

Line Training Captain/Commander (LTC)



Guidance Material

RECORDS OF REVISIONS

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2. FOREWORD

This publication relates to the function and qualification of Line Training Captain/Commander

3. APPLICABILITY

To all operators engaged in commercial flight operations.

4. REGULATION REFERENCES

- (EU) No 965/2012 Annex III Part-ORO, ORO.FC.105, AMC1 ORO.FC.105, AMC2 ORO.FC.105, GM1 ORO.FC.105, ORO.FC.200, ORO.FC.205, AMC1 ORO.FC.205, ORO FC.220, AMC1 ORO. FC.220, GM1 ORO.FC.220, ORO FC.230, AMC1 ORO.FC.230, AMC2 ORO.FC.230, GM ORO.FC.230, ORO.FC.235, AMC1 ORO.FC.235, GM1 ORO.FC.235, ORO.FC.A.250, ORO.FC.H.250.
- (EU) No 1178/2011 GM1 FCL.925,

5. INTRODUCTION

(EU) No 965/2012 Annex III Part-ORO does not specify Line Training Captain/Commander as personnel to be certified or approved by CCAA, however it does allow line flying under supervision (LIFUS) of flight crew member nominated by operator. Also, line check may be conducted by suitably qualified commander nominated by the operator, trained in CRM concepts and the assessment of CRM skill.

In the context of conducting line flying under supervision AIR OPS requires operators to nominate flight crew member performing supervision. Line check in context of AIR OPS may be conducted by suitably qualified commander nominated by the operator. Since a number of different expressions and definitions were being used to describe this function CCAA recommends terms “Line Training Captain” or “Line Training Commander” in order to standardise such wording.

A clear specification of qualification and training requirements justifying the nomination of a flight crew member to act as Line Training Captain/Commander is missing. The same applies to the meaning of the term “suitably qualified commander”. The CCAA therefore recommends to specify an applicable standard in order to close this gap.

In principle operators should only nominate such commanders having a deeper understanding on how to judge, realise and introduce procedures. They shall have, as a minimum, the same knowledge and abilities as those they will supervise in line flying (LIFUS) and check. Standardised judgment shall help to identify and eliminate unwanted trends in time by correcting the training and checking programme. Such trends will serve as one of the main factors for the feedback system to the respective Potholders and consequently for the management evaluation.

6. QUALIFICATION

"Line flying under supervision" and "line check" is not relevant to license matters according to Part FCL, but is entirely AIR-OPS related. Therefore, a commander nominated for that purpose does not necessarily need to be an instructor (e.g. TRI) or an examiner (e.g. TRE). Exemptions to this is LIFUS after ZFTT (type rating based zero flight-time-training) and LIFUS for the purpose of recent experience (FCL.060) when exceeding 90 days (up to 120 days) without fulfilling recent experience criteria. In those two cases LIFUS must be done under supervision of TRI (for ZFTT and recent experience) or TRE (for recent experience).

The following recommendations are to be considered by Operators when nominating Line Training Captains/Commanders within the approved training and checking programme envelope of the respective operator.

Applicants shall:

- Satisfactorily completed the associated operator's command course (ORO.FC.205);
- Be well familiar with the operator's philosophy, procedures, organisation as well as area and kind of operation
- Have a profound knowledge of the administrative procedures, contents of Operations Manuals, operational documents, forms and related records;
- Have good total experience and experience on type. Consequently they must no longer be considered as inexperienced flight crew members on that particular aeroplane type;
- Be qualified to operate in either pilot's seat (ORO.FC.135, ORO.FC.235) where the function of Line Training Captain/Commander has to be performed from the right hand seat and;
- To be trained in CRM concept and the assessment of CRM skills.

7. CONTENTS OF OPERATIONAL MANUAL

The training and qualification requirements and instructions detailing the tasks of a Line Training Captain/Commander should be described in respective part of Operations Manual.

- Operations Manual Part A, Chapter 4 "Crew Composition",
 - The crew composition for line flying under supervision and line checks are to be specified.
 - Additionally the rules applicable to the designation of commander and succession of command shall provide information in regard to the function of Line Training Captain/Commander
- Operations Manual Part A, Chapter 5 "Qualification Requirements",

- Pre-requisites, minimum experience and qualification requirements in compliance with this directive shall be specified.
- Operations Manual Part D, Chapter “Training and Checking Personnel”,
 - Line Training Captains/Commanders are to be listed in the OM-D, Chapter “Training and Checking Personnel. Changes and amendments are to be performed through a revision of this list. Names and applicable aeroplane type(s) are to be included.
 - Line Training Captains/Commanders training is to be described as a single module and the corresponding syllabus included
- Operations Manual Part D, Chapter “Procedures for Training, Checking and Supervision Personnel”
 - Processes related to the organization and conduct of training and the supervision for Line Training Captains/Commanders are to be included.

8. **LIMITATION**

A Line Training Captain/Commander must fulfil all requirements applicable for Commanders engaged in commercial flight operations.

When Line Training Captain/Commander is part of the minimum flight crew according to the operator's Operations Manual limitations concerning (EU) 1178/2011 FCL.065 must be respected.