FLEXSIM-ATO
25 Rue du Maréchal Foch
78000 Versailles
France

MCC-APS

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.

The MCC-APS course addresses in detail issues what can be encounter flying on a high-performance aircraft (B737NG) in the operational context of an airline. The course includes the MCC-TRG, the MCC-ADV and an operational part (LOFT); the course is validated by a final assessment.

The training course is divided into three parts:

- Theoretical instruction;
- Practical instruction;
- Evaluation.

Field: Multi Crew Coordination	Responsible: François GARBE	Seats: 2
Topic: MCC Crew work training	Educational fee: MCC-APS: 11050 € / trainee VAT non applicable	Duration: Theoretical instruction: 47H Practical instruction: 62H Total: 109H
Certification: Yes	Funding plan: Yes	Training session: On request
Modalities: On site	Registration contact: contact@flexsim-ato.com	

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: (47 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
Regulation of Operations Safety Management Systems (SMS)	6 hours
Fatigue Risk Management System (FRMS) Flight Time Limitations (FTL)	6 hours
Ground operations and interaction with flight operations	6 hours
Theoretical knowledge instruction, including: COLD WX, HOT WX, PBN, UPRT	4 hours
Total	**47 hours**

Part 2: Practical instruction (58 hours) – Boeing 737NG – 800 SIMAERO simulator

The purpose of the simulator training is to train the candidate to use the skills acquired during 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
ADV-MCC Session 1	4 hours
ADV-MCC Session 2	4 hours
ADV-MCC Session 3	4 hours
ADV-MCC LOFT 1	3 hours
ADV-MCC LOFT 2	3 hours
Total	**38 hours**

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

Part 3: Evaluation - Proficiency Test (4 hours)

The candidate will receive a scenario of the test program. Each session will be prepared by the candidate based on the program of the session. The instructor will assess the suitability of

- Briefing according to the programme of the session;
- Aspects of the candidate's behaviour in terms of human factors.

The test includes in addition 1h of briefing and 1h 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).

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Program and schedule:

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

Day 1	Day 2	Day 3	Day 4	Day 5
TRG-MCC Theoretical Instruction Classroom (06:00)	TRG-MCC Theoretical Instruction Classroom (06:00)	TRG-MCC Theoretical Instruction Classroom (06:00)	TRG-MCC Mock-up (07:00) Classroom	OFF
Day 1	**Day 2**	**Day 3**	**Day 4**	
APS-MCC Theoretical Instruction Classroom (06:00)	APS-MCC Theoretical Instruction Classroom (06:00)	APS-MCC Theoretical Instruction Classroom (06:00)	APS-MCC Theoretical Instruction Classroom (04:00)	OFF
Day 1	**Day 2**	**Day 3**	**Day 4**	**Day 5**
TRG-MCC SESSION 1 FSTD (04:00*)	TRG-MCC SESSION 2 FSTD (04:00*)	TRG-MCC SESSION 3 FSTD (04:00*)	TRG-MCC SESSION 4 FSTD (04:00*)	TRG-MCC SESSION 5 FSTD (04:00*)
Day 1	**Day 2**	**Day 3**		
ADV-MCC SESSION 1 FSTD (04:00*)	ADV-MCC SESSION 2 FSTD (04:00*)	ADV-MCC SESSION 3 FSTD (04:00*)	OFF	OFF
Day 1	**Day 2**	**Day 3**		
ADV-MCC LOFT 1 FSTD (03:00*)	ADV-MCC LOFT 2 FSTD (03:00*)	ADV-MCC FINAL ASSESSMENT FSTD (02:00*)	OFF	OFF

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

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Teaching, technical and other resources:

- TKI, SFI(A) or TRI(A);
- SFE(A) or TRE(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).