



CIVIL AIRCRAFT

TRAINING AND SIMULATION SYSTEMS TECHNOLOGY



We Can

CAE Electronics applies sophisticated real-time computer-based technology to complex training, simulation and control tasks across a broad spectrum of civil and military aviation; hydro and nuclear power generation, transmission and distribution; air space management; marine applications; space exploration and submarine detection systems.

Central to the company's philosophy is an unyielding commitment to excellence, coupled with technological leadership and customization to suit specific applications and requirements. Since its founding in 1947, CAE has consistently led the evolution of flight training and simulation systems technology with numerous industry firsts to its credit.

CAE invests over 20% of its annual revenue in research and development.

As new generation aircraft enter the world's increasingly crowded skies, airlines rely on CAE to fulfill the ever higher levels of training transfer and aircrew proficiency they demand.



THE EVOLUTION CONTINUES

**CAE Electronics designs and manufactures
the world's most advanced
Civil Flight Training Systems and Simulators**

GROWTH BY DESIGN

As a technology driven company, CAE has become the world's foremost developer and supplier of civil flight training systems. With a policy of maintaining this leadership position in order to retain existing customers and attract new ones, CAE provides superior, proven, cost-efficient technology, superior performance and productivity, and the highest levels of customer support and satisfaction.

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MAXVUE

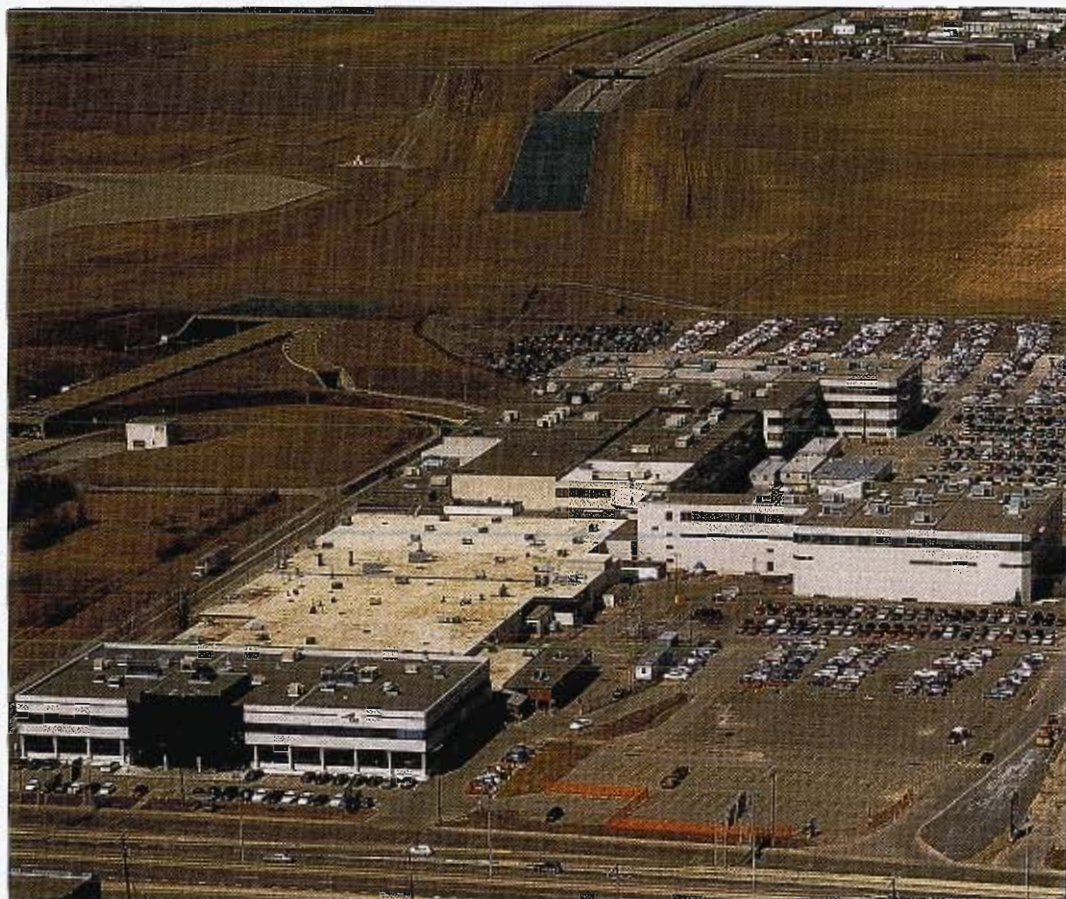
77

CAE

CAE Electronics,
Saint-Laurent,
Québec, Canada



A CAE Canadair RJ full flight simulator



FULLY INTEGRATED MANUFACTURING PLANT

Unique to the industry, CAE's executive offices, design, software development, manufacturing and test facilities are centralized under one roof. With an open-door management policy and short lines of communication, the company has total in-house control over the entire development, manufacturing and systems integration cycle. This enables shortened production schedules and ensures on-time deliveries. Engineering, manufacturing and technical support staff use over 2,000 computer terminals which access CAE's

powerful Engineering Computer Center.

The company has 3,400 employees and plant facilities occupy over 62,500 m² (approximately 672,800 sq.ft.) of floor area.

SIMULATOR TEST SITES

Plant capacity incorporates a total of 40 test and product integration sites. Critical path management and scheduling enables a production rate of more than 36 flight simulators annually.



FULL RANGE OF CIVIL AIRCRAFT TRAINING AND FLIGHT SIMULATION SYSTEMS



CAE 777 flight simulator; the first in the world for the Boeing Commercial Airplane Group

CAE's forward facing instructor operator station 3-dimensional touch screen control graphics which significantly improve realism, visual cues and man-machine interaction.



In the acquisition of training systems, superior technology is essential to deliver the high levels of training productivity and aircrew proficiency that airlines demand.

With a 40-year proven track record, CAE Electronics is recognized as the singular source of excellence for customer-tailored training systems which encompass:

- Full Flight Simulators
- Flight Training Devices
- Ground Maintenance Trainers
- Classroom Systems Trainers
- Cabin Door Trainers
- Emergency Evacuation Trainers

FULL FLIGHT SIMULATORS

CAE has earned a world-wide reputation for producing the industry's finest, most technologically advanced simulators and instruction facilities, tailored to specific customer requirements, at competitive cost. The company has simulated all of today's major aircraft and many CAE simulators have been certified and "flown" well before the aircraft itself. CAE simulators meet all FAA designated levels and their international equivalents and remain unsurpassed for their precision and fidelity throughout every performance regime.

The introduction of new technology into flight simulation and instructional facilities is an on-going process. Customers are assured of receiving the latest in the state-of-the-art from CAE.

(See **CIVIL AIRCRAFT TYPES SIMULATED BY CAE IN THE PAST 25 YEARS**, **CAE CIVIL SIMULATOR CUSTOMERS**, and **NEW TECHNOLOGIES** enclosed.)



Above, center: With CAE's new motion system technology, each jack is a fully enclosed failsafe system with internal fluid channels and tie-rods, and no external protrusions. Piston and rod are a single unit. Advantages include improved motion performance, less maintenance, and reduced costs.

Above, right: CAE MAXVUE™ Visual Systems designers use satellite imaging among a variety of techniques to accurately locate and size terrain features in the database.

