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|  HCAA | FLIGHT OPERATIONS SECTION INFORMATION BULLETIN | OPS/IB/7/201411/2023 |
| | For all GREEK AOC HOLDERS and AOC APPLICANTS | |

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| Subject: | Minimum Requirements for appointing a commander as an LTC-C Operators should follow EU965/2012 and EU1178/2011 as updated. <u>This is HCAA recommendation only and not mandatory.</u> |
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SCOPE

An Operator to nominate a commander to act as an LTC-C shall have a minimum of requirements for this nomination to ensure the highest standards of safety.

In this context, HCAA to ensure that operators maintain the highest possible levels of safety and sets out the following requirements as recommended practice and guideline.

- **AEROPLANES**

The minimum requirements to nominate a Commander to act as an LTC-C are:

1) For a Company's commander to be upgraded to LTC-C:

- 1500 hrs in MP Aircraft or SP Aircraft with multi-crew operational environment aircraft 500 hrs on type or similar types as PIC
- 150 hrs on specific type as PIC
- Ground training consisting of CRM concepts and assessments of CRM skills, training
- procedures according to PART D, appropriate filling of training forms (line training form, OPC, LPC etc)
- Four (4) line training sectors under the supervision of an LTC-C (Right Seat)
- A line check for LTC-C conducted by a different Examiner than the one performed the line training if possible.

2) For a Company's Senior TRI/TRE's to be used as LTC-C:

- Two (2) line training sectors under the supervision of an LTC-C (Right Seat) Line check by an LTC-C

3) For a subcontracted or part time TRI/TRE's to be used as LTC-C:

- Line flying training sectors at company's discretion according to company's operation (L/R, ETOPS, Short field a/p etc.)
- A Line check by LTC-C conducted by a different Examiner than the one performed the line training if possible.

Note: Deviation from the above may be possible in special cases (i.e. new operator, adding new a/c type) and with the consent of the HCAA.

Limitations

All applicant LTC-C commanders must meet the experience and recency requirements and must be current in right hand seat qualification according to Legislation in force.

Asymmetric thrust flight operations are prohibited.

Simulated instrument flight is prohibited.

Simulated abnormal and emergency procedures are prohibited.

The LTC nomination is valid only whilst the nominated commander is employed with the specific Operator.

- **HELICOPTERS**

The minimum requirements to nominate a Commander to act as a LTC-C are:

1.For a Company's commander to be upgraded to LTC-C :

- 1500 hrs in MP Aircraft
- 300 hrs on type or similar types as PIC
- 100 hrs on specific type as PIC within the Company
- Ground training consisting of CRM concepts and assessments of CRM skills, training procedures according to PART D, appropriate filling of training forms (line training form, OPC, LPC etc.)
- Four (4) line training sectors under the supervision of a LTC-C (Left Seat) A Line
- Check for LTC-C.(Left Seat)

2.For a Company's Senior TRI/TRE's to be used as LTC-C:

- Two (2) line training sectors under the supervision of a LTC-C (Left Seat) Line
- Check by a LTC-C. (Left Seat)

3.For a subcontracted or part time TRI/TRE's to be used as LTC-C:

- Line flying training sector at company's discretion according to Company's operation (I.R., Operational Landing Sites Procedures, etc.) (Left Seat)
- A Line Check by an LTC-C. (Left Seat)

A Line check by LTC-C conducted by a different Examiner than the one performed the line training if possible

Note: Deviation from the above may be possible in special cases (i.e. new operator, adding new aircraft type and with the consent of the HCAA.

Limitations

All applicant LTC-C commanders must meet the experience and recency requirements and must be current in Left Seat qualification according to Legislation in force.

Simulated instrument flight is prohibited.

The LTC nomination is valid only whilst the nominated commander is employed with the specific Operator.