CAE

CAERise Analytics

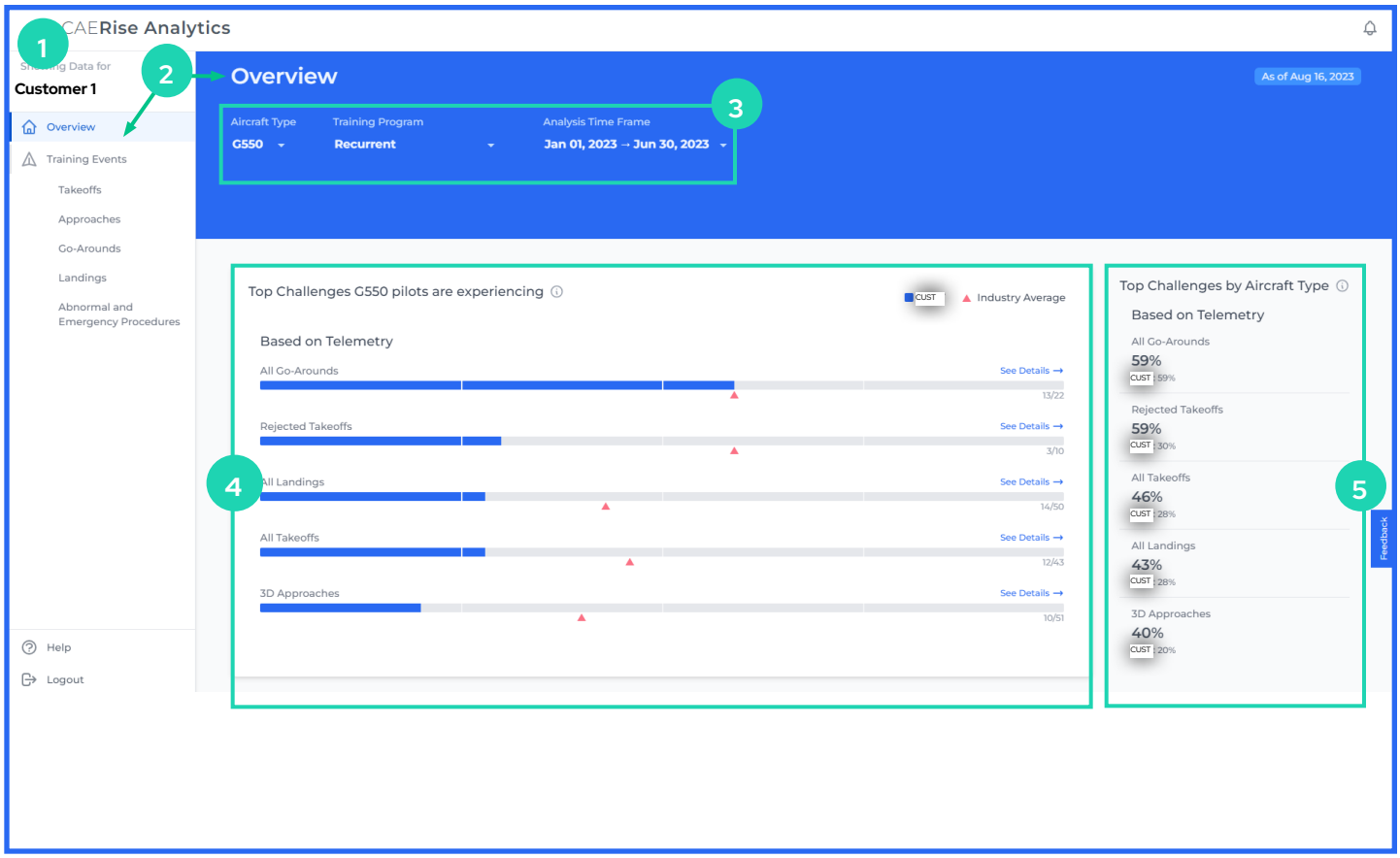
GETTING STARTED

Quick Start Guide

Understanding Your Data

CAE Rise Analytics allows you to access your data in a streamlined and intuitive way. Once logged in, you will access the Overview page, which displays high level information regarding pilot performance.

To learn more about viewing your data, refer to the content below.



1 Customer

Once you're logged in, you will have access to the data and the industry Insights associated with the same aircraft types.

2 Current Page

The title of the page you are currently viewing will be featured at the top and also highlighted in the sidebar menu.

3 Filters

Filters help you look at a specific data sub-population by allowing you to choose the desired Training Program, Training Cycle (preset training cycle) and Aircraft Type (platform) you would like to view.