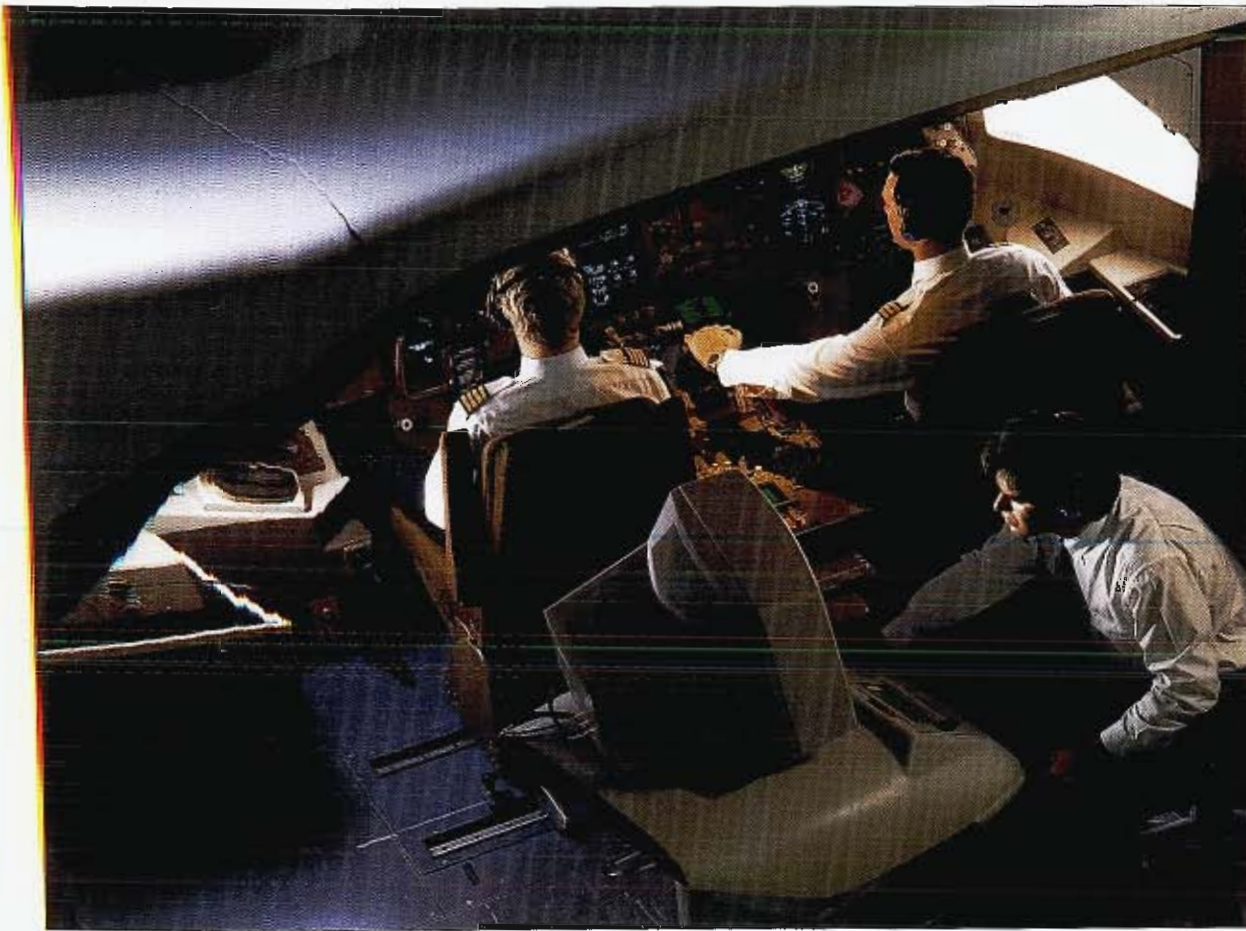
Right: CAE MD II and 737 full flight simulators in one of CAE's high bay test sites.



MAXVUE™ is a trademark of CAE Electronics

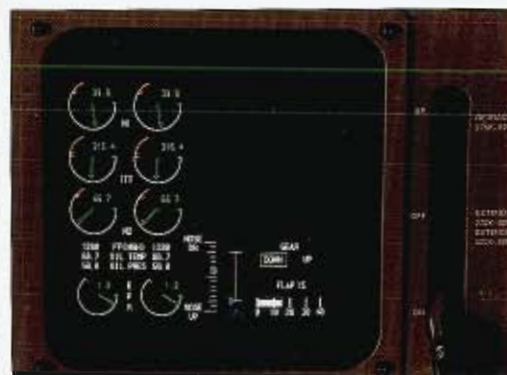


FLIGHT TRAINING DEVICES (FTDs)



CAE 767 Flight Training Device — Delta Air Lines

FTD dynamic flight instrumentation operates in real-time using the full flight simulator database.



CAE offers a full range of Flight Training Devices (FTDs) which meet FAA designated levels and their international equivalents.

Designed to off-load some of the high demand for full flight simulator training time, CAE's modular FTDs are custom-built to operate in a space-saving classroom environment, and to deliver the highest levels of training transfer and productivity.

Because FTD software is derived from a CAE full flight simulator, system simulation compatibility and fidelity is assured with each level of trainer.

Also available are FAA defined standalone configurations — especially suitable for commuter and general aviation aircraft.

CAE FTDs offer realism, flexibility and a truly cost-effective solution for today's training demands.

GROUND MAINTENANCE TRAINERS

Due to limited ground-time, airlines increasingly require aircraft maintenance trainers for ground crews. CAE's TIGERSM technology (described overleaf, following) can be used to replicate aircraft instruments and panels for maintenance training scenarios. CAE's versatile, custom-tailored maintenance trainers are available for all types of civil aircraft.

TIGERSM is a trademark of CAE Electronics

GROUND MAINTENANCE TRAINERS



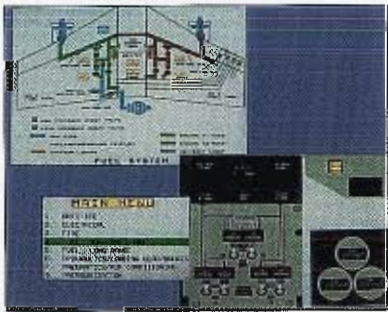
*A CAE 747-400
Ground Maintenance
Trainer — All Nippon
Airways.*



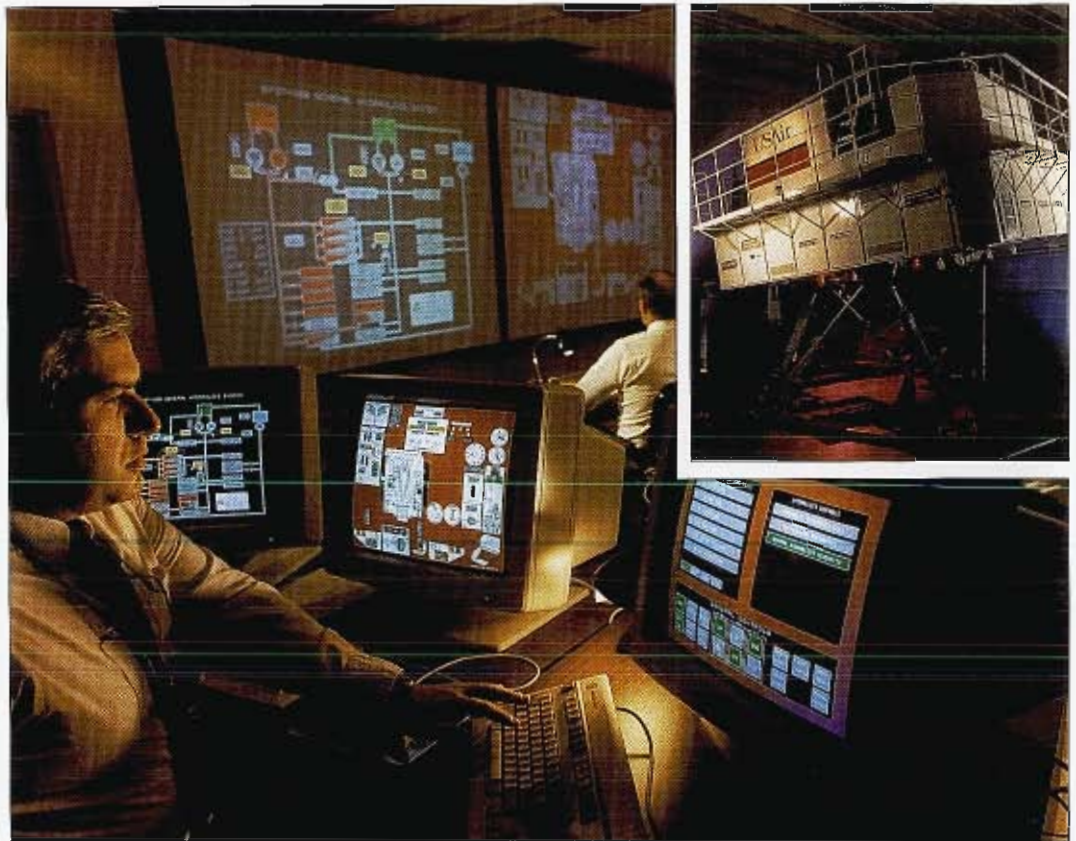
*CAE TIGERS™
technology is used to
replicate complex
instruments and panels
for maintenance
training scenarios.*



