

**Acceptable Means of Compliance**  
**Line Training Captain**



**Edition 2**  
**Revision 00**



## ORDIN

### cu privire la aprobarea documentului “Mijloace acceptabile de punere în conformitate – Line Training Captain (LTC) Ediția 02”

nr. 18/GEN din 07.08.2018

*Monitorul Oficial nr.321-332/1300 din 24.08.2018*

\* \* \*

În temeiul art.5 alin.(3) lit.e) din [Legea aviației civile nr.1237-XIII din 09.07.1997](#) și punctului 7 subpunctul 5) din Regulamentul privind organizarea și funcționarea Autorității Aeronautice Civile, aprobat prin [Hotărârea Guvernului Republicii Moldova nr.645 din 07.08.2014](#), întru executarea atribuțiilor ce îi revin Autorității Aeronautice Civile în calitate de autoritate administrativă care aprobă regulamente, instrucțiuni, alte acte cu caracter tehnic care conțin standarde și proceduri executorii pentru persoanele fizice și juridice care activează în domeniul aviației civile, în scopul stabilirii condițiilor și procedurii de acceptare de către Autoritatea Aeronautică Civilă a comandanților nominalizați în calitate de Comandant de Instruire pe Rută,

#### ORDON:

1. Se aprobă documentul „Mijloace acceptabile de punere în conformitate – Line Training Captain (LTC) Ediția 02”, conform anexei la prezentul ordin.
2. Autoritatea Aeronautică Civilă va pune la dispoziția tuturor persoanelor interesate anexa la prezentul Ordin prin publicarea pe pagina web oficială [www.caa.md](http://www.caa.md), la compartimentul „Cadrul Normativ – Alte acte normative”.
3. Din data intrării în vigoare a prezentului ordin, se abrogă [Ordinul Autorității Aeronautice Civile nr.28/GEN din 20 decembrie 2013](#) ”Cu privire la aprobarea documentului „Mijloace de acceptare a Comandanților de Instruire pe Rută”. Acceptările comandanților de instruire pe rută, care au fost eliberate în baza Ordinului nr.28/GEN din 20 decembrie 2013, rămân valabile în continuare până la expirarea termenului pentru care au fost eliberate.
4. Prezentul ordin intră în vigoare din data publicării în Monitorul Oficial al Republicii Moldova.

DIRECTORUL

AUTORITĂȚII AERONAUTICE CIVILE      Radu BEZNIUC

Nr.18/GEN. Chișinău, 7 august 2018.



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**1. APPROVAL PAGE**

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**ACCEPTABLE MEANS OF COMPLIANCE**  
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**1.1. DISTRIBUTION LIST**

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**1.2. LIST OF EFFECTIVE PAGES**

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## ACCEPTABLE MEANS OF COMPLIANCE Line Training Captain

### 2. FOREWORD

This publication replaces all guidance material related to the function of Line Training Captain previously published by the Civil Aviation Authority of the Republic of Moldova (CAA RM).

#### 2.1. LEGAL BASIS

JAR-OPS / RAC-OPS x.940, OPS x.943, OPS x.945, OPS x.955, OPS x.965, OPS x.968, OPS x.980 and JAA AGM Section Four Part Three TGL 44.

**NOTE:** Further on in the present manual, under the above statement JAR-OPS / RAC-OPS x., are to be understood JAR / RAC-OPS 1 and/or JAR / RAC-OPS 3.

#### 2.2. ABBREVIATIONS

AGM	Administrative Guidance Material	LC	Line Check
AOC	Air Operator Certificate	LTC	Line Training Captain
ATPL	Airline Transport License	MP	Multi Pilot
CAA	Civil Aviation Authority	MPA	Multi Pilot Aeroplane
CPL	Commercial Pilot License	MPO	Multi Pilot Operations
CRE	Class Rating Examiner	OM	Operations Manual
CRI	Class Rating Instructor	OPC	Operator Proficiency Check
CRM	Crew Resource Management	SFI	Synthetic Flight Instructor
FCL	Flight Crew Licensing	SP	Single Pilot
FI	Flight Instructor	SPA	Single Pilot Aeroplane
IFR	Instrument Flight Rules	STI	Synthetic Training Instructor
IRI	Instrument Rating Instructor	TGL	Temporary Guidance Leaflet
JAA	Joint Aviation Authorities		





## ACCEPTABLE MEANS OF COMPLIANCE Line Training Captain

### 3. INTRODUCTION

JAR-OPS / RAC-OPS, Subpart N offers some guidance regarding "line flying under supervision" and "line checks" as an important part of the conversion / command course and recurrent training and checking.

