



• Full-Motion Simulator for Light GA Operators Now Available at the Phoenix-Mesa Gateway Airport

- Get the Extra Practice You Need With or Without an Instructor
- Eliminate Real-World Barriers to Time-Sensitive Flight Training Programs...
 - Bad Weather
 - Hot Climate
 - Distracting Turbulence
 - Aircraft Availability
 - Instructor Unavailability



Overview

When it comes to flight simulation, there's little doubt that motion is desirable, but the steep cost of most motion simulators makes the idea of utilizing one seemingly cost-prohibitive for most flight training needs. Aviation Performance Solutions announces the integration of the Redbird FMX motion simulator for a variety of SE and ME GA platforms.

The Redbird FMX is a high quality, feature-rich motion FAA-Certified Advanced Aviation Training Device (AATD), priced with real-world flight training needs in mind. With standard features that are anything but standard, such as wrap-around visuals, a fully enclosed cockpit, reconfigurable construction, and of course a motion platform, the FMX serves up a level of realism that is simply unavailable in other training devices on the market.



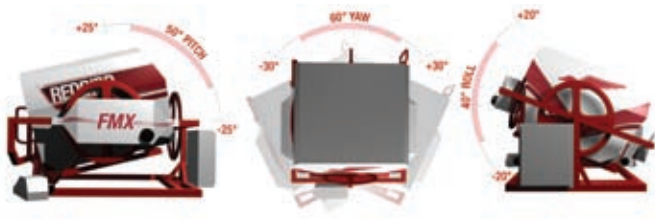
A great visual system is essential for a training device to be truly effective and versatile. And if you want to train complex maneuvers such as turns around a point, circling approaches or even basic pattern work, one forward looking screen is not going to cut it. The Redbird FMX is equipped with six monitors dedicated only to external views. This high-quality, wrap-around visual system further accentuates the sensation of flight and enhances training at all levels by permitting training procedures and maneuvers that are not possible with other less-capable flight training devices.



The Redbird FMX is built with exceptional flight training in mind. The advanced instructor's station software is completely managed by the instructor using a tablet PC. The station allows the instructor to monitor and control aspects of flight such as equipment failures and special weather situations. It also allows the instructor to quickly reposition the flight, pause or end the flight, and even replay a recorded flight.

Proper flight training requires an instructor to manage and track a student's progress. The Redbird FMX is equipped with a USB keying system. Each pilot is assigned a unique Redbird pilot key that allows access to the simulator and stores information about flights taken in the FMX. With this key, the instructor can authorize the pilot to fly only those training missions that are applicable to the curriculum. It also allows you to restrict access, store pilot information, record instructor notes and view recordings of the student's flights during debrief sessions.





FMX Features

- Electric Motion Platform
- Fully Enclosed Cockpit
- Wrap-Around Exterior Visuals
- Traditional and Glass Cockpit Simulation
- Compatible with Pilot Headsets
- User-Defined Missions Compatible with Scenario-Based Training
- Complete Terrain and Airport Database
- Instructor's Station Inside Cockpit

Flight Training Capabilities and Certification

Qualification and Approval Guide – FAA AATD Approval

Flight Experience

- Logged Flight Experience – Section 61.51 (b),(c)
- Instrument Experience - Section 61.57 (c)(1), and
- Instrument Proficiency Check - Section 61.57 (d)(1)(ii) per FAA-S-8081-4 (latest version).

Ratings & Licenses

- Instrument Rating (maximum 20 hours) - Section 61.65 (e)(2),
- Private Pilot Certificate (maximum 2.5 hours) – Section 61.109 (k)(1),
- Commercial Certificate (maximum 50 hours) – Section 61.129(i)(1)(i), and
- Airline Transport Pilot Certificate (maximum 25 hours) – Section 61.159 (a)(3)(i).

Flight Testing

Instrument Rating: Practical Test – Section 61.65 (a)(8) per FAA-S-8081-4 (latest version),

NOTE: The flight experience allowance for the use of an AATD and the flight experience allowance for a FTD or a flight simulator towards obtaining an instrument rating may be combined. However, that combination may not exceed that allowed under § 61.65 (20 hours maximum) and may not exceed that allowed under part 141, appendix C, paragraph 4(b)(4) (50 percent maximum) of the required training.



Specialty Use: Upset Recovery Training

APS Emergency Maneuver Training is an established training provider utilizing a corporate jet Level D Full Flight Simulator for upset recovery and stall/spin awareness training. Now, for single-engine and multi-engine light GA pilots, APS offers a simulator solution.

Either as a stand-alone simulator-only platform or integrated into one of the APS courses of training, the Redbird FMX training device offers a viable training option for those seeking a cost-reducing alternative or enhancement to real-aircraft upset recovery training.

Pricing

For more information on rental rates, please call us toll free at 866-359-4273 or visit us online at www.apstraining.com/simtraining.

Aircraft Types Available

APS offers full motion simulator services on a variety of aircraft types adding more to our fleet each season. The most popular platforms are:



Cessna 172 Standard

This aircraft comes configured with the standard 6-pack along with a Garmin 430/530 stack.



Beech Baron 58 Glass

This multi-engine aircraft comes configured with a G1000 Glass Cockpit.

Other Configurations – Available with Advance Notice

For flight schools seeking a full motion simulator service on other airplane types, APS can provide the following aircraft variants with a 300-hour* training commitment:

Single Engine

- Cessna 172 G-1000
- Cessna 182: Standard 6-Pack or G-1000
- Beech Bonanza A36: Standard 6-Pack or G-1000
- Piper Warrior: Standard 6-Pack or Entegra Configuration



- Piper Archer: Standard 6-Pack or Entegra Configuration
- Piper Arrow: Standard 6-Pack or Entegra Configuration
- Cirrus SR20 or SR22 with Entegra Configuration

Multi-Engine

- Piper PA-44 Seminole: Standard 6-Pack or Entegra Configuration
- Piper PA-34 Seneca: Standard 6-Pack
- Beech Baron 58: Standard 6-Pack or G-1000
- Beech Baron 55: Standard 6-Pack
- * 50% Non-Refundable Training Deposit Required to Order Customer-Specific Aircraft Type

Checkouts: Certified Flight Instructors

APS can recommend a certified flight instructor to complete your simulator training in our device, or you can have your own CFI come get checked out.

Block Time Purchased	CFI Checkout Hours Included
10–Hour Block	30–Min Systems Checkout
50–Hour Block	1–Hour Systems Checkout
100–Hour Block	1.5–Hour Systems Checkout

Additional CFI-Checkout System's Training beyond the included amount will be completed at the purchased block-rate for the simulator plus the APS hourly instructor fee.

CONTACT INFORMATION

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