

Course Title	Multi Crew Cooperation				
Course Code	AVM311				
Course Type	Compulsory				
Level	Bachelor (1 st cycle)				
Year / Semester	3 rd Year / 1 st Semester				
Instructor's name	TBA				
ECTS	5	Lectures / week	3 Hours /14 Weeks	Laboratories / week	None
Course Purpose and Objectives	The aim of the Multi-Crew Co-operation Course is to develop the technical and non-technical components of the knowledge, skills and attitude required to operate a multi-crew aircraft				
Learning Outcomes	<p>Upon successful completion of this course students should be able to:</p> <ul style="list-style-type: none"> MCF 1a AIRCRAFT FAMILIARISATION (PILOT FLYING) To become familiar with turbojet operations and handling, to learn the basic autopilot modes and reinforce situational awareness. To learn Standard Operating Procedures and standard call-outs MCF 1b AIRCRAFT FAMILIARISATION (PILOT MONITORING) To become familiar with turbojet operations and handling, to learn the basic AFDS modes and reinforce situational awareness. To learn Standard Operating Procedures and standard call-outs MCF 2a ABNORMAL & EMERGENCY PROCEDURES (PILOT FLYING) To consolidate knowledge of SOPs. To learn radio navigation techniques and further AFDS modes. To learn the use of QRH and DODAR in abnormal and emergency conditions. MCF2b ABNORMAL & EMERGENCY PROCEDURES (PILOT MONITORING) To consolidate knowledge of SOPs. To learn radio navigation techniques and further AFDS modes. To learn the use of QRH and DODAR in abnormal and emergency conditions. MCF 3a ROUTE FLYING & REJECTED TAKE-OFF (PILOT FLYING) To learn to conduct a commercial flight and exercise abnormal & emergency procedures 				

	<ul style="list-style-type: none"> • MCF 3b ROUTE FLYING & REJECTED TAKE-OFF (PILOT MONITORING) To learn to conduct a commercial flight and exercise abnormal & emergency procedures • MCF 4a ROUTE FLYING & DEPRESSURISATION/EMERGENCY DESCENT (PILOT FLYING) To consolidate all aspects of route flying and exercise further abnormal and emergency procedures • MCF 4b ROUTE FLYING & UNDERCARRIAGE MALFUNCTION (PILOT MONITORING) To consolidate all aspects of route flying and exercise more complex abnormal and emergency procedures • MCF 5a ASYMMETRIC PROCEDURES AND ABNORMAL & EMERGENCY PROCEDURES (PILOT FLYING) To teach asymmetric procedures and to manage workload under high workload in marginal weather conditions • MCF 5b ASYMMETRIC PROCEDURES AND ABNORMAL & EMERGENCY PROCEDURES (PILOT MONITORING) To teach asymmetric procedures and to manage workload under high workload 		
Prerequisites	AVM111, AVM116, Valid multi-engine aeroplane instrument rating.	Co-requisites	None
Course Content	<p>The material included in this course cover the following subjects:</p> <ul style="list-style-type: none"> • The exercises should be accomplished as far as possible in a simulated commercial air transport environment. The instruction should cover the following areas: • Pre-flight preparation including documentation, and computation of take-off performance data. • Pre-flight checks including radio and navigation equipment checks and setting. • Before take-off checks including power checks, and take-off briefing by PF • Normal take-offs, tasks of PF and PM, call-outs. • Rejected take-offs; crosswind take-offs; take-offs at maximum take-off mass; engine failure after V1. • Normal and abnormal operation of aircraft systems, use of checklists. • 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 crewmember. • Early recognition of and reaction on approaching stall in differing aircraft configurations. 		

	<ul style="list-style-type: none"> • 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 PF, setting of navigation equipment, call-out procedures during approaches & computation of approach and landing data. • Go-around; normal and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height/altitude. • Landings; normal, crosswind and with one engine simulated inoperative, transition from instrument to visual flight on reaching decision height or minimum descent height/altitude. 								
Teaching Methodology	Face-to-face								
Bibliography	<ul style="list-style-type: none"> • MCC Training Manual 								
Assessment	<table border="1"> <tr> <td>Examinations</td> <td>70%</td> </tr> <tr> <td>Assignment(s)</td> <td>20%</td> </tr> <tr> <td>Participation</td> <td>10%</td> </tr> <tr> <td></td> <td>100%</td> </tr> </table>	Examinations	70%	Assignment(s)	20%	Participation	10%		100%
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Language	English								