEO Bruce Whitman. “Our close working relationship ensures that we provide the highest-quality training using simulators and advanced training devices that reflect the exact flying and operating characteristics of the aircraft.” □

Dassault installs first shower in Falcon 7X

by Thierry Dubois

Dassault has designed and installed a shower in the aft section of a Falcon 7X, a challenging job despite the large cabin of the business jet.

Installation of the shower necessitated a new overall cabin design layout because engineers had to move a bulkhead forward to make room for the water tank, heater and redundant pumps. For certification, the manufacturer demonstrated that an overflow would not affect any critical equipment.

There were two potentially conflicting demands in installing the shower. It was built in several parts so it could fit through the aircraft's door, but once assembled inside it had to be both watertight and aesthetically pleasing.

In the shower, the passenger can stand or sit and use a showerhead or the “rain sky” ceiling. He or she can enjoy the view outside from a window inside the shower or dim the transparency with an electrochemical device. Vision Systems, based near Lyon, France, supplied the dimmable window.

Dassault said the installation was to accommodate a specific customer requirement but it is not offering the shower as a standard option yet. Rival manufacturer Bombardier has offered a shower as an option for its Global 5000 and Global Express XRS aircraft for about three years. Gulfstream will offer the option on the G650 next year. □



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