

Do you offer, or are you planning to offer Type Rating Courses? This is why adding an MPS FTD to your fleet is the perfect match.

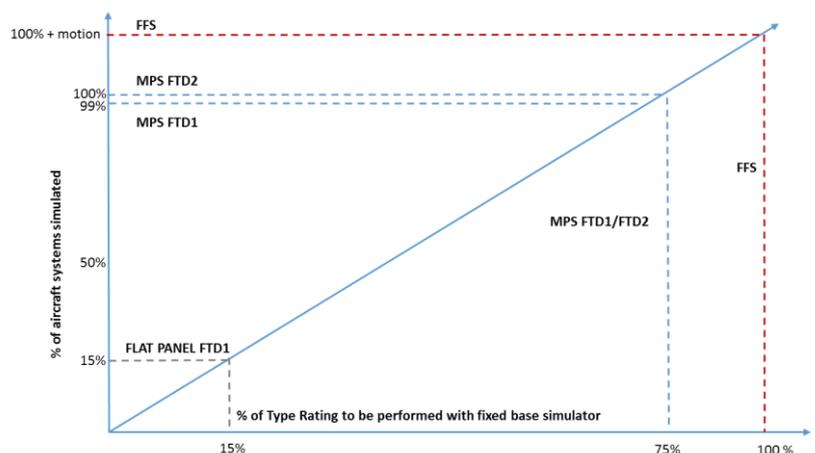
## CASE STUDY: FTO/TRTO EPST

**European Pilot Selection and Training (EPST) based in The Netherlands is successfully operating B737NG FTDs and an A320 FTD from MPS. The MPS FTD's have all the fidelity, characteristics and functionalities of the FFS, except the motion. EPST has incorporated the MPS FBS in their Type Rating course, which enables them to lower the cost of the course, but increase the number of training hours and therefore increase the quality of training.**

For any TRTO, the reputation it has with their airline customers is critical. EPST scores amongst the highest in Europe when it comes to first job selection of "their" pilots at airlines. This is recognized by many of the large airlines, which ensures almost a job guarantee for EPST students. The success rate of EPST, makes it more easy for students and parents to choose to invest or attract a loan to finance the costly commercial pilot education. The key to this success is the right mix of a good syllabus, experienced instructors and a cost effective and high quality training device.

EPST Managing Director, Eric Duijkers: *"By an unique deviation of training hours over the new syllabus, a significant increase in the number of hours is spent in a high quality, cost effective type specific simulator of MPS. As a consequence, the Normal Operations will be trained even more before the Abnormal Operations training is started. This new modus, in combination with highly experienced EPST instructors – all active pilots at well-known international airlines – makes the Type Rating Training courses of EPST a smart choice for people with eye for quality."*

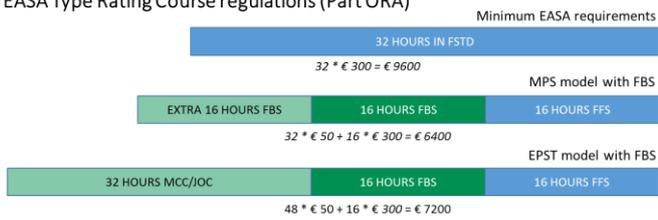
The graph on the right shows the relation between the number of aircraft systems simulated and the percentage of the type rating course which can be performed with this device (based on training credits granted). The MPS FTD cannot be compared to a 'flat panel FTD' with only FMS.



A successful FBS business model is a combination of a high quality FBS, which has been granted with a large portion of the training credits needed for type rating, and a good Training Syllabus, which has the FBS incorporated, as well as the FFS. According to EASA Part ORA, the minimum required number of simhours (FSTD) in a type rating course is 32; of that 32 hours, a minimum of 16 hours should be performed in an FFS, meaning that the other 16 hours can be performed on "another qualified FSTDs used during the flight training program, which accurately replicates the cockpit environment, operation and aeroplane response. Such FSTD may typically include flight management computer (FMC) training devices using hardware and computer programs identical to those of the aeroplane" (Part ORA).

This provides an opportunity to lower the costs dramatically, since the MPS FBS cost approx. 15% of an FFS. At MPS we advocate to give part of this cost reduction back to the student and provide a Type Rating training with more hours.

EASA Type Rating Course regulations (Part ORA)



EPST is able to offer a very successful Type Rating on a B737-800 or A320 simulator for only €13.900,=. The course consists of 17 sessions of 4 hours and is applicable for pilots already in possession of a CPL ME/IR frozen ATPL license.

MPS can provide the EASA certified training Syllabus which is designed and successfully used by EPST. The courseware includes 48 hours of training on the FBS (together with MCC/JOC) and 20 hours on an FFS. MPS has a license arrangement with EPST and will offer this Syllabus to its customers.