In the context of conducting line flying under supervision and line checks JAR-OPS / RAC-OPS requires operators to "nominate commanders acceptable to the Authority". Quite a number of different expressions and definitions were being used to describe this function and to replace the term "nominated commanders acceptable to the Authority". The CAA RM therefore recommends the term "Line Training Captain" in order to standardize such wording.

A clear specification of qualification and training requirements justifying the nomination of a flight crew member to act as Line Training Captain is missing. The same applies to the meaning of the term "acceptable to the Authority". The CAA RM therefore considers it as necessary to specify an applicable standard in order to close this gap.

In principle operators shall 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 have to teach and to examine. 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 Postholders and consequently for the management evaluation.



## ACCEPTABLE MEANS OF COMPLIANCE Line Training Captain

### 4. QUALIFICATION

"Line flying under supervision" and "line check" is not relevant to license matters according to JAR-FCL, but is entirely JAR-OPS / RAC-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).

The following prerequisites have to be fulfilled in order to comply with the CAA RM requirements and to be acceptable to act as Line Training Captain (LTC) within the approved training and checking programme envelope of the respective operator.

Applicants shall:

1. Be well familiar with the operator's philosophy, procedures, organisation as well as area and kind of operation. They therefore shall have completed:
  - a. at least 2 proficiency checks with the Operator and
  - b. at least 1 line checks with the Operator with the exception of new operator;
2. Have a profound knowledge of the administrative procedures, contents of Operations Manuals, operational documents, forms and related records;
3. Have good total experience and experience on type:
  - a. Has completed not less than (1000) Hrs flight time as a pilot in command of multi-pilot airplanes.
  - b. Has completed not less than (500) Hrs flight time as a pilot in command of multi-pilot airplanes on the applicable airplane type, with the exception of integration of new airplane type.

As a minimum the combination of flying hours and sectors as specified in accordance with JAR-OPS / RAC-OPS x.940 should be completed. Consequently they must no longer be considered as 'inexperienced flight crew member' on that particular aeroplane type;

4. Be qualified to operate in either pilot's seat according to JAR-OPS / RAC-OPS x.968 in all cases where the function of Line Training Captain has to be performed from the right hand seat. If the activity as Line Training Captain is limited to the introduction and checking of co-pilots only, the operator will have to show how the introduction of the Line Training Captain is being tailored to those tasks exclusively dedicated to co-pilots' supervision and checking whereas the complexity of the aeroplane type and its systems will be considered accordingly; and



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### 5. TRAINING

Applicants will:

1. have to undergo training in the area of "teaching and learning" as described below in table 1, subchapter 5.1;

**Note:** *The ground training may be undertaken within AOC organization provided by TRI.*

2. to undergo an operator internal training concerning the applicable administrative procedures, contents of Operations Manuals as well as flight operations related documents, forms and records according to table 2, subchapter 5.2 below;
3. conduct two line training sectors as LTC under the supervision by TRI.



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**5.1. TABLE 1: ELEMENTS ON TEACHING ACTIVITY AND LEARNING BEHAVIOUR**

An adequate syllabus for theoretical knowledge concerning teaching activity and learning behaviour of a Training Captain candidate shall include at least:

Topic	Content
Learning Process	<ul style="list-style-type: none"> <li>• Perception and understanding</li> <li>• Memory and its application</li> <li>• Rates of learning</li> <li>• Learning methods</li> </ul>
Teaching Process	<ul style="list-style-type: none"> <li>• Elements of effective teaching</li> <li>• Teaching methods</li> <li>• Planning of instructional activity</li> </ul>
Technique of applied Instructions – Airborne instruction techniques	<ul style="list-style-type: none"> <li>• The flight / cockpit environment</li> <li>• The critical flight phases</li> <li>• Student errors and consecutive manoeuvre corrections</li> <li>• In-flight judgment, decision making and situational awareness</li> <li>• In-flight workload management</li> </ul>
Human Performance and Limitations relevant to flight instructions	<ul style="list-style-type: none"> <li>• Physiological Factors</li> <li>• Psychological Factors</li> <li>• Human Information Processing</li> </ul>
Briefing and Debriefing Techniques	<ul style="list-style-type: none"> <li>• Briefing facilities / environment</li> <li>• Topics and targets</li> <li>• The drawing up of comments, recommendations and improvements</li> <li>• The need of concise communication</li> <li>• Briefing structure, content and sequence</li> <li>• The candidate's self-assessment and self-critic</li> </ul>
Candidate's Evaluation and Testing	<ul style="list-style-type: none"> <li>• The role of Training Captain during examination and its analysis</li> <li>• Analysis of student's errors</li> <li>• Assessment of student performance</li> </ul>