CLASSROOM SYSTEM TRAINERS



CAE TIGERS™ graphics editor portrays aircraft systems schematics and permits rapid prototyping of dynamically responsive instruments and panels.



CAE's Classroom Systems Trainers provide an integrated approach to aircraft systems training programs. Self-paced graphic display workstations and group-paced large projection screens are linked to real-time simulation models and offer a wide range of control over all training scenarios. Computer-generated aircraft panels, controls and systems schematics are graphically designed to accommodate customer definitions and training techniques using The Interactive Graphics Environment for Real-Time Systems (TIGERS™), a user-friendly, menu-driven graphics editor, unique and proprietary to CAE. Any type of interactive display or

instrumentation is faithfully reproduced and responds dynamically in real-time to instructor/student inputs via replicated touch-screen controls. System versatility permits rapid prototyping to accommodate aircraft avionics and equipment updates, or to replicate aircraft panels for maintenance training.



ON-TIME DELIVERY

Over the past decade, CAE has introduced improved project management systems, design and manufacturing techniques — and innovative technologies to shorten simulator production schedules, enable fast in-plant and on-site acceptance and rapid certification.

Strict inventory management includes product profiling, a constant cyclical stock audit process and thus a ready supply of components and raw materials.

Software library: An extensive, up-to-date library of all major aircraft simulation models and training scenarios is maintained.

Production controls embrace advanced planning, critical path management, manufacturing and testing cycles of all assemblies — which are conducted in parallel.

Innovative technologies are used to accelerate the process. An exclusive, dynamic instrument prototyping technology enables simulator manufacturing, software development and testing while awaiting cockpit controls and instruments from the aircraft manufacturer. CAE's powerful **Computerized Test System (CTS)** and **Automated Data Validation System** rapidly demonstrate and accurately validate simulator and software systems performance, integrity and fidelity without interrupting work on the simulator itself.

A CAE-developed **Digital Control Force Measuring Instrument (DCFMI)** improves the speed, accuracy and repeatability of static and dynamic control forces measurement and calibration.



CAE understands the importance of a new simulator to your operations and your bottom line. Our "delivery date" means nothing less than ready-for-training status — on-time.

Clockwise, from top left:

CAE 747-400 Flight Management Systems Trainer — Japan Airlines

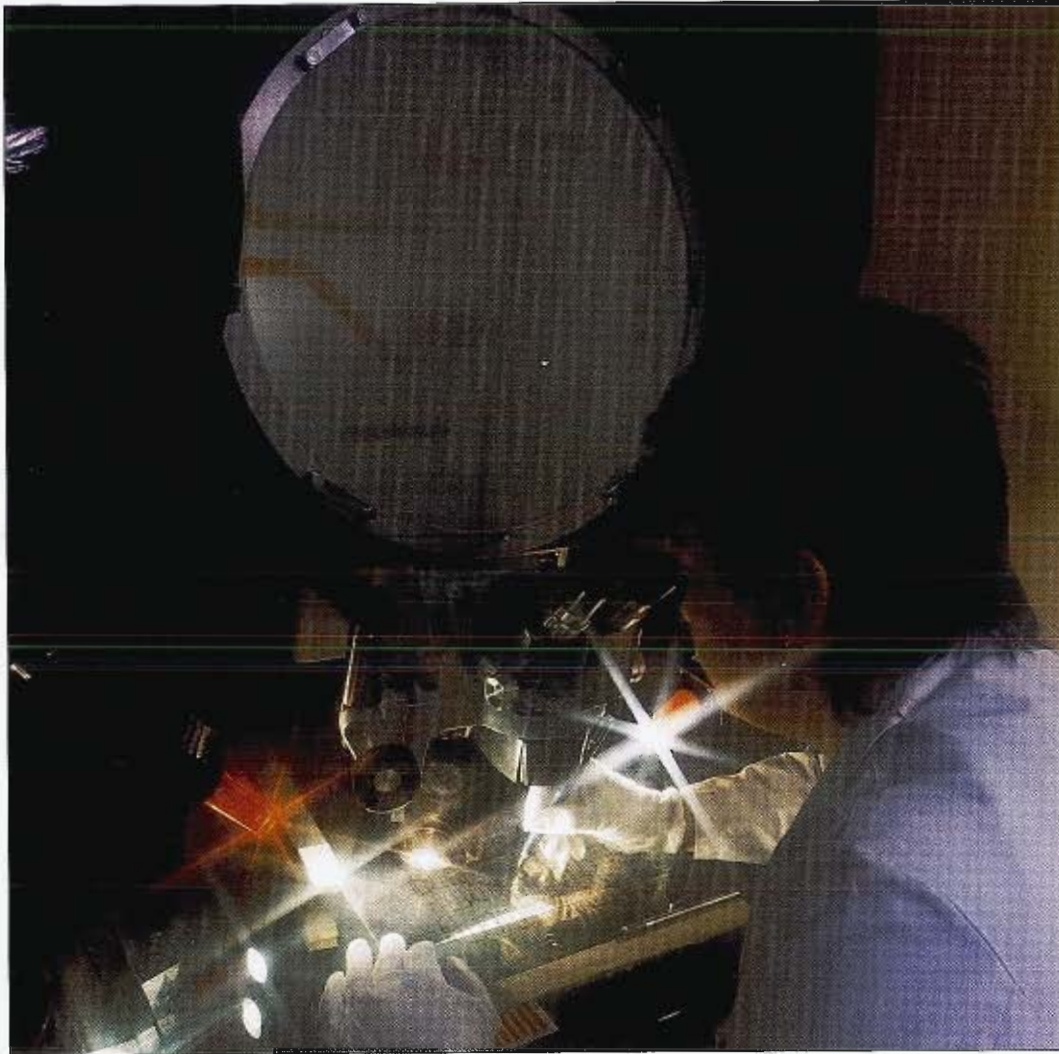
CAE A310 full flight simulator for United Arab Emirates

CAE MD 11 full flight simulator — KLM Royal Dutch Airlines

CAE A-310 full flight simulator — Lufthansa



QUALITY ASSURANCE, ENGINEERED RELIABILITY, MAINTAINABILITY

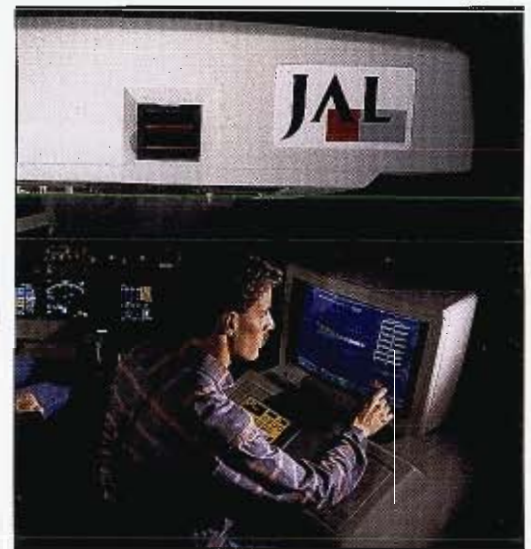


QUALITY ASSURANCE

CAE maintains stringent quality control throughout the entire manufacturing process. From the clean rooms used for calibration and components assembly, to our software validation systems and on-staff test-pilots, customers are guaranteed the superior fidelity and realism for which CAE flight simulators are renowned. Built-in self-diagnostic systems, low board count and easy accessibility result in reduced maintenance time and low life-cycle costs. CAE simulators consistently operate 20 hours daily and availability-for-training exceeds 99%.

