

FAQ

1. What is the APS MCC?

The Airline Pilot Standard MCC (APS MCC) is an enhanced MCC that trains pilots in multi-crew competencies to airline standards. It is designed to give new pilots all the knowledge and skills necessary to pass an airline assessment and to be able to adapt easily to a modern airline working environment.

2. What is the difference between the APS MCC and the regular MCC?

The APS MCC is structured to address areas that new pilots can be weak in during airline assessments. Accordingly there is more emphasis in the APS MCC on knowledge, manual handling and CRM all of which are trained and assessed using the ICAO pilot Core Competencies.

In addition, the standard of the simulator used on the APS MCC is specified to ensure that the training in an APS MCC is provided on a device that represents a real airline standard aircraft. Jet orientation training is required and specified in the APS MCC course (not in the standard MCC). The specification of the Jet simulator is set out and the qualification of the instructor is specified. In a standard JOC, there is no required qualification for an instructor.

3. What simulator does the APS MCC take place on?

A simulator used on an APS MCC must comply with the following text. This specification is designed to give student pilots an opportunity to train in a genuine airline standard aircraft with modern systems, displays, automation and handling characteristics.

“The practical training in the APS MCC training course should be based on a multi-pilot, multi-engine aeroplane type capable of carrying at least 50 passengers or equivalent mass. The FSTD used should be type-specific and equipped with a visual system that provides at least 180° horizontal and 40° vertical field of view.

However, an FNPT II MCC that has a similar visual cueing system to the above or is approved for MCC pursuant to FCL.735.A may also be acceptable provided that the device is representative of the same class of multi-pilot, multi-engine aeroplane specified in this paragraph in terms of passenger load, mass and performance, and equipped with equivalent aeroplane systems and avionics functionality.

In the case of advanced swept-wing jet aeroplane practical training, an FSTD representing a swept-wing multi-engine jet aeroplane should be used.”

4. How long is the course?

The simulator time per crew during practical training should be a minimum of 40 hours, or 35 for an integrated airline transport pilot licence (ATPL) holder, as set out in Table 2 of AMC 2 to FCL.735.A. Course duration is about 24-25 days. Typically, the simulator training would take 10 days and the theoretical training approximately 9 days with 4 break days during the training.

5. What will the APS MCC do to enhance my career?

The APS MCC will make you more attractive to airlines when they read your CV. Because of the higher specification of content, instructor and simulator an airline assessor will know, once they see the MCC Certificate “To APS MCC Standards” that you are better trained and more compatible with airline requirements than a pilot trained on a standard MCC.

6. What is the course content of the APS MCC?

The content of the basic MCC is retained in full and you will be studying airline structure, operational CRM, meteorology, flight planning, and fuel management among other essential elements of information for a student airline pilot. In addition to that theoretical training you will be trained in pilot core competencies such as flightpath management, communication, situation awareness, problem solving and decision making among many more, all conducted in a high quality simulator.



7. What happens after the APS MCC?

Once you are qualified from an APS MCC course, you will be awarded a Certificate of Course Completion that will state clearly that the course was conducted to the higher APS MCC standards. With this certificate you can approach any airline that is recruiting with confidence. You should make sure that you highlight the fact that you have passed an APS MCC in your letter to the airline recruitment team.

8. Why is the APS MCC essential to my training?

It is essential if you want to give yourself every chance of passing an airline assessment. Remember, the statistics show that over 50% of newly qualified pilots who hold a CPL, frozen ATPL theoretical exams, ME/IR and a standard MCC course fail at European operator initial assessments. Going to an ATO and doing a good APS MCC will really help you get that all important first airline job.

9. How should I choose an ATO for my APS MCC?

When choosing an ATO for an APS MCC, check to see if the ATO has the APS MCC listed as an approved course on its ATO Certificate. Most Aviation Authorities in Europe will list the APS MCC as a separate course although a small number do not. If in doubt, check with the National Aviation Authority to see what their policy is.

Next, you should try to find an ATO that has a formal relationship with an airline. This ATO will be able to draw on the operational knowledge, procedures and standards of that airline and the APS MCC will benefit accordingly. Some operators may choose to use the APS MCC as part of its recruitment campaign and assessment process. Completing the APS MCC in such an ATO will give you a good head-start towards a job.

Always make sure that the ATO has the best simulator available for your training. MCC training requires an FNPT II MCC. These can be generic devices using generic flight data. If you can find a device that is (or can be) qualified both as a FNPT II MCC and a type-specific FTD then that is the device that will provide you with the best training experience. If that device represents a twin engine jet, then you will get all your APS MCC training on the same device, most likely representative of a B737NG or an A320.

10. Is there a dress code?

Strictly speaking there is no dress code but you should expect to find that a well-run ATO will insist that students wear a form of uniform during all training. Remember that the ATO is preparing you for an Airline Pilot career so you should seek out ATOs that insist on high standards of deportment, punctuality and general behavior. Equally, you should ensure that the ATO has high standards of equipment, classrooms, documents and instructors. Generally speaking, if an ATO has gone to the trouble of developing an APS MCC, you should expect to find these features.

11. What skills does the APS MCC develop?

All the skills, knowledge and attitudes required to help you fit easily into an airline career. The APS MCC requires you to be assessed against the nine core competencies developed by ICAO and EASA. You should know them. If you don't, look them up because these competencies will be fundamental to a successful career as an airline pilot.

12. I already have a MCC, what can I do to get an APS MCC?

All you have to do is find an ATO that has an approved APS MCC and take the course.

If you are not confident that your standard MCC will prepare you for your airline interview and assessment, you should consider investing in a good APS MCC as described in question 8 above. If you are one of the 50% that have failed an assessment with an airline, you should definitely consider going to a good ATO to do an APS MCC. The extra emphasis on the Core Competencies, manual handling, better simulators and instructors will really help you at your next interview and assessment.

13. If I have already completed my APS MCC, and I get a job with Ryanair, what will the cost be for the Type Rating?

The cost of the type rating in Ryanair will be €5,000.

