FlightSafety Academy

“Celebrating 51 Years of Training Excellence”
FlightSafety Academy

Proven History

• FlightSafety International and was established due to the lack of training available for the general aviation population, and recently celebrated its 65<sup>th</sup> anniversary.

• In 1966, FlightSafety Academy opened to specifically address the need for a structured <i>ab initio</i> training environment.

• FlightSafety Academy has enrolled more than 23,000 cadets that are now flying for more than 62 airlines and 100 corporate flight departments globally.

• Our expertise in professional ab initio flight training has resulted in certification by the FAA, EASA as well as many other National Aviation Authorities.
FlightSafety Academy

The Right Environment

FlightSafety Academy is positioned for optimal flight training.

• Weather: FAA states that there are approximately 320 days per year suitable for flight training.

• More than 25% of all FAA licenses in the United States are issued through the Orlando FSDO.

• Vero Beach is amongst 137 airports.

• Wide Range of Operational Scenarios

• No landing fees
Comprehensive Campus
Situated on 30 acres with 20 buildings dedicated to flight training.

- **On-Campus Housing** - Dormitory – walk to classes and Flightline

- **Recreational Facilities** – Pool, Sand Volleyball Court, Basketball and Soccer

- **Pilot Shop** - Full stock of necessary books and supplies

- **Student Library** - Virtual library with additional study space. Accessible to all students, internet access. Class review and study.

- **Pilot Vending Café** – 24/7 access, fresh food selections, ping pong, foosball, TV
Unparalleled Resources

• **ATC Lab** – Provides Introduction and to air traffic environment and ATC communication and orientation

• **FAA Testing** – FSA is authorized to facilitate on-site FAA testing

• **Multi-Media Classrooms** – 18 throughout the campus

• **Stage Check Briefings** – FAA Designated Airman lead class time to review the PTS.

• **Workshops** – Instructor led
FlightSafety Academy

Operations Command Center

Flight Line Facilities

• Individual Briefing Rooms
• Weather Room
• Dispatch Center
• Operations Command Center
• Scheduling

FlightSafety Owned Equipment

• Piper Cadets – 6
• Piper Warriors - 40
• Piper Glass Arrow – 6
• Piper Seminole - 20
• Frasca Flight Trainer FNPT2 - 3
Modernization of Fleet

All new Piper aircraft are equipped with:

• I-Pad compatible Garmin G500 avionics suites

• NextGen ADSB for the most comprehensive traffic and weather solution

• Satellite enhanced dual antenna traffic awareness technology, enabling one-second updates for traffic situational awareness

• Angle of attack system
FAA Part 145 Repair Station, encompassing 3 hangars
Progressive Maintenance Program
Dedicated Squawk Crews
Dedicated Fuel and Line Staff
FSA owns and operates a 22,000 gallon fuel farm
FAA Award Winning Maintenance Facility
Student Services

Quality of life while in Vero Beach has a direct impact on the success of training. The Student Services Team is dedicated to making sure our students are successful as well as feel they are a part of our community.

- Provide valuable tips and guidance on items such as: Studying, TSA reminders, Stage Check Information, FAAST Team Seminars and Guest Speakers
- Monitor student progress, facilitate group meetings, provide Student Briefings
- Provide weekly transportation to the local Wal-Mart and shopping
- Provide information on local events
Communication

• Multi-level management oversight and responsibility
• Regular reporting intervals and custom reporting options
  – Customized reports specific to agreement requirements
• www.myflightsafety.com
  – Immediate access to training data for individual students
  – Lesson status and instructor comments
  – The Data is Live, Unbiased and Comprehensive
At FlightSafety Academy we understand the difference between licensing and the development of a professional pilot.

- FlightSafety Academy is a wholly-owned subsidiary of FlightSafety International, training is our only business.
- Training is conducted with absolute dedication to aviation safety.
- Well honed FAA recognized SMS, over 45 years of data to rely on.
- We develop Cadets with the airmanship, discipline, and professionalism that ensure a successful flying career.
FlightSafety QMS is certified under ISO 9001:2008 for its conformance quality system.

FlightSafety is currently transitioning to the new ISO 9001:2015 standard which is due by September 2018.

At the Academy the QMS and SMS join to both define training improvements and operate at the highest possible level of safety throughout the entire organization.

**FlightSafety International’s Quality Policy:**
“To continually meet or exceed our Customer’s needs and requirements.”
FlightSafety Academy’s current SMS is Level 3 and is built on the ICAO four pillars defined as:

- Safety Policy – Entire Organization Dedicated to Safety
- Safety Risk Management – Active Safety Management through both management and operations
- Safety Assurance – Documentation, Risk Analysis and Risk Mitigation
- Safety Promotion – Education and Practice of every segment of the Organization
Example: Flight Risk Assessment (FRAT) & Maintenance Risk Assessment (MRAT) Tools

### Flight Risk Assessment Tool

**Flight Risk Assessment Tool**

<table>
<thead>
<tr>
<th>Student Name:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Instructor Pilot:</td>
<td>PSA AC Code:</td>
</tr>
<tr>
<td>Charge Type: DUAL</td>
<td>SOLO</td>
</tr>
<tr>
<td>Flight Route:</td>
<td>Route:</td>
</tr>
</tbody>
</table>

**TOTAL RISK VALUE**

Include risk calculation consistency at section below.

**LOW RISK**

- Use normal flight planning and established personal minimums and operating procedures.
- Low risk ("cold") flight requires GPS personal signature.