In addition to products for civil aviation, CAE designs and manufactures a variety of sophisticated systems which meet rigorous standards required for space, nuclear, avionics and naval environments.

In our various disciplines, the company has earned internationally recognized hardware and software credentials — acknowledging our commitment to the highest quality assurance standards.



WORLDWIDE CUSTOMER / PRODUCT SUPPORT

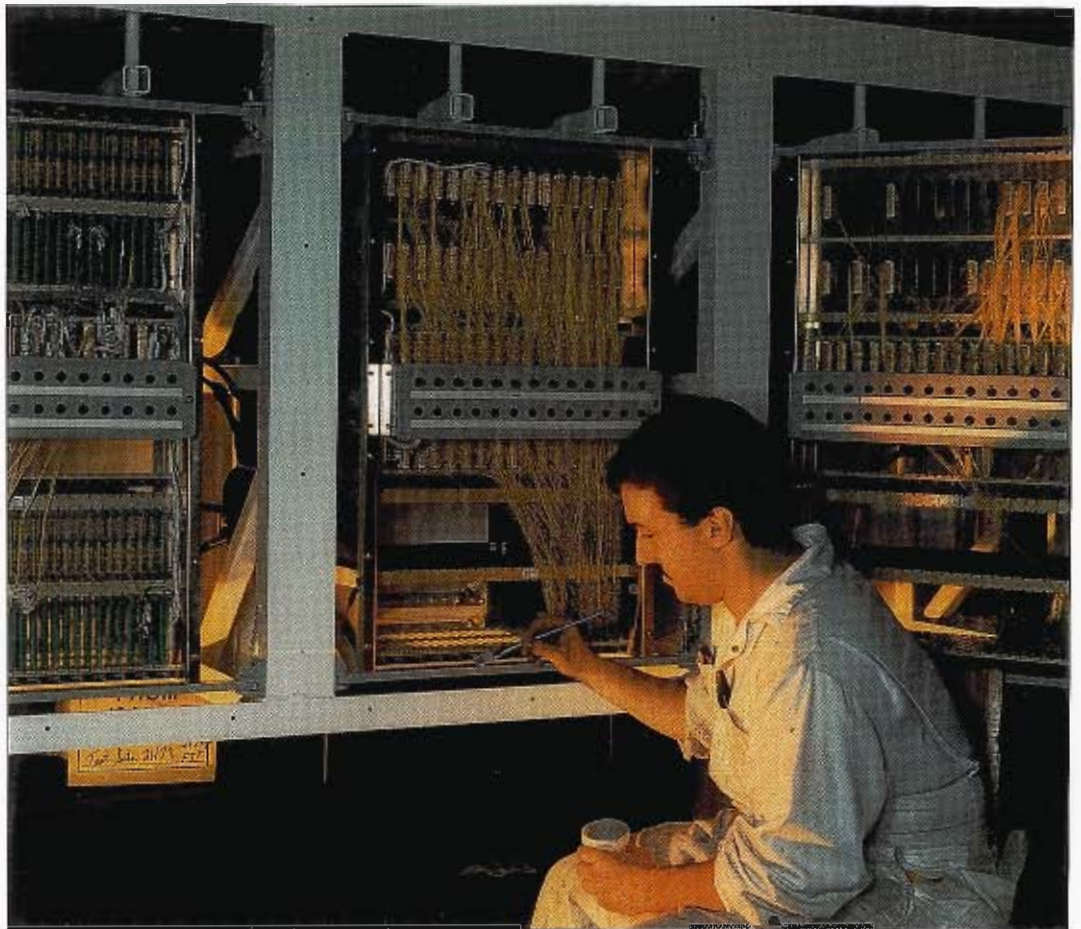
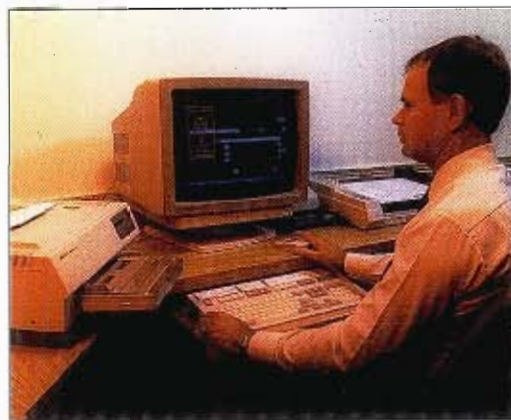


For four decades, CAE products have been sold to customers around the world. So whether you are down the street or on the other side of the globe, CAE's in-plant and on-site technical and engineering support is unmatched. It includes logistics, documentation, customer services and training (on-site or at CAE's training center). Our skilled field service representatives are frequently praised for performing beyond customer expectations. 24-hour hotlines and computer to computer modem links guarantee rapid response. CAE's Info Line service bulletins keep you up-to-date on our product and technology developments.

INTEGRATED PRODUCT SUPPORT (IPS) — A NEW TOOL

CAE's IPS was developed as an aid to customer Facilities Planning and Logistics Support. IPS is based on a compact, user friendly, on-site workstation and sets a new industry standard for customer and simulator support services. Connected directly to CAE via satellite/telecommunications, the system offers major benefits at a moderate price.

Documentation is kept up-to-date on a magnetic medium, reducing paperwork



and storage. Several simulators can be networked to the IPS. The system produces schematics, wiring diagrams, plus maintenance, operating and training manuals in soft and hard copy.

Maintenance work orders are automatically generated specifying tasks, procedures, tools, parts, materials, skill levels needed, along with summary/status/history reports.

Inventory management database records spares, supplier locations, generates usage reports and re-order instructions, reduces on-site stocks. Emergency spares can be located from nearby sources.

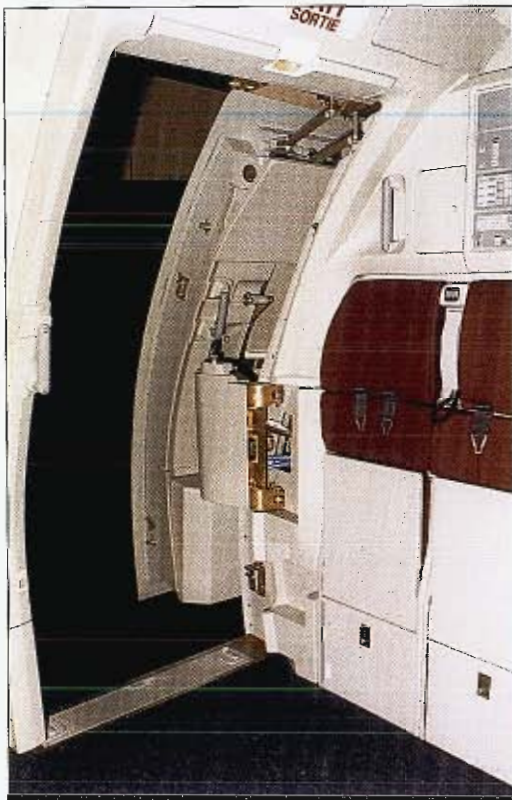
Two-way communications handle Info Line Field Service Bulletins, updates, engineering and software changes, status reports, plus special and emergency requirements promptly, from pooled resources.