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**5.2. TABLE 2: OPERATORS' SPECIFIC ELEMENTS**

Topic	Content related to Multi Pilot Operation	Scope for Single Pilot (SP)
Legal Requirements	<ul style="list-style-type: none"> <li>• Legal basis, its prerequisites as well as operator specific application</li> <li>• Instructions, that absolutely no abnormal or emergency situations are trained or simulated; and that the simulation of IMC by artificial means is prohibited during line flying under supervision and line checks</li> </ul>	Fully Applicable
Training and Checking Programme Development	<ul style="list-style-type: none"> <li>• Line flying under supervision               <ul style="list-style-type: none"> <li>- Conversion Course</li> <li>- Command Course</li> </ul> </li> <li>• Route and aerodrome competence.               <ul style="list-style-type: none"> <li>- Line check</li> <li>- Conversion course</li> <li>- Command course</li> <li>- Recurrent checking</li> </ul> </li> </ul>	Except command course
Candidate's evaluation and examination	<ul style="list-style-type: none"> <li>• CRM skill assessment based on methodology as described in the Operations Manual and approved by CAA RM</li> </ul>	Tailored for SP needs
Handling of underperforming crew.	Procedures to be applied in the event that candidates do not achieve or maintain the required standard	Fully Applicable
Training and Checking Administration	<ul style="list-style-type: none"> <li>• Standardised entries in:               <ul style="list-style-type: none"> <li>– Records and forms</li> <li>– Example of correctly completed forms</li> <li>– Control, analysis and storage of records</li> </ul> </li> <li>• Instructions, that absolutely no abnormal or emergency situations are trained or simulated; and that the simulation of IMC by artificial means is prohibited during line flying under supervision and line checks</li> </ul>	Fully Applicable
Operations Manual System	<ul style="list-style-type: none"> <li>• Use and application of OM system during flight operations</li> <li>• Use and application of documentation, forms and records relevant to flight operations</li> </ul>	Fully Applicable
Co-pilots' tasks  (For Training Captain candidates without own Co-pilot experience on the respective aeroplane type and/or company)	<ul style="list-style-type: none"> <li>• Introduction into the tasks specifically dedicated to the Co-pilot</li> </ul>	Not Applicable
Elements of quality system related to training and checking	<ul style="list-style-type: none"> <li>• Feedback system</li> </ul> Introduction into periodical data collection (system of periodical data evaluation as well as function of data provider)	Fully Applicable



## ACCEPTABLE MEANS OF COMPLIANCE

### Line Training Captain

#### 5.3. CREDIT

Applicants holding or having held an instructor rating (TRI) in accordance with JAR-FCL or Part FCL may be credited with the teaching and learning skills already demonstrated for the instructor rating held. If the elements as contained in table 2, subchapter 5.2 above have been covered during the instructor introduction into the respective organisation they need not to be repeated as prerequisites for the function as Line Training Captain.

#### 5.4. LINE TRAINING UNDER SUPERVISION

The conduct of line training under supervision shall ensure a standardisation of qualification criteria, implementation of operating philosophy, policies and procedures.

Line Training Captain applicant's shall conduct a line training under the supervision by TRI from an observer's seat where installed.

##### 5.4.1. Long Range Operation

In the case of long range operations the Line Training Captain candidate may fulfil the function of a cruise relief pilot according Appendix 2 to JAR-OPS x.940, where additional operating flight crew members are carried.

##### 5.4.2. Single Pilot Operations

The Line Training Captain candidate occupies the right hand seat, thus covering the requirement according JAR-OPS / RAC-OPS x.940 (b). However the LTC shall not have any crew related tasks. The supervising commander may either function as active crew member in the left-hand seat or conduct the supervision from the nearest seat to the cockpit from which the flight crew can be observed and listened to.



