

JOC with CRM at WW

Most airlines expect prospective employees to possess cockpit resource management skills, with many also preferring candidates to have completed a Jet Orientation Course. Philip Whiteman takes a look at what's involved.

Home to West London Aeroclub, White Waltham has the look and feel of a 1940s aerodrome.

However, it is in this bucolic setting that CRM Aviation Europe offers thoroughly 21st century professional flight training.

Hidden in a converted hangar in one corner of White Waltham's grassy expanse is CRM's state-of-the-art full EFIS/ glass cockpit Alsim ALX simulator.

On this sim and in the well appointed classrooms alongside CRM holds its Jet Orientation and Multi Crew Cooperation (MCC) courses. Many airlines are now requesting that prospective employees complete a Jet Orientation Course (JOC) prior to applying. Bridging the gap between flying slower single-pilot piston aircraft and the type rating in a multi-pilot turbofan aircraft, the JOC involves four hours in the classroom and four on the sim.



ABOVE: The MCC course is all about the way the students interact in planning and decision making.

LEFT: For many young pilots their first jet is the very successful A320.

The full EASA-approved MCC course is based upon the standard operating procedures of typical airlines, with checklists, QRH, flight plans and performance manuals. Three days in the classroom are followed by five four-hour sessions alongside a fellow student on the simulator, spread over five days. At the conclusion of the JOC and the MCC a course completion certificate is issued.

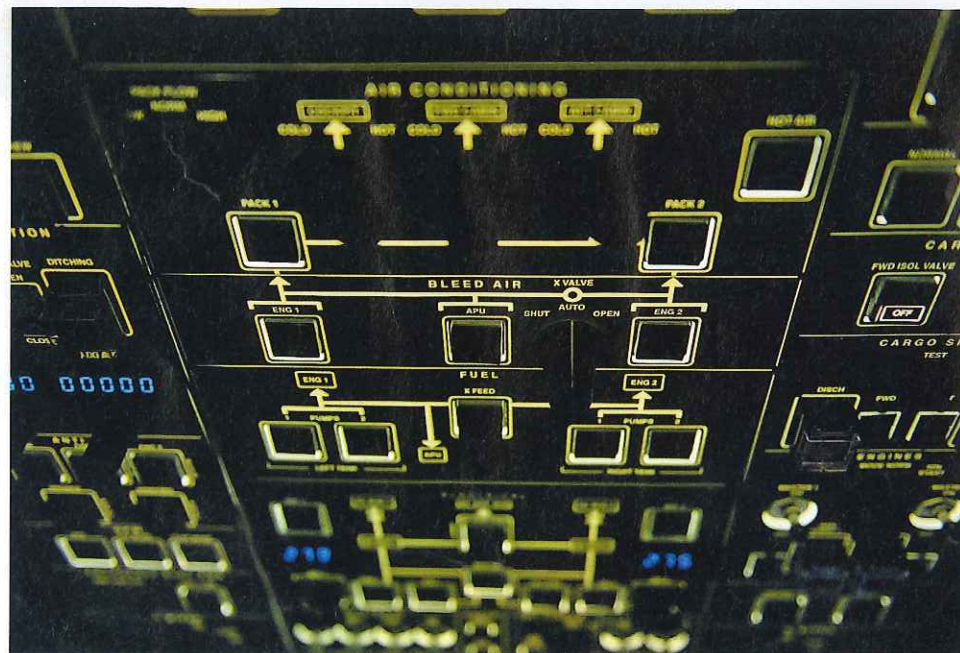
Based on generic cockpit architecture, CRM's ALX is configured as a complex jet and

is fitted with a full Airbus A320 overhead panel and associated operating systems. It has high quality wrap-around visual graphics that cover 210 degrees of the visual field—sufficient, we discovered, to allow the pilot to look into the turn when operating visually and offer a very convincing 'flying' experience. (There's no motion simulation—it is not required for, or even useful to JOC or MCC teaching.) In fact, as CRM boss Rob Howarth explains, by EASA definition the MCC course is

all about the way the students interact in planning, decision making and conducting generic commercial operations, and not the technicalities of having to learn how to operate a specific aircraft (which is something best left to the multi-crew type rating that will be done on the aircraft/simulators operated by the employer). Fitted with GPWS, a fully functioning autopilot with LNAV & VNAV, flight director, FMS with twin CDUs and twin Garmin 430s, CRM's sim offers the level of equipment to be →

ABOVE: The ALX simulator has high quality wrap-around visual graphics.

BELOW: CRM's sim is fitted with a full Airbus A320 overhead panel and associated operating systems.



found in the typical jet airliner without overloading students with a mass of type-specific systems and detail.

The sim's weather dynamics are extremely realistic enabling the instructor to create multiple cloud levels and types, rain, hail or snow. Night or day operations are offered, with

variable turbulence levels, wind shear and icing. The MCC covers both normal operations, with the instructor playing the part of ground crew, ATCO and even cabin crew (the sim even has a handset for the student pilots to make cabin announcements), 'abnormals' and emergencies. Any possible failure in a modern

jet can be simulated and CRM has one or two tricks for making these emergencies especially convincing—but we'll not spoil the surprise by giving anything away here!

There is no test at the end of the course and there are no pass or fail criteria. The majority of CRM's customers are modular civilian or military trainees and tend to be highly motivated, "but we did have one chap who was just going through the motions," says instructor Captain Mel Jenkins. "Our role is to educate them about the importance of CRM/MCC: he went away and thought about it—and came back and successfully applied himself." As well as the MCC and JOC—which can be combined in one £2,650 course—CRM offers Upset Prevention and Recovery Training – Aeroplane (UPRT-A) in its own three Slingsby T67 Firefly aircraft. Prospective airline pilots should note that by April 2019 this training will be a mandatory requirement prior to commencing a multi-crew type rating. Prices are likely to go up when EASA approvals are granted so with a twinkle in his eye, Rob urges prospective customers to book now!

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