CABIN CREW PROCEDURES AND EMERGENCY EVACUATION TRAINERS

CABIN DOOR TRAINERS

This rugged CAE trainer replicates the main entry/exit door and immediate flight attendant station of a specific aircraft. Designed as an "open system" for use in a classroom environment, personnel are trained in door operation in normal and emergency conditions. The trainer may be floor mounted, or raised on a platform to function with a slide.



CABIN EVACUATION TRAINERS

The CAE full cabin trainer replicates a totally enclosed cabin section approximately 20 meters in length, mounted on a three-degrees-of-freedom motion system. The trainer incorporates cabin seating, toilets, overhead bins, lighting, heating and air conditioning systems, plus main doors and over-wing exits. Full scale emergency evacuation procedures can be carried out along with a variety of realistic associated events and training scenarios. The CAE cabin trainer is built in the CAE tradition of outstanding structural and performance integrity.

Superior Quality and Life-Cycle Cost Efficiency

Aviation safety and regulatory authorities are requiring improved training programs for cabin crew personnel. This can only be achieved with hands-on

practice in an authentic simulated environment.

In response to the need for significantly higher quality, low maintenance training equipment for this purpose, CAE offers a range of cabin trainer options.

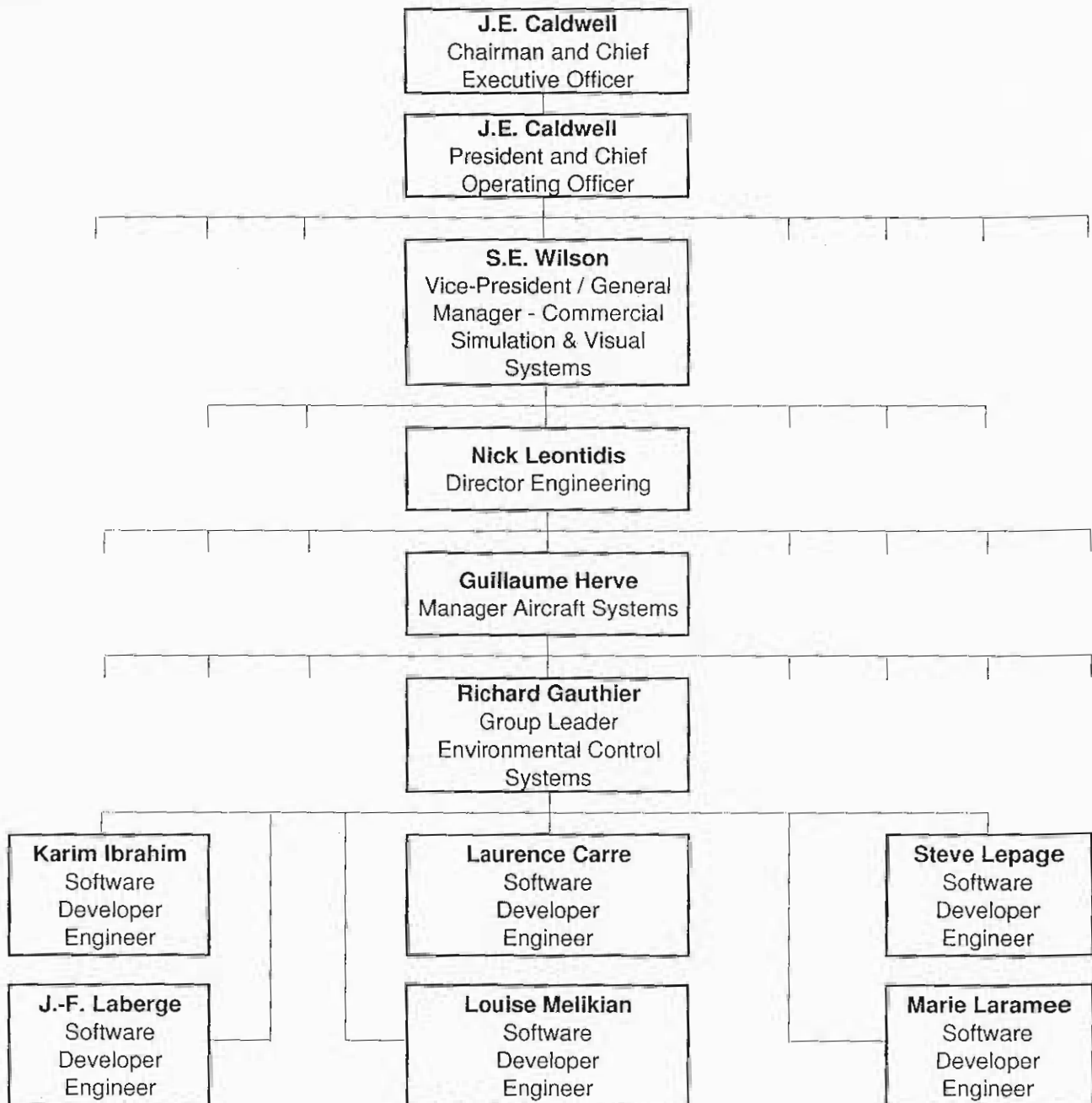
Due to frequency of use, cabin trainers are subjected to far more wear and stress than similar components of an actual aircraft. To eliminate the performance failures, training interruptions and costly down-time many airlines encounter with conventionally built trainers, CAE's superior manufacturing expertise, workmanship and flight simulator quality technologies are used. Structural techniques, components, high stress bearing surfaces and robust moving parts employ exotic composites and friction-free hardened metal alloys which vastly exceed conventional materials and aircraft quality specifications.



CAE Electronics LTD.

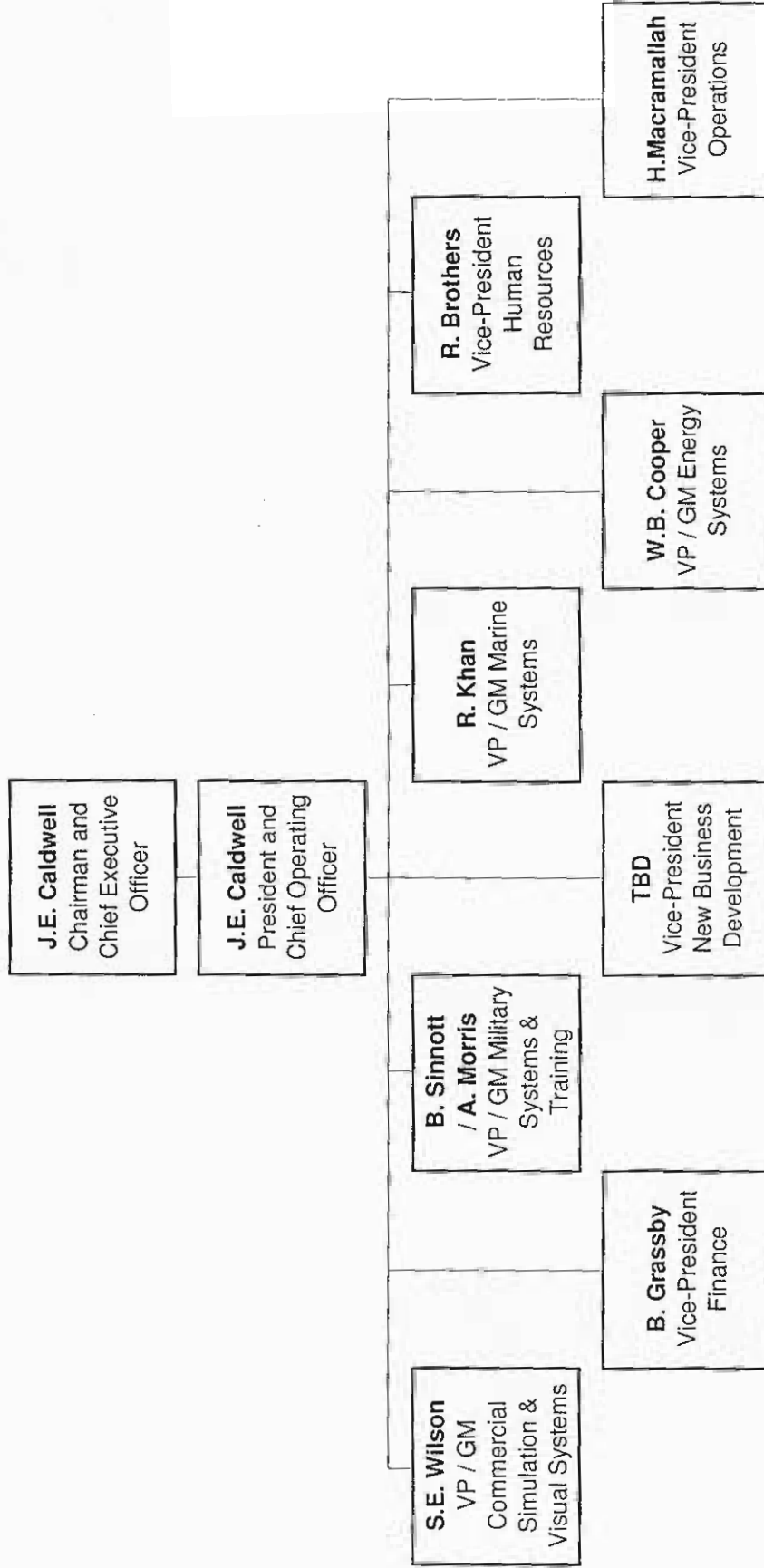
Organizational Structure for Environmental Control Systems Group

