

„In the Cockpit, nothing compares to MT for switching between flightrules VFR and IFR“ (Steffen Keppler)

Report from the Cockpit



Steffen Keppler, ATP with over 1500 hours in the Cockpit of his Malibu DLX

Steffen revealed some key procedures about how he uses the MT most efficiently:

TCAS is activated by default - an „absolute necessity“ he says. The surrounding traffic is directionally displayed by aeroplane symbols and the target vertical position is color-coded to altitude. Vertical motion is indicated by red arrows. The direction and tendency is thus clear without having to observe the display for a length of time. By superimposing the symbols on the ICAO chart the airtraffic can be correlated to the vicinity and the airspace. That is something very useful, „because you are always surprised how dangerously close the traffic already is when you actually see it.“

Depending on the weather situation the Sat Radar System is activated en route. In combination with the real time reception of the StormScope Steffen can anticipate a swift movement of precipitation areas, particularly in a high wind condition.

He thinks overlaying the TAWS data over the Approach Charts is brilliant, especially during approaches at night or VFR approaches in bad weather.

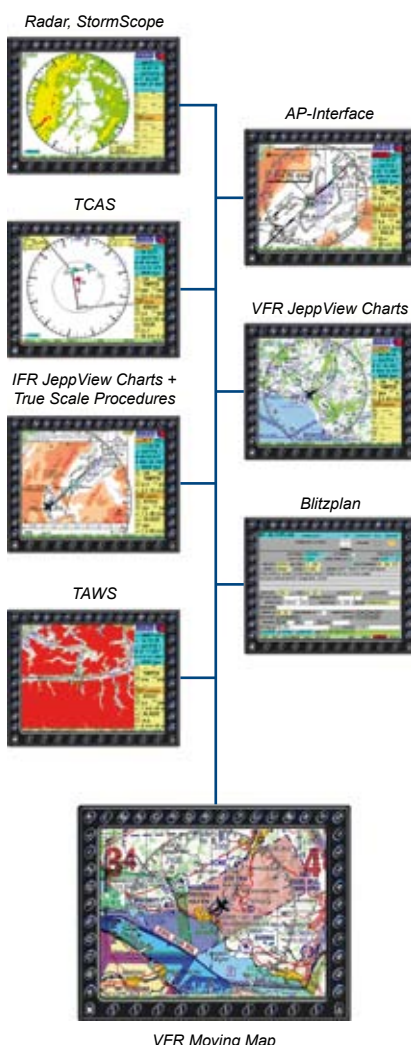
Steffen sees the biggest advantage when transiting from IFR to VFR: The almost permanently activated ICAO chart on his unit not only shows his position at a glance but he feels intuitively aware of chart position and traffic flow. Also vital information

like the obstacles, VFR approach fixes and radio frequencies are shown.

As a commercial pilot, Steffen also appreciates being able to answer his passengers questions about the names of towns, lakes or mountains quickly and competently.

Whenever he flies someone elses aircraft now without MT, he instantly senses something is missing - it is hard to describe, but one feels somewhat alienated.

All-in-One?



VFR Update Subscription Service

>> New!

Analog to a regular Jeppesen IFR update there is now an MT VFR subscription.

It includes the latest VFR-Charts, VFR-Navdata and for permanent compatibility the latest firmware (main software release).

VFR Update Subscription Service
two updates per year: 430 Euro

- ICAO Europe
- current NAV Data
- current software version

or

same as above per year: 480 Euro

- VFR Approach Plates Germany (DFS)

The subscription is automatically renewed, unless terminated by the customer before Dec 15th.

Initial shipment April 1st 2008.

Mobile Station >> New!

For mobile use or as Emergency Pack

The Mobile Station serves as power pack, on board battery charger and kneebord at a time. Included are GPS/GSM Antenna and 12/24V or 110/220V hookup.



MT BlitzPlan 2008 >> New!

New MT Blitzplan with enhanced Capabilities and Functions Better Functions on MT-VisionAir and New Website

The new webpage is more convenient and with much more appeal. Input parameters are instantly checked, time delay loops due to formal errors do not occur any more.