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### 6. INTEGRATION OF NEW AEROPLANE OR NEW OPERATOR COMMENCING OPERATION

Where a new aeroplane is being added to the operator's AOC or where a new operator is starting its operation it might be necessary to make use of external resources for its introduction, such as commanders sufficiently experienced on the type from the manufacturer, such as test pilots or from another community operator using the same type of aeroplane.

Proof of corresponding qualification as well as completed training in relation to the flight specific elements stipulated within table 2, subchapter 5.2 above shall be added to the application.

An experienced Line Training Captain within the company who is qualified on a comparable aeroplane type in relation to similar size and performance and area of operation may immediately be released after line flying under supervision on the new aeroplane type by special CAA RM acceptance. For all other commanders previously nominated and formally accepted as Line Training Captains line flying under supervision shall adequately be adapted where area and / or kind of operations are new, such as ETOPS or MNPS before the functions of a Line Training Captain may be exercised.

#### 6.1. LINE TRAINING CAPTAIN CHANGING OPERATOR WHILE MAINTAINING AEROPLANE TYPE

A commander formally accepted as Line Training Captain with a previous operator who is joining another operator on the same aeroplane type with the intention to continue his Line Training Captain activity will have to fulfil the requirements stipulated under table 2, subchapter 5.2 above and conduct line flying under supervision adequately adapted for accommodation to the new environment, e.g. area and/or kind of operation.

#### 6.2. LINE TRAINING CAPTAIN CHANGING OPERATOR AND AEROPLANE TYPE

A commander formally accepted as Line Training Captain with a previous operator who is joining another operator and changing aeroplane type with the intention to continue his Line Training Captain activity will have to fulfil the requirements stipulated under table 2, subchapter 5.2 above and conduct line flying under supervision. In addition he will be required to fulfil the number of flight hours or sectors according to AMC OPS x. 940(a)(4) before he will be released in his function as Line Training Captain.



## ACCEPTABLE MEANS OF COMPLIANCE Line Training Captain

### 7. CONTENTS OF THE OPERATIONS MANUAL

The training and qualification requirements and instructions detailing the tasks of a Line Training Captain shall be described in compliance with JAR-OPS / RAC-OPS x.1045 and CAA RM Guidance Material in the relevant parts of the 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*
- Operations Manual Part A, Chapter 5 “Qualification Requirements”,
  - *Pre-requisites, minimum experience and qualification requirements in compliance with this AMC shall be specified.*
- Operations Manual Part D, Chapter 1.3 “Training and Checking Personnel”,
  - *Training Captains are to be listed in the OM D, Chapter 1.3 “Training and Checking Personnel. Changes and amendments are to be performed through a revision of this list. Names, license numbers and applicable aeroplane type(s) are to be included.*
- Operations Manual Part D, Chapter 2.5 “Training and Checking Personnel”
  - *Line Training Captain training is to be described as a single module and the corresponding syllabus included*
- Operations Manual Part D, Chapter 3.1.4 “Procedures for Training, Checking and Supervision Personnel”
  - *Processes related to the organization and conduct of training and the supervision for Training Captains are to be included.*

### 8. LIMITATION

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

Based on JAR-FCL x.060, the activity as Line Training Captain within commercial operation is limited to the age of 64. In case that the Line Training Captain is part of the minimum flight crew according to the operator's Operations Manual, the composition of the flight crew members must ensure that not more than one license holder has attained age 60-64.

The period of validity of Line Training Captain acceptance shall be 36 calendar months in addition to the remainder of the month of issue. If revalidated within the final 12 calendar months of validity of a previous line training captain acceptance, the period of validity shall extend from the date of issue until 36 calendar months from the expiry date of that previous line training captain acceptance.





## ACCEPTABLE MEANS OF COMPLIANCE Line Training Captain

### 9. FORMAL ACCEPTANCE OF A LINE TRAINING CAPTAIN – INITIAL ISSUE

A complete application shall contain the following:

- *A written application for the acceptance of the LTC candidate proposed by the respective operator (see annex I)*
- *Copy of proof of completion of training according to tables 1, subchapter 5.1 and 2, subchapter 5.2 above*
- *Copy of the “Training Form” of the line training conducted by the LTC’s candidate under the supervision of TRI.*
- *Copy of record for the completion of pilot qualification on the right hand seat*
- *Copies of 2 proficiency checks, line check, License, Medical Certificate, Validation (if applicable).*