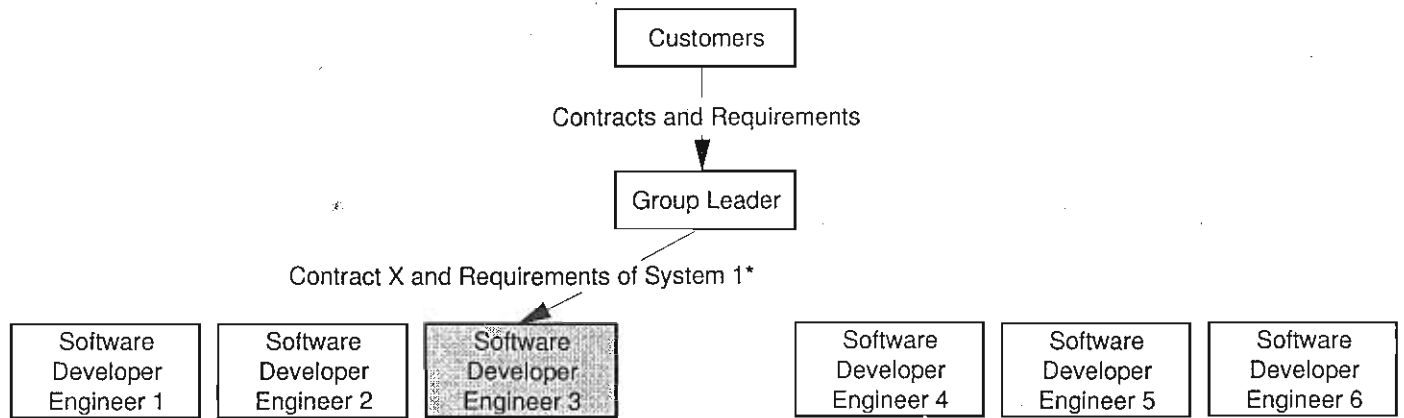
Department 21 - ECS



CAE Electronics LTD.

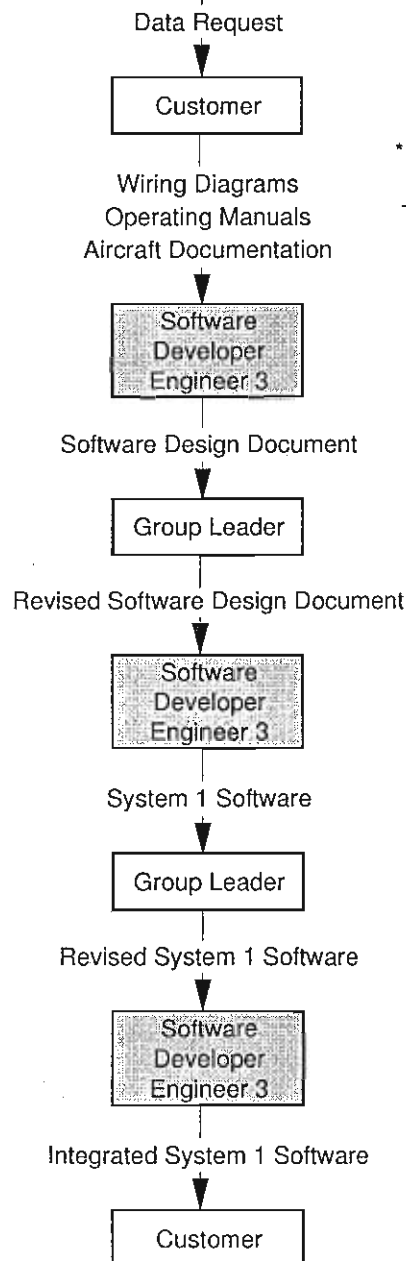
Task Structure





Work Flow Diagram for ECS Software Engineer

* Each aircraft ECS system is composed of 4 sub-systems: pneumatics, air conditioning, pressurization and anti-ice. The 4 sub-systems are distributed to 4 different engineers.



CIVIL SIMULATOR CUSTOMERS



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AIRLINES/CARRIERS

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Air Canada
Air China
Air India
Air New Zealand
Air Transat*
Alaska Airlines*
Alitalia
All Nippon Airways
All Nippon Co.
America West Airlines
American Airlines
American Eagle*
Asiana Airlines
Australian Airlines
Braathens (S.A.F.E.)
Brit Air
Britannia Airways
British Airways
British Midland Airways*
Canadian Airlines International
Cathay Pacific Airways

China Airlines
China Southern Airlines(CAAC)
China Southwest
Delta Air Lines
Egyptair
Emirates
Federal Express
Finnair
Garuda
Groupe Air France
Iberia International Airlines
Indian Airlines
Japan Airlines
Japan Air System
Japan TransOcean Air
Jugoslovenski Aerotransport
KLM Royal Dutch Airlines
Korean Air
Kuwait Airways
Linjeflyg*
LTU Sud International Airways

Lufthansa CityLine
Lufthansa German Airlines
Malaysia Airlines
Mexicana Airlines
Monarch Airlines
Northwest Airlines
Olympic Airways
Qantas Airways
Royal Air Maroc
Royal Jordanian*
Sabena Belgian World Airlines
Scandinavian Airlines System
Singapore Airlines
Swissair
Trans World Airlines
United Airlines
United Parcel Service*
USAir
Viasa
Zentrum für Flugsimulation Berlin

* Indirect purchase



MANUFACTURERS

Boeing Commercial Airplane Group
Bombardier Inc/Canadair Manufacturing Division
Fokker B.V.
Lockheed Corporation
McDonnell Douglas Aircraft Corporation

INSTITUTES/AGENCIES

CAAC Flying College
FlightSafety International
Flight Training Centre (Copenhagen)*
Friendship Simulation Company
NASA Ames Research Center
Northwest Aerospace Training Corporation
Rijksluchtvaart School (RLS)
RWL Luftverkehrsgesellschaft
Simuflite
Technical University of Berlin
Transport Canada
U.S. Federal Aviation Administration (FAA)