The route can be tailored more flexibly. Many pilots have been asking for features such as Forced Overfly Points, selectable Pickup Point, Inflight Entry Point. The main new features are shown in the graphics (right).

increased customer
Flightplan Archive

Multi Aircraft
Licences



| Routing | | | | | | | | | |
|---------------|---------|-------------|-------|-----|---------|-----|-----|-------|---------|
| Waypoints | Airway | Flightlevel | TC | WD | AirTemp | MH | TAS | GS | LegDist |
| EDDH (ED) | | | | | | | | | |
| N 53° 37.40' | | | | | | | | | 17.0 |
| E 009° 59.17' | | | | | | | | | 17.0 |
| AMLUH (ED) | AMLUH4B | F250 | 135.2 | 288 | -42°C | 2.5 | 200 | 251.7 | 17.0 |
| N 53° 37.40' | | | | | | | | | 17.0 |
| E 010° 19.21' | | | | | | | | | 17.0 |
| ULSEN (ED) | M852 | F120 | 164.9 | 284 | -13°C | 3 | 200 | 213.2 | 36.3 |
| N 52° 50.44' | | | | | | | | | 36.3 |
| E 010° 34.55' | | | | | | | | | 36.3 |
| HLZ (ED) | M852 | F120 | 164.9 | 282 | -9°C | 3 | 200 | 209.8 | 30.0 |
| N 52° 50.44' | | | | | | | | | 30.0 |
| E 010° 47.42' | | | | | | | | | 30.0 |
| POVEL (ED) | M852 | F100 | 175.1 | 282 | -9°C | 3.2 | 200 | 205.5 | 14.2 |
| N 52° 07.42' | | | | | | | | | 14.2 |
| E 010° 49.40' | | | | | | | | | 14.2 |
| ABGUS (ED) | F100 | | 151.9 | 282 | -9°C | 2.8 | 200 | 215.1 | 17.8 |
| N 51° 52.01' | | | | | | | | | 17.8 |
| E 011° 03.12' | | | | | | | | | 17.8 |
| KENIG (ED) | | | 152.0 | 283 | -8°C | 2.8 | 200 | 215.4 | 16.8 |
| N 51° 52.01' | | | | | | | | | 16.8 |
| E 011° 03.12' | | | | | | | | | 16.8 |

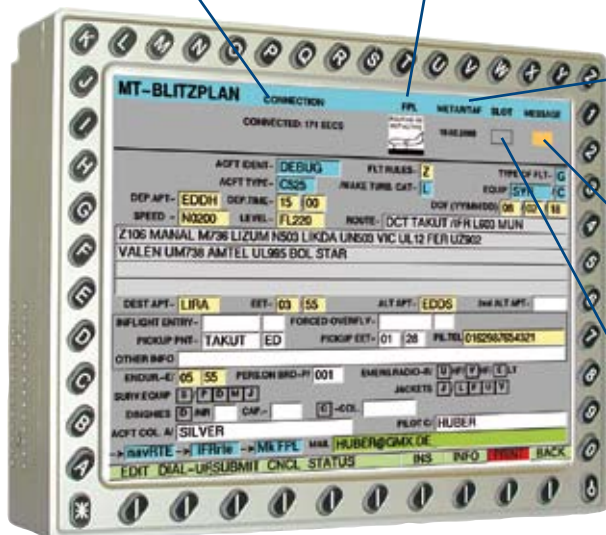
JAR/OPS conform
flightlog



Route on Chart
presentation of
routing found

Professional Dial Up
Server for 10 parallel calls
(enhanced availability)

Flightplan Status /
faster information,
more pilot-friendly



METAR&TAF
of Departure,
Destination
and Alternate
comes with
each flightplan

Advisory
Eurocontrol
messages
shown on
VisionAir or
Web

SLOT Mes-
sages shown
on VisionAir
or Web

additional features

- new credit system - pay per service, less initial cost, no update cost for existing customers
- use of EUROCONTROL performance limits for ALTITUDE
- Flightplan & Routing via SMS
- **immediate plausibility check** of input and Help Menu with examples
- **Upload** flightplans from the OPS (webbased) **to the FMS** (MT-VisionAir)
- pilot selected **Pickup Point** (optional)
- **Forced Overfly Point** (optional)
- **Inflight Entry** (flightplan itself commences MidAir) (optional)
- **Inflight Termination** (flightplan terminates MidAir) (optional)

>> New! VFR Approach Charts

Jeppesen VFR Approach Charts are available on CD since mid 2007 and since Nov. 2007 on MT-VisionAir units. They can be ordered anytime. Please have your unit checked for the additional space requirement!



Pilot Training Sessions

The next training session will take place on **April 5th**. Please see our website www.moving-terrain.de for further available dates.



ICAO Europe >> New!

New ICAO Europe charts can be ordered now, Update 2008-1 is available from end of march.