4 Top Challenges Your Pilots Are Experiencing

This section provides you with a glimpse of the top challenges your company's trainees are experiencing based on the telemetry and grading data.

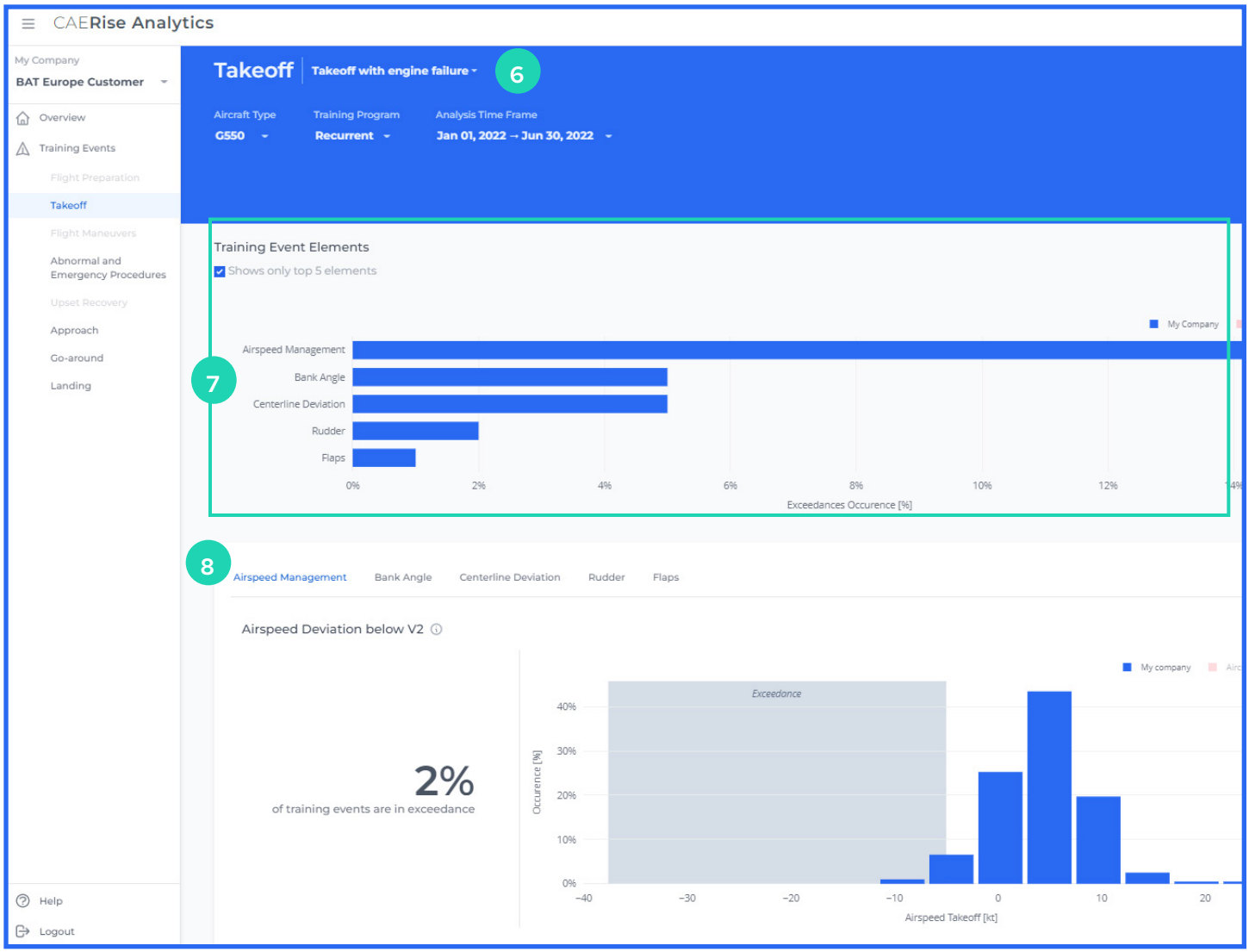
5 Top Challenges by Aircraft Type

This section provides you with a glimpse of the top challenges all trainees are experiencing based on the selected aircraft, which also include the your company's exceedances as well.

Training Events Page Layout

In the Training Events section, you have access to data specific to a particular Training Event and its associated metrics. The layout is roughly the same for each page within this section, however, it's important to understand how the information is structured to easily interpret and build a story around the presented data.

To learn more about the Training Events page layout, refer to the content below.



6 Training Event

The Training Event group will be featured at the top of the page.

