**SUBPART J - MCCI / Multi Crew Cooperation Instructor**

***AMC 1.* FCL. 930. MCCI MCCI — Training Course**

 ***AEROPLANES***

*GENERAL*

a ) The objective of the technical training is to apply the core instructor competencies acquired during the teaching and learning training to MCC Training ;

b ) During the practical training the applicant should demonstrate the ability to Instruct a pilot in MCC ;

c ) To supervise applicants for MCCI Certificates, the adequate experience should include at least three type rating or MCC Courses ;

d ) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises the relevant aspects of airmanship are to be stressed at the appropriate times during each flight ;

e ) The student - instructor should learn how to identify common errors and how to correct them properly, which should be emphasized at all times.

 *COURSE OBJECTIVE*

f ) The course should be designed to give adequate training to the applicant in theoretical knowledge instruction and FSTD instruction to instruct those aspects of MCC required by an applicant for a type rating on a first MP aeroplane ;

g ) Confirmation of competency of the applicant to be authorized as an MCCI ( A ) will be determined by the applicant conducting at least 3 hours MCC instruction to a satisfactory standard on the relevant FNPT or FFS under the supervision of a TRI ( A ), SFI ( A ) or MCCI ( A ) nominated by the GDCA or ATO for this purpose ;

h ) The Course *consists of* ***3*** *( three ) Parts* :

1 ) ***Part 1*** : teaching and learning that should follow the content of AMC 1. FCL. 920 ;

2 ) ***Part 2*** : technical theoretical knowledge instruction *( technical training )* ;

3 ) ***Part 3*** : flight instruction.

**Part 1.**

The content of the teaching and learning part of the FI training course, as established in AMC 1. FCL. 930. FI, should be used as guidance to develop the course syllabus.

**Part 2.** *TECHNICAL THEORETICAL KNOWLEDGE INSTRUCTION SYLLABUS*

a ) The FSTD Training consists of the application of core instructor competencies to MCC training in a commercial air transport environment, including principles of threat and error management and CRM. The content of the training programme should cover MCC course exercises in sufficient depth to meet the standard required for issue of the MCCI ( A ) Certificate ;

b ) The Course should be related to the type of FSTD on which the applicant wishes to instruct. A Training Programme should give details of all theoretical knowledge instruction ;

c ) Identification and application of human factors ( as set in the ATPL syllabus 040 ) related to MCC aspects of the training.

**Part 3.** *FLIGHT INSTRUCTION SYLLABUS*

a ) The content of the instruction programme should cover training exercises as applicable to the MCC requirements of an applicant for a MP Type Rating ;

b ) Training Exercises :

The exercises should be accomplished as far as possible in a simulated commercial air transport environment. The instruction should cover the following areas :

1 ) pre-flight preparation, including documentation, and computation of take-off performance data ;

2 ) pre-flight checks, including radio and navigation equipment checks and setting ;

3 ) before take-off checks, including powerplant checks, and take-off briefing by the PF ;

4 ) normal take-offs with different flap settings, tasks of PF and PNF, call-outs ;

5 ) rejected take-offs ; crosswind take-offs ; take-offs at maximum take- off mass ; engine failure after V **1** ;

6 ) normal and abnormal operation of aircraft systems, use of checklists ;

7 ) selected emergency procedures to include engine failure and fire, smoke control and removal, windshear during take-off and landing, emergency descent, incapacitation of a flight crew member ;

8 ) early recognition of and reaction on approaching stall in differing aircraft configurations ;

9 ) instrument flight procedures, including holding procedures ; precision approaches using raw navigation data, flight director and automatic pilot, one engine simulated inoperative approaches, non-precision and circling approaches, approach briefing by the PF, setting of navigation equipment, call-out procedures during approaches ; computation of approach and landing data ;

10 ) go-arounds ; normal and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude ;

11 ) landings, normal, crosswind and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height or altitude.