

## MCC-TRG

### Training information:

MCC training is a complementary training to a commercial pilot's license authorizing multi-pilots operations. It is a prerequisite for the Multi-pilot type rating.

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The training course is divided into 3 parts:

- ➔ Theoretical;
- ➔ Practical MCC;
- ➔ Jet Orientation Course.

|  |   |  |
|--|---|--|
| <b>Field:</b><br>Flight instruction        | <b>Responsible:</b><br>François GARBE   | <b>Seats:</b><br>2   |
| <b>Topic:</b><br>MCC<br>Crew work training | <b>Educational fees:</b><br>MCC-TRG: 5250 € / trainee<br>MCC-JOC*: 1100 € / trainee<br><br>VAT non applicable | <b>Duration:</b><br>Theoretical instruction: 25H<br>Practical instruction: 30H<br>JOC option: 6H<br>Total: 55H + 6H optional |
| <b>Certification:</b><br>Yes               | <b>Funding plan:</b><br>Yes   | <b>Training session:</b><br>On request   |
| <b>Modalities:</b><br>On site              | <b>Registration contact:</b><br>contact@flexsim-ato.com   |  |

\* Optional

### Relevant participants:

Pilots wishing to learn how to work as a crew.

### Access delays:

All our trainings are provided « on demand » depending on your availabilities, our instructors/simulators availabilities and administrative deadlines for certain trainings or fundings. (DGAC, CPF, pôle emploi...).

## Objectives:

MCC training includes both theoretical and practical elements. It is designed to achieve training objectives such as monitoring, cross-checking, job sharing, use of checklists, briefings, flight management, use of FMS, normal and abnormal system operations, emergency operations, situational awareness, weather and air traffic control (ATC).

### **Part 1: Theoretical instruction: (25 hours)**

Theoretical instruction provides the candidate with a thorough understanding of the skills required to fly a multi-pilot aircraft.

The purpose of theoretical teaching is to give the candidate:

- A description of the skills required to operate a multi-pilot aircraft;
- A thorough understanding of the factors affecting the knowledge, skills and attitudes required for flight;
- An overview of human factors, the TEM model and CRM principles;
- An overview of SOPs, PF and PM roles;
- An overview of aircraft systems, emergency and abnormal procedures;
- Understanding of the regulatory framework within which an airline must operate.

| Module                      | Duration        |
|-----------------------------|-----------------|
| TEM and CRM topics          | 6 hours         |
| Normal Operations and SOP's | 6 hours         |
| Non-normal operations       | 6 hours         |
| Mock-up training            | 7 hours         |
| <b>Total</b>                | <b>25 hours</b> |

## **Part 2: Practical instruction (30 hours) – Boeing 737NG – 800 (FBS)**

The purpose of the simulator training is to train the candidate to use the skills acquired during the theoretical part, with the aim of operating a multi-pilot aircraft, while continuing to apply the concepts of TEM and CRM, in a commercial operating environment.

| Session           | Duration        |
|-------------------|-----------------|
| TRG-MCC Session 1 | 4 hours         |
| TRG-MCC Session 2 | 4 hours         |
| TRG-MCC Session 3 | 4 hours         |
| TRG-MCC Session 4 | 4 hours         |
| TRG-MCC Session 5 | 4 hours         |
| <b>Total</b>      | <b>20 hours</b> |

All simulator sessions include 1 hour of briefing and 1 hour of debriefing.

## **Part 3: Practical instruction (6 hours) – Boeing 737NG – 800 (Full Flight)**

The MCC-ADV (JOC) course complements the MCC-TRG training. This module includes 4 hours of simulator during which high performance aircraft issues are addressed (fundamentals of piloting (RAW DATA), prevention and recovery training following a loss of control (UPRT).

| Session           | Duration       |
|-------------------|----------------|
| MCC-JOC Session 1 | 4 hours        |
| <b>Total</b>      | <b>4 hours</b> |

All simulator sessions include 1 hour of briefing and 1 hour of debriefing.

## **Requirements:**

The candidate wishing to register for the training must meet the following conditions:

- ➔ have completed a minimum of 70 hours of flight experience as a PIC on aeroplanes;
- ➔ hold a multi-engine IR(A);
- ➔ have passed the theoretical examinations of the ATPL(A)

## Program and schedule:

Generally, training takes place as follows. However, it is subject to change depending on simulator availabilities.

| Day 1   | Day 2   | Day 3   | Day 4                                      | Day 5                                    | Day 6                                      | Day 7  |
|---|---|---|--|--|--|--------|
| TRG-MCC<br>Theoretical<br>Instruction<br>Classroom<br>(06:00) | TRG-MCC<br>Theoretical<br>Instruction<br>Classroom<br>(06:00) | TRG-MCC<br>Theoretical<br>Instruction<br>Classroom<br>(06:00) | TRG-MCC<br>Mock-up<br>Classroom<br>(07:00) | OFF                                      | OFF  | OFF    |
| Day 8   | Day 9   | Day 10  | Day 11                                     | Day 12                                   | Day 13                                     | Day 14 |
| TRG-MCC<br>SESSION 1<br>FSTD<br>(04:00*)                      | TRG-MCC<br>SESSION 2<br>FSTD<br>(04:00*)                      | TRG-MCC<br>SESSION 3<br>FSTD<br>(04:00*)                      | TRG-MCC<br>SESSION 4<br>FSTD<br>(04:00*)   | TRG-MCC<br>SESSION 5<br>FSTD<br>(04:00*) | JOC-MCC<br>SESSION 1<br>FSTD**<br>(04:00*) | OFF    |

(\*) +1h briefing and + 1h debriefing

(\*\*) Optional

## Teaching, technical and other resources:

- ➔ TKI, SFI(A) or TRI(A);
- ➔ Classrooms;
- ➔ Manuals, documents and paper and/or electronic check-list;
- ➔ Video projector;
- ➔ Briefing room;
- ➔ Flight simulator;
- ➔ Debriefing room.

The classroom is located **43 Avenue Robert Schuman, 94150 Rungis, France**.

The B737NG simulator is located at **SIMAERO 26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France**.

It is possible to use B737NG **Air France's** simulator located **1 Avenue du Maréchal Devaux, 91550 Paray-Vieille-Poste, France**, but this location implies additional fees (contact us).