7 Reason Group Exceedances

This section displays the top reasons for threshold exceedances (measured through telemetry data), and highlights the reason group with the highest proportion of exceedances.

8 Metrics Details

This section provides a detailed view into metrics tied to the reason group, and exceedances for each metric (if performance thresholds are defined). The tabs correspond to the reason groups displayed in the "Reason Group Exceedances" section. The threshold description is detailed in the (i).

Glossary

Here is a list of all the training event maneuvers that you will come across on the platform.

EVENT	NAME	DEFINITION
TAKEOFF	Pre-Flight Checks	An extensive list of tasks and actions that must be completed before each takeoff.
	Crosswind Takeoff	A takeoff where the upwind wing will lift and the aircraft will turn into the wind as the aircraft accelerates due to the wind. The trainee must adjust to perform a successful takeoff.
	Takeoff with engine failure	A takeoff where an engine has failed, or is not delivering sufficient power, at any time between brake release and the wheels leaving the ground.
	Rejected Takeoff	A rejected takeoff occurs when the pilot abandons the takeoff and stops an aircraft during the takeoff roll.
	Normal Takeoff	A normal takeoff occurs when the airplane is headed into the wind, or the wind is very light.
	Rejected Takeoff with Low Visibility	This instance occurs when the pilot abandons the takeoff and stops an aircraft during the takeoff roll due to low visibility.
	Low Visibility Takeoff	A low visibility takeoff occurs when the runway's visual range drops below 400m.
APPROACHES	Visual Approach	A visual approach is an ATC authorization for an aircraft on an IFR flight plan to proceed visually and clear of clouds in route to the airport where it intends to land.
	Approach with vertical guidance, AP OFF, FD OFF	This vertical guidance approach operation is an instrument approach operation using both lateral and vertical navigation guidance with autopilot off and flight director off.
	Approach with vertical guidance, one engine inoperative	This vertical guidance approach operation is an instrument approach operation using both lateral and vertical navigation guidance with one inoperative engine.
	Approach with vertical guidance, AP OFF, FD ON	This vertical guidance approach operation is an instrument approach operation using both lateral and vertical navigation guidance with the autopilot off and flight director on.
	Circling Approach	A circling approach is the visual phase of an instrument approach to bring an aircraft into position for landing on a runway which is not suitably located for a straight-in approach.
	Approach with lateral guidance only, AP ON	This approach with lateral guidance only operation is an instrument approach operation using lateral navigation guidance with the autopilot on.
	CAT II/III Approach	A CAT II approach is when the DH is between 100-200ft and the RVR is between 1200ft and 1800ft. A CAT III approach is when the DH is lower than 100ft and the RVR is less than 1200ft.

Glossary

EVENT	NAME	DEFINITION
GO-AROUND	Go-around with one engine inoperative	A go-around occurs when an aircrew makes the decision not to continue an approach, or not to continue a landing, and follows procedures to conduct another approach or to divert to another airport with an inoperative engine.
	Go-Around	A go-around occurs when an aircrew makes the decision not to continue an approach, or not to continue a landing, and follows procedures to conduct another approach or to divert to another airport.
	Go-around with low visibility	A go-around occurs when an aircrew makes the decision not to continue an approach, or not to continue a landing, and follows procedures to conduct another approach or to divert to another airport due to low visibility.
LANDING	Crosswind Landing	A crosswind landing is a landing process that involves maneuvering an airplane so that it's able to land in crosswinds.
	Normal Landing	The phase of flight starting when an aircraft crosses the approach end of the landing runway (runway threshold) and ending when the aircraft safely exits the landing runway, or at the start of a go-around maneuver.
	Landing with engine failure	Landing with Engine failure occurs when an engine has failed, or is not delivering sufficient power, at any time during the landing process.
	Landing in low visibilty	A low visibility landing is any landing when the runway visual range drops below 400m.
	Landing with flaps/slats fault	Landing with flaps/slats fault occurs when the flaps/slats have failed or jammed at any time during the landing process.
ABNORMAL & EMERGENCY PROCEDURES	Reactive Windshear	A reactive wind shear detection system+B15 is activated by the aircraft when flying into an area with a wind shear condition of sufficient force that can pose a hazard to the aircraft.
	TCAS Event	The Traffic Alert and Collision Avoidance System (TCAS) is an airborne system designed to increase awareness of nearby aircraft and serves as a last defense against mid-air collisions.

Not all training events may be available to all aircraft platforms. Please contact your Customer Success Manager to know which training events apply to your company's aicraft types.

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For more information, please visit the Help section.