

TCAR OPS Flight Crew Training Program

"Line Training Captain: LTC" & "Line Checker"

Flight Operations Standards Department

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Main Regulatory References

Line-Training Captain: LTC

ORO.FC.145	Provision of training
ORO.FC.146	Personnel providing training, checking and assessment
ORO.FC.200	Composition of flight crew
ORO.FC.235	Pilot qualification to operate in either pilot's seat

Line-Check Captain: LCC

ORO.FC.145	Provision of training
ORO.FC.146 (g)	Personnel providing training, checking and assessment
ORO.FC.220 (f)	Operator conversion training course

Introduction [ORO.FC.146, 235]

Suitably Qualified PIC or Commander Nominated by the Operator:

- **Line Training Captain** is the PIC/commander nominated by operator to provide the **LIFUS** training.

/i\ **Note:** this case is not applicable to first 4 T/O&L/D in **ZFTT** and under **FCL 060**

- **Line Check Captain** is the PIC/commander nominated by operator to conduct **Line Check**.

Line-Training Captain: LTC [A]

General: [AMC1 ORO.FC.146(e);(f)&(g)]

LTC should be:

- Qualified instructor in accordance with **FCL Subpart J**; or
- Received LTC training established by operator.

Pre-requisite: [AMC1 ORO.FC.146(e);(f)&(g)]

Regulation does not specify a **minimum level of experiences**, We **recommend** that the Operator put in place a process for the selection, training and designation of LTCs.



Line-Training Captain: LTC [A]

Principle: [GM1 ORO.FC.220(d), (a)]

Before being designated for the supervision of LIFUS, the relevant CPTs may undergo training covering the following aspects:

- Principles of pedagogy (**instructional technique**) applied to flight training;
- Practical training in the simulator (or in-flight). In **addition** to the minimum regulatory training in the **right seat** (Training and Checking);
- Ground training **specific to the delivery** of the LIFUS program defined by the Operator.



Line-Training Captain Course

Pedagogical/Instructional Training: should include

- Either the general theoretical part of an instructor qualification course as defined in **FCL 920, AMC1 FCL.920 and AMC1 FCL.930.FI [Part 1: Teaching & Learning]**, or
- a training proposal **developed by the Operator** submitted to the Authority.

Practical Training on the FSTD: may include the following aspects:

- Adaptation/Readaptation to flying from the **Right seat**;
- Role of the LTC in Challenging Situations

Other Factors to take into Consideration (LTC)

Training on Different Operator Programs, This training should include:

- Familiarization with various LIFUS programs (OCC, Command course, etc.) as referenced in the OM-D.
- Documentation support and the use of the evaluation and grading system.
- In-flight workload management.
- Creating and managing fictional situations in flight, questioning in the flight preparation phase and during different flight phases.

Note: During passenger or cargo flights, simulating abnormal or emergency situations [CAT.OP.MPA.275] is prohibited.

- Progress tracking procedures and managing progression difficulties.
- Role and responsibilities of the CPT in charge of LIFUS, especially in maintaining situational awareness and safety measures related to this type of flight.



Special Case (Change type within the same operator)

- In the case of a type change, the operator may issue a new designation, **considering the crew members' experience on the previous type.**
- These conditions should not be less than the minimum pairing/crewing requirements [AMC1 ORO.FC.200(a)]. **It is the responsibility of the operator** to assess the **need for additional training** based on the **differences** between the types involved.

CREWING OF INEXPERIENCED FLIGHT CREW MEMBERS

The operator should establish procedures in the operations manual taking into account the following elements:

Aeroplanes

- (a) The operator should consider that a flight crew member is inexperienced, following completion of a type rating or command course, and the associated line flying under supervision, until he/she has achieved on the type either:
 - (1) 100 flight hours and flown 10 sectors within a consolidation period of 120 consecutive days; or
 - (2) 150 flight hours and flown 20 sectors (no time limit).

/i\ Note: Recurrent for LTC may applicable on the case RHS qualifications.

Line-Check Captain (Checker-[A])

Pre-requisite:

- Regulation does not specify a **minimum level of experiences**. However we recommend to consider the qualification of TRE as define in FCL;
- Additionally, it is desirable that LCCs have prior experience as an LTC;

Minimum Training requirement for LCC nominated by operator (who're not TRE):

- how to perform a checking, conduct of the briefing/debriefing training session;
- grading and (checking) reporting system defined by operator;
- flight techniques applicable to checks performed in flight;
- the assessment of CRM skills.



Special cases for Line-Check Captain (Checker)

In exceptional cases, the Authority will consider, on a case-by-case basis, any other possibilities proposed by the Operator to address a **temporary LCC shortage**. In this regard, the Operator **may propose** the following alternative configurations:

- An Operator's LCC **qualified on another type** and experienced on a **similar network**, or
- An **LCC from another Operator**, who **must** then **undergo specific OCC** training with a validity of 6 months, as specified in **AMC1 ORO.FC.220(f)**.

/i\ Note: The LCC cannot be designated as the commander of the flight under ORO.FC.105. Therefore, the pilot or crew being assessed must hold a valid LC.

