



# Advanced Training for Pilots of Gulfstream Aircraft

*Rejected Takeoff Go/No-Go, Upset Prevention & Recovery,  
Energy Management, CRM/Human Factors LOFT*



# Next-Generation Professional Development Training

*FlightSafety now offers a new series of advanced pilot courses that will enable flight crews to respond to challenging situations and achieve the highest level of safety. They are designed to enhance your skills with targeted, aircraft-specific training in a controlled learning environment. Compelling scenarios, coupled with breakthroughs in simulator technology using actual aircraft flight test data, deliver deeper knowledge of your aircraft and help ensure a safe and proper response to various flight situations.*

## UPSET PREVENTION & RECOVERY TRAINING

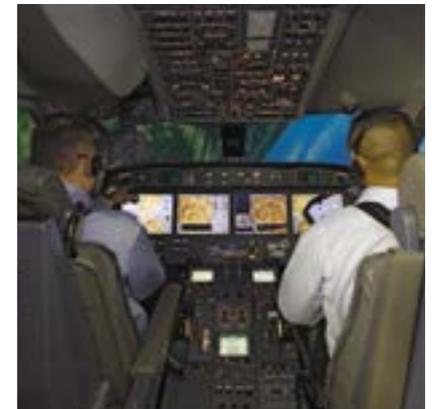
In-flight loss of control represents the single greatest cause of fatal aviation accidents in the last decade. Upset Prevention & Recovery training focuses on preventing in-flight loss of control, and recovery from upset if prevention is not possible.

This training takes place in a state-of-the-art Gulfstream simulator designed with an aerodynamic model that replicates the flight envelope from full aerodynamic stall to speeds well beyond VMO/MMO. The aerodynamic model allows pilots to safely experience and recover from full aerodynamic stall and high-speed events in a way that would be far too dangerous to experience in the aircraft.

Training consists of 3.5 hours of ground school in advanced topics including low/high speed aerodynamics, stability and control, aircraft performance and upset recovery technique. The simulator portion of this course allows pilots to recognize, experience and recover from full aerodynamic stall and speeds in excess of VMO/MMO. Then specific recovery techniques are practiced to proficiency.

UPSET PREVENTION & RECOVERY TRAINING	
<b>Course Curriculum</b>	<b>8.0 Hours</b>
Ground School/Academics	3.5 hours
Simulator (per crew)	4.0 hours
Debriefing	0.5 hours
<b>Training Locations</b>	Dallas, Long Beach, Savannah, Wilmington

**Course Prerequisite** – Pilots must train in the same make and model that they have currently trained on within the past 12 months. It is recommended that this course be taken as a crew for maximum effectiveness.





*Watch our video to see Upset Prevention & Recovery Training in a FlightSafety full flight simulator.*

## ENERGY MANAGEMENT

This course focuses on the physics of operating an aircraft during descent. The course includes two hours of ground school and four hours in a flight simulator.

During training, pilots learn the tools available to understand their “energy state” at any given point on the descent. It includes up to 10 different scenarios designed to help the flight crew members predict whether they will meet stabilized approach criteria well in advance of arriving at the stabilized criteria point on the approach.

A primary goal is to prepare flight crews to act much earlier to resolve high-energy problems while they are still easily handled.

ENERGY MANAGEMENT	
Course Curriculum	6.0 Hours
Briefing/Debriefing	2.0 hours
Simulator	4.0 hours
Training Locations	Dallas, Long Beach, Savannah, Wilmington

**Course Prerequisite** – Pilots must train in the same make and model that they have currently trained on within the past 12 months. It is recommended that this course be taken as a crew for maximum effectiveness.



## REJECTED TAKEOFF GO/NO-GO

This course promotes best practices to enhance go/no-go decision-making. The course presents your flight crew with 18 different V1 scenarios, requiring a decision to either continue the takeoff or abort.

In addition to promoting go/no-go decision-making proficiency, the course gives two pilots an opportunity to fly their aircraft under the high stress and the demands of an emergency return. Each pilot practices multiple emergency return scenarios.

REJECTED TAKEOFF GO/NO-GO	
Course Curriculum	6.0 Hours
Briefing/Debriefing Simulator	2.0 hours 4.0 hours
Training Locations	Dallas, Long Beach, Savannah, Wilmington

**Course Prerequisite** – Pilots must train in the same make and model that they have currently trained on within the past 12 months. It is recommended that this course be taken as a crew for maximum effectiveness.



## CRM/HUMAN FACTORS LOFT

This highly integrated and challenging curriculum measures and helps improve a flight crew's ability to perform as a tightly coordinated unit during a long-range international flight. During a simulated training flight, aircraft issues arise that significantly affect the passengers, requiring complex decision-making by the crew. An optimal outcome hinges on the crew's competency in coordination, communication, monitoring skills, intervention protocols, resilience to unforeseen events and response to a startling event. The course highlights a crew's proficiency in CRM and selected aspects identified for subsequent discussion.

### An Intense Four Hours

The CRM/Human Factors LOFT requires four hours in the simulator for a crew of two pilots. There will normally be time for the instructor to allow practice of technical aspects requiring revision. The extended debrief features a detailed analysis focused on showing the crew what behavioral factors affected their performance and reviewing the CRM and crew communication issues that arose. The objective is to demonstrate that no matter how competent one might be technically, weaknesses in communication and CRM skills can lead to an unsatisfactory or unexpected outcome.

CRM/HUMAN FACTORS LOFT	
Course Curriculum	6.0 Hours
Briefing/Debriefing Simulator	2.0 hours 4.0 hours
Training Locations	Dallas, Long Beach, Savannah, Wilmington

**Course Prerequisite** – Pilots must be currently flying as a crew within the same flight department, and have trained in the LOFT's make and model within the past 12 months.





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