CIVIL AIRCRAFT TYPES SIMULATED BY CAE IN THE PAST 30 YEARS



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Aero Trasporti Italiani

ATR-42

Airbus

A300 B2	A310-200	A330-300
A300-B4	A310-300	
A300-200		A340-200
A300-600	A320-200	A340-300
A300-600R		

Boeing

B727-200	B747-100	B767-200
	B747-200	B767-300
B737-200	B747-300	B767-300 ER
B737-300	B747-400	
B737-400		B777
B737-500	B757-200	
	B757-200ER	

Bombardier Regional Aircraft Division (de Havilland)

Dash 8-100	Dash 8-100A/300A
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Bombardier/Canadair

Challenger CL-600	Regional Jet
CL-601	
CL-604	

Cessna

Citation 500	Citation 550
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Gulfstream

Gulfstream G IV

Fokker

F-28-6000	F-50	F-100
		F-100/70

Lockheed

L-1011-100	L-1011-500
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McDonnell Douglas

DC-6B	DC-9-10	MD-80
	DC-9-30	MD-81
DC-8-30	DC-9-50	MD-82
DC-8-52	DC-9-80	MD-87
DC-8-53		MD-88
DC-8-55	DC-10-10	MD-90
DC-8-61	DC-10-15	MD-11
DC-8-62	DC-10-30	
DC-8-63		

Piper Cheyenne

111A

SAAB

340

LEADING THE EVOLUTION



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We can

Over the years, CAE has been the first in the simulation and training industry to introduce innovative technologies and to achieve many milestones.

- First CRT-based instructor's facility (Swissair DC-8)
- First to use general purpose computers in civil simulators
- First civil simulator to use a dual general purpose computer complex with shared memory
- First to develop a compact six-degrees-of-freedom motion system
- First to implement a low-friction hydrostatic flight control loading system
- First fully hydrostatic motion system
- First digital weather radar simulation aboard a civil flight simulator
- First flight simulator FAA approved to Phase III standard (United Airlines B727)
- First simulator to use fully digitized flight and motion control forces
- First simulator FAA approved prior to certification of the aircraft (Eastern Airlines B757)
- First B737 simulator FAA approved to Phase III standard (United Airlines B737-200)
- First to use 32-bit mini-computers with cache memory and systems programs fully written in FORTRAN
- First to introduce computer-based-training techniques as an adjunct to a flight simulator
- First to use a host-computer-resident Computerized Testing System (CTS) to verify the accuracy of simulation
- First to introduce digital sound in a flight simulator
- First to achieve UK CAA CAT II landing approval
- First simulator built, delivered and FAA certified to Phase III standard in eleven months from contract signing (United Airlines B-737-300)
- First to provide fully integrated, computerized, self-diagnostic systems
- First to develop an interactive Automated Data Validation System for Acceptance Test Guides (ATG) testing
- First to provide an on-line electronic, customer-based, Facilities Management and Logistics Support service
- First to introduce real-time, interactive, graphics-based Computer Assisted Training Devices - which prototype and simulate active instruments, panels, controls and systems
- First to achieve ready-for-training status for B747-400 and MD-11 simulators
- First FAA approved Flight Training Device
- First training facility to feature a flight simulator, Flight Training Device, Computer Aided Training System and Computer Based Trainers from one manufacturer (Canadair Regional Jet)
- First Boeing 777 simulators (Boeing Commercial Airplane Group)
- First MD-90 simulator and Flight Training Device (Delta Air Lines)



NEW TECHNOLOGIES

The evolution of high technology never stops and CAE is continually bringing new frontiers to reality. As new technology is proven, it is automatically introduced into our product line.

NEW DIGITAL CONTROL LOADING AND MOTION SYSTEM

System structure offers more detailed modeling, six-axis motion buffets, greater fidelity; provides increased flexibility, maintainability.

TRAFFIC ALERT & AVOIDANCE SYSTEM

Simulation features include five programmed collision courses; five non-collision random images; selection of intruder transponder type, TCAS I, TCAS II. It may be correlated with the visual and the intruder is displayed on a map at the instructor station.

FORWARD FACING HIGH COMFORT INSTRUCTOR STATION

A state-of-the-art, ergonomically-designed instructor station offers total environment and training control via a forward facing, touch-sensitive programmable control panel attached to an electrically movable instructor seat. Features include single or dual high-resolution touch-sensitive CRTs; communication facilities; temperature, lighting, motion and control loading panels; remote control unit (from either crew seat); and on-board hard copy.

FULLY DIGITAL AUDIO

This system offers better quality audio, integrated digital voice, and eliminates noise and crosstalk.

COMPUTER AIDED TRAINING SYSTEM (CATS); and THE INTERACTIVE GRAPHICS ENVIRONMENT FOR REAL-TIME SYSTEMS (TIGERS™)

CAE's CATS and TIGERS™ technologies bring a new dimension to air and ground crew training systems. Highly cost-effective and versatile, CATS simulates: anti-ice, electrical, fire, fuel,



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hydraulics/gears/brakes, pneumatics/heating/air conditioning and pressurization systems. TIGERS™ enables rapid interactive prototyping of all aircraft instruments, controls and panels, as well as system operation displays and updates – with the use of a Silicon Graphics workstation.

INTEGRATED PRODUCT SUPPORT (IPS)

CAE's IPS is an electronically-based, comprehensive, 24-hour simulator support service available worldwide. An on-site customer workstation is connected directly to CAE databanks in Montreal. The system significantly enhances routine simulator maintenance procedures, documentation, information transfer and updating functions.

INSTRUCTOR- LED SIMULATION BASED TRAINERS



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CAE's expertise in the design and development of Full Flight Simulators and Flight Training Devices has been combined with advanced graphic workstation capabilities to produce a broad range of full simulation aircraft systems trainers. Operating in a classroom, these trainers offer a flexible and cost-effective instruction alternative.

COMPREHENSIVE SIMULATION

Simulations include all aircraft systems, cockpit displays, flight management systems, and complete built-in test capabilities. Instructors are equipped to demonstrate all aspects of aircraft system operation. CAE Instructor-Led Simulation Based Trainers are ideal for both flight crew and ground maintenance training needs.

ADVANCED GRAPHICS

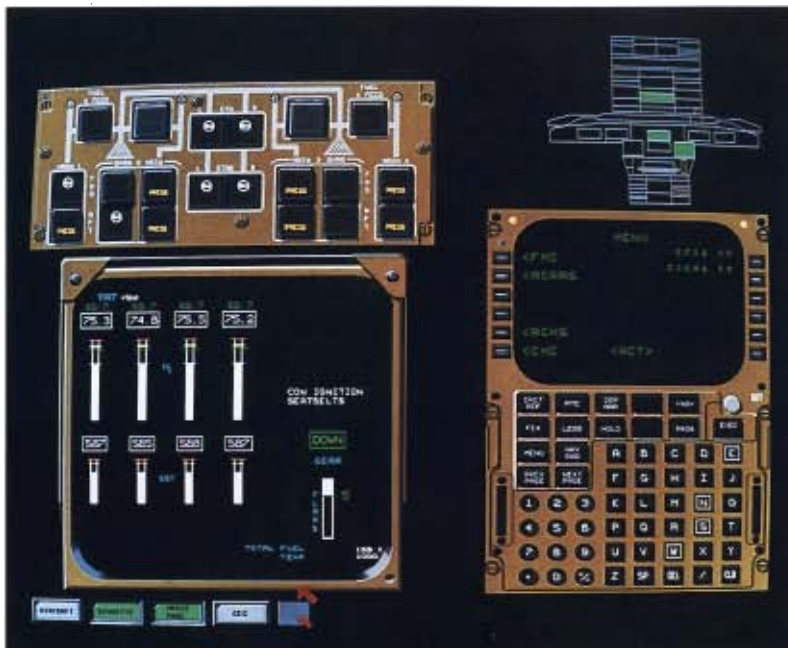
Students are presented with high-resolution graphic displays of aircraft instrumentation and operational schematics. Aircraft system schematics depict system operation in real-time. Training is expedited by means of a layered schematic presentation which permits gradual and methodical build-up in complexity.

