



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
TECHNICAL CENTER, OPPOSITE SAFDARJUNG AIRPORT, NEW DELHI

**CIVIL AVIATION REQUIREMENTS**  
**SECTION 7 – FLIGHT CREW STANDARDS**  
**