**ACCEPTABLE MEANS OF COMPLIANCE**  
**Line Training Captain**

**ANNEX I**

**Line Training Captain**  
***Authorization (initial issue)***  
**Application Form**



**ACCEPTABLE MEANS OF COMPLIANCE**  
**Line Training Captain**

**A. FOR AOC HOLDER USE ONLY**

1. Applicant name	
2. Airplane type	
3. License type / License number / Type rating expiry date	
4. Class I medical certificate No: / Expiry date	
5. Validation No: and Expiry date (if applicable)	
6. Hours as PIC of multi-pilot airplanes	
7. Hours as PIC of multi-pilot airplanes on the applicable airplane type	
8. Dates of 2 successful proficiency checks (most recent)	
9. Date of successful line check (most recent)	
10. Date successful right hand seat check (most recent)	
11. Date of successful line training conducted by the LTC's candidate under supervision of TRI	
12. Date of completion training as described in Table 1 point 5.1	
13. Details of instructor rating (TRI) (if hold or having held)	
I hereby certify that, the applicant is meeting JAR / RACs and all requirements for Line Training Captain authorization issuance	
Post Holder Crew Training	Signature
	Date

**B. FOR CAA RM USE ONLY**

Requirements	Yes	No
Check the applicant record for valid ATPL, validation (if applicable) issued by CAA RM		
Check the applicant record for a valid type rating multi pilot airplane on the applicable airplane type		
Check the applicant record for a valid JAR-FCL 3 or Part MED Class I medical certificate		
Check the applicant record for not less than (1000) Hrs flight time as a pilot in command of multi-pilot airplanes		
Check the applicant record for not less than (500) Hrs flight time as a pilot in command of multi-pilot airplanes on the applicable airplane type, with the exception of integration of new airplane type		
Check the applicant record for the completion of at least 2 proficiency checks with the operator, with the of exception new operator		
Check the applicant record for the completion of at least 1 line check with the operator, with the of exception new operator		
Check the applicant record for the completion of training as described in Table 1 point 5.1; <b>or</b>		
Check the applicant record for holding or have held an instructor rating (TRI) in accordance with JAR-FCL or Part FCL (if applicable)		
Check the applicant record for the completion of pilot qualification on the right hand seat		
Check the applicant record for the completion of line training conducted LTC's candidate under supervision TRI		
Assessment Result	Satisfactory <input type="checkbox"/>	Unsatisfactory <input type="checkbox"/>
Remarks		
Flight Operations Inspector Name	Signature	Date



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### 10. FORMAL ACCEPTANCE OF A LINE TRAINING CAPTAIN – REVALIDATION / RENEWAL

A complete application shall contain the following:

- *A written application for the acceptance revalidation / renewal of the LTC proposed by the respective operator (see annex II)*
- *Copy of the “Training Form” of the line training conducted by the LTC within the last 12 months preceding the expiry date of the authorization*
- *Copies of License, Medical Certificate, Validation (if applicable).*

**Note:** *If expiry of LTC acceptance is more than 6 months the applicant shall additionally provide copy of the “Training Form” of the line training conducted by the LTC under the supervision of TRI.*



**ACCEPTABLE MEANS OF COMPLIANCE**  
**Line Training Captain**

**ANNEX II**

**Line Training Captain**  
***Revalidation / Renewal***  
**Application Form**



**ACCEPTABLE MEANS OF COMPLIANCE**  
**Line Training Captain**

**A. FOR AOC HOLDER USE ONLY**

1. Applicant name	
2. Airplane type	
3. License type / License number / Type rating expiry date	
4. Class I medical certificate No: / Expiry date	
5. Validation No: and Expiry date (if applicable)	
6. Previous Line Training Captain authorization ref no:/ expiry date	
7. Date of successful line training conducted by the LTC within the last 12 months	
I hereby certify that, the applicant is meeting JAR / RACs and all requirements for Line Training Captain authorization issuance	
Post Holder Crew Training	Signature
	Date

**B. FOR CAA RM USE ONLY**

Requirements		Yes	No
Check the applicant record for valid ATPL, validation (if applicable) issued by CAA RM			
Check the applicant record for a valid type rating multi pilot airplane on the applicable airplane type			
Check the applicant record for a valid JAR-FCL 3 or Part MED Class I medical certificate			
Check the applicant record of the line training conducted by the LTC within the last 12 months preceding the expiry date of the authorization			
Assessment Result	Satisfactory <input type="checkbox"/>	Unsatisfactory <input type="checkbox"/>	
Remarks			
Flight Operations Inspector Name		Signature	Date