

MCC-APS A320 /B737NG

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 (A320) 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: Contact us 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	Location
TEM and CRM topics	6 hours	FLEXSIM
Normal Operations and SOP's	6 hours	FLEXSIM
Non-Normal Operations	6 hours	FLEXSIM
Mock-up training	7 hours	FLEXSIM
Total	25 hours	

Module	Duration	Location
Regulation of Operations Safety Management Systems (SMS)	6 hours	FLEXSIM
Fatigue Risk Management System (FRMS) Fatigue Management (FM) Flight Time Limitations (FTL)	6 hours	FLEXSIM
Airline Maintenance (MNTCE) Flight Operations (OPS)	6 hours	FLEXSIM
Cold & Hot Weather, PBN, UPRT	4 hours	CBT
Total	22 hours	

Part 2: Practical instruction (58 hours) – Airbus A320 FLEXSIM / 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
MCC-TRG Session 1	4 hours
MCC-TRG Session 2	4 hours
MCC-TRG Session 3	4 hours
MCC-TRG Session 4	4 hours
MCC-TRG Session 5	4 hours
MCC-ADV Session 1	4 hours
MCC-ADV Session 2	4 hours
MCC-ADV Session 3	4 hours
MCC-ADV LOFT 1	3 hours
MCC-ADV 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).

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	
MCC-TRG Theoretical Instruction Classroom (06:00)		MCC-TRG Theoretical Instruction Classroom (06:00)		MCC-TRG Theoretical Instruction Classroom (06:00)		MCC-TRG Mock-up Classroom (07:00)		OFF	
Day 8		Day 9		Day 10		Day 11		Day 12	
MCC-APS Theoretical Instruction Classroom (06:00)		MCC-APS Theoretical Instruction Classroom (06:00)		MCC-APS Theoretical Instruction Classroom (06:00)		OFF		OFF	
Day 15		Day 16		Day 17		Day 18		Day 19	
MCC-TRG SESSION 1 FSTD (04:00)*		MCC-TRG SESSION 2 FSTD (04:00)*		MCC-TRG SESSION 3 FSTD (04:00)*		MCC-TRG SESSION 4 FSTD (04:00)*		MCC-TRG SESSION 5 FSTD (04:00)*	
Day 22		Day 23		Day 24		Day 25		Day 26	
MCC-ADV SESSION 1 FSTD (04:00)*		MCC-ADV SESSION 2 FSTD (04:00)*		MCC-ADV SESSION 3 FSTD (04:00)*		OFF		OFF	
Day 29		Day 30		Day 31		Day 32		Day 33	
MCC-ADV FSTD		MCC-ADV FSTD		OFF		OFF		OFF	
LOFT 1 (03:00)*	FINAL ASSESSMENT (01:00)	LOFT 2 (03:00)*	FINAL ASSESSMENT (01:00)	OFF		OFF		OFF	

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

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 simulators :

- FNPT II **FLEXSIM** is located **10 rue Longjumeau 94150 Rungis, France.**
- FBS / FFS **SIMAERO** is located au **26 Avenue de la Demi-Lune, 95700 Roissy-en-France, France.**
- FFS **AIR France Training Center** is located **3, rue des 2 sœurs 95700 Roissy-en-France, France.**
- FFS **ICARE** is located **Aéroport 29600 Morlaix, France.**