



สำนักงานการบินพลเรือนแห่งประเทศไทย  
The Civil Aviation Authority of Thailand

# **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.