**MEDIUM RISK**

- Somewhat riskier than usual. Conduct flight planning with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. Consider, and be prepared to discuss, alternative actions to reduce risk in order to complete flight safely.
- All MARPs filed require discussion of risks and signed off by Ops Manager. Mitigation of flight must be documented in section below.

**HIGH RISK**

- Conditions present much higher than normal risk. Conduct flight planning with extra care and review all elements to identify those that could be modified to reduce risk. Must consult with flight crew management for additional guidance before flight.
- All HIGHS require consultation with pilot. Flight must be recorded in section below.

**LOW RISK**

- Risk is low ("cold") flight requires GPS personal signature.

**MEDIUM RISK**

- Somewhat riskier than usual. Conduct flight planning with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. Consider, and be prepared to discuss, alternative actions to reduce risk in order to complete flight safely.
- All MARPs filed require discussion of risks and signed off by Ops Manager. Mitigation of flight must be documented in section below.

**HIGH RISK**

- Conditions present much higher than normal risk. Conduct flight planning with extra care and review all elements to identify those that could be modified to reduce risk. Must consult with flight crew management for additional guidance before flight.
- All HIGHS require consultation with pilot. Flight must be recorded in section below.

### Maintenance Risk Assessment Tool (M-RAT) Rev. 1.2

<table>
<thead>
<tr>
<th>Employee Name:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task Assignment:</td>
<td>Work Area:</td>
</tr>
</tbody>
</table>

**RISK LEVEL EXPLANATION AND REQUIREMENTS**

**LOW RISK**

- Use normal care in planning and established personal minimums and operating procedures.

**MEDIUM RISK**

- Somewhat weaker than usual. Conduct work day with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. List mitigation efforts and discuss your plan to reduce your risks in order to complete your work safely. Supervisor must approve and sign off.

**HIGH RISK**

- Conditions present much higher than normal risk. Conduct work planning and execution with extra care and review all elements to identify those that could be modified to reduce risk. Mitigation plans must be recorded in the Mitigation section of the form and discussed with your supervisor. With two ratings of 5 or any one of the three sections are graded as a HIGH-RISK the DOM or QAS is required to review and sign off for work. (Verbal on phone is acceptable).

Is work a prudent decision that day? DOM or QAS sign off required for work.

**ALL FACTORS MUST BE CONSIDERED AND A MINIMUM RATING OF “4” GIVEN FOR EACH FACTOR**

### Mechanics and External Factors

<table>
<thead>
<tr>
<th>Item</th>
<th>Low Risk Rating</th>
<th>High Risk Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proper Rest, hours of sleep before work</td>
<td>8 hrs</td>
<td>7 hrs</td>
</tr>
<tr>
<td>Nutrition Prior to work with the last</td>
<td>4 hrs</td>
<td>6 hrs</td>
</tr>
<tr>
<td>Hydration Prior to work with the last</td>
<td>2 hrs</td>
<td>1 hrs</td>
</tr>
<tr>
<td>Health: Illness / Sickness</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Medication limiting or impairing ability to act as PIC</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Illness with Family Member/Family Emergency</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Experiencing Domestic Problems</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Recent Death of Close Family Member</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Scheduled Commitment after or during work</td>
<td>No</td>
<td>Medium</td>
</tr>
<tr>
<td>Alcohol within the last</td>
<td>None</td>
<td>3 hrs</td>
</tr>
<tr>
<td>Significant Pressure to Complete Assigned Task</td>
<td>Normal</td>
<td></td>
</tr>
</tbody>
</table>

**LOW**

- Any “5” rating and total 15 or less
What is ASAP: A voluntary safety program sponsored by the Federal Aviation Administration (FAA).

Objective: Encourage participating certificate holders to voluntarily report safety information resulting in the identification of potential threats.

Purpose of ASAP

- Improve aviation safety
  - Obtain reports of safety-related concerns or events that may otherwise go unreported
  - Identify root cause(s) of safety-related events
  - Determine and communicate corrective action(s) and/or recommendation(s)
  - Track completion and evaluate effectiveness of corrective action(s) and/or recommendation(s)
  - Communicate ASAP successes
  - Build trust to encourage a reporting/safety culture

Basic Principles of ASAP

- ASAPs are initiated with an MOU between representatives from the certificate holder, FAA, and employee group (if applicable)
- Safety-related events are voluntarily reported by employees of the certificate holder
- ASAP reports are reviewed, investigated, and resolved by the ERC
- ERC members work together to reach consensus on decisions for report resolution
Value Added Services

Implementations that have assisted in the success of our customers include:

- Cadet prescreening services
- ELS services can be coordinated prior to cadets arrival
- Enhanced English Interviews
- Academic materials provided in advance of US arrival
- Assigned Class Leaders
- Mandatory Study Groups
- ATC Lab, cockpit time, desktop simulator assignments, Frasca sessions
- Additional ATC Lab phases available to increase options for improving radio skills
- eLearning and Live Learning
- Self Examining Authority
Airbus Partnership

Partnership to help address future Commercial Pilot shortage:

• Providing an integrated ab-initio training solution to airline customers and aspiring pilots.
• FlightSafety will train candidates to be qualified pilots while Airbus will train pilots to be qualified as pilots on Airbus equipment.
• Airbus’s training includes a 21 day Enhanced Entry Level Training Curriculum (EELT) bridge course and a 24 day Airbus A320 Type Rating course.
West Virginia University Partnership

• This articulation agreement will allow students to receive college credit for courses completed at FlightSafety Academy.

• This unique combination of general education, business, management, and aviation coursework is designed to fully prepare graduates to operate an aircraft at the highest levels of proficiency and safety while giving them an edge in the aviation marketplace.
“The best safety device in any airplane is a well trained pilot.”

Thank You