EXTENSIVE INSTRUCTOR CONTROL

The instructor is provided with user-friendly lesson controls. A complete aircraft malfunction library is available, which includes maintenance training specific malfunctions. If desired, pre-programmed step-by-step lessons may be created by use of a lesson plan editor.

FLEXIBLE CONFIGURATION

CAE's Instructor-Led Simulation Based Trainers can be configured for a variety of classroom display formats. These include individual student monitors or large screen projection systems. Flexibility in design facilitates the use of existing classrooms.



Aircraft fuel panel, EICAS and CDU

Aircraft fuel system schematic



FLIGHT MANAGEMENT SYSTEM PART-TASK TRAINERS



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FLIGHT MANAGEMENT SYSTEM (FMS) PART-TASK TRAINERS

CAE design and development of Full Flight Simulators and Flight Training Devices has been combined with advanced graphic workstation capabilities to produce a new generation of comprehensive avionics part-task trainers. This alternative provides a flexible and cost-effective classroom training system.

REAL WORLD NAVIGATION DATABASES

CAE FMS Part-Task Trainers support the use of each airline's complete FMS navigation database and extends to worldwide coverage. Using a utility provided by CAE, the trainer's navigation database can be kept current with the aircraft fleet.

COMPREHENSIVE SIMULATION

From pre-flight through approach and landing, a student can perform all FMS related MCDU/CDU operations, including interactions with the EFIS and autopilot systems.

SCENARIO CONTROL

Simple, effective control of the training scenario is accomplished through the use of touch-screen actions. Basic controls include take-off, reposition speed-up, and reset.

FLEXIBLE CONFIGURATION

CAE FMS Part-Task Trainers are easily configured to meet the requirements of each customer. Features include various combinations of touch-screen graphics, and simulated or virtual aircraft units.

SELF-PACED SIMULATION BASED TRAINING



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Combining its expertise in the development of sophisticated full fidelity simulation models with traditional computer based training features, CAE has created classroom trainers which, for the first time, truly reflect the performance of the systems being taught. CAE Self-Paced Simulation Based Trainers merge the following proven technologies into a flexible and cost-effective training system:

- Integrated systems simulations
- Authoring tools and templates
- Run-time delivery environment
- Student record management
- Computer-managed instruction shell

TUTORIALS

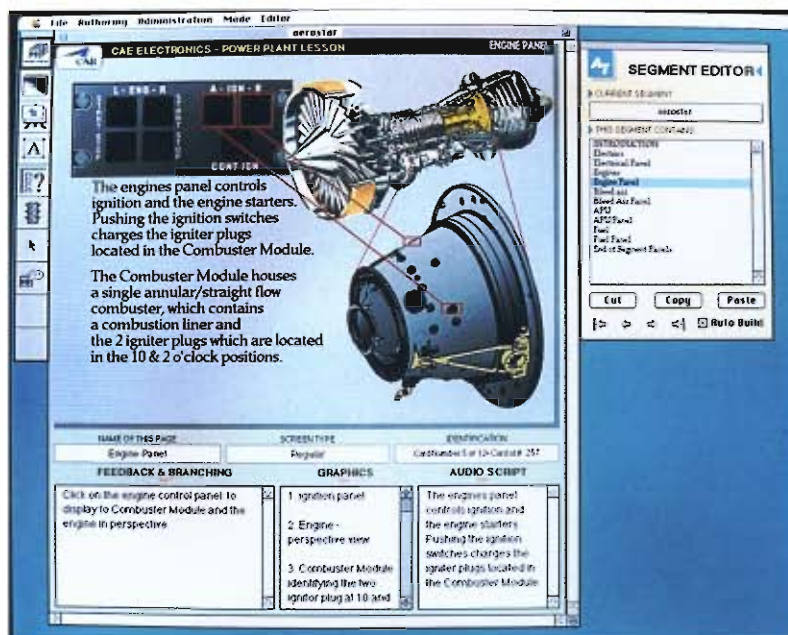
Multimedia and hypermedia instruction combines text with graphics, audio, animation, and video sequences in an interactive format. Comprehensive authoring tools developed by CAE permit the creation of tutorials with all these components.

PROCEDURES

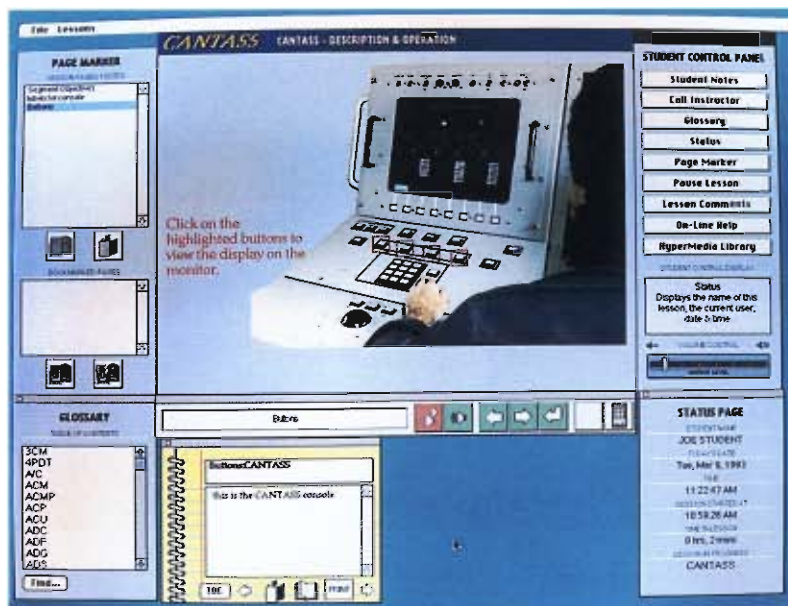
CAE Self-Paced Simulation Based Trainers provide a variety of complex aircraft operations and activities for students to observe, analyze, and subsequently review through practice exercises. Computer-generated images are linked to aircraft simulations and respond dynamically to student inputs in a controlled environment. Procedures are available in demonstration, instruction, review and evaluation modes.

FREE-PLAY SIMULATION

Students interact fully with aircraft simulations, assuring realistic responses to all inputs. The design permits complete freedom to explore and troubleshoot without restriction during training, engendering an in-depth knowledge of all aircraft systems. Free-play simulation is ideal for both maintenance and operational training requirements.



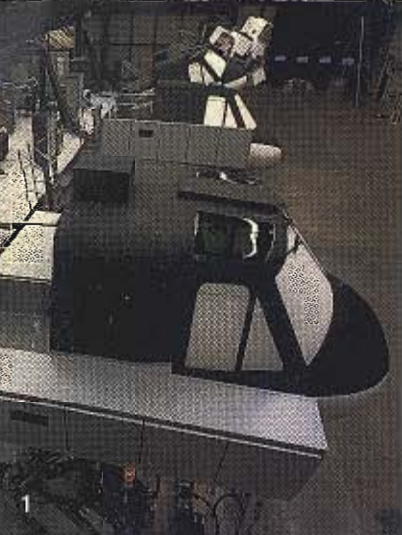
Authoring environment — electronics storyboard



Typical run-time environment

The Friendship Simulation Company flight training facility in Maastricht, The Netherlands, with CAE-built flight simulators (left to right): Fokker 100, Boeing 767, Boeing 757/767 and 2 Fokker 50's.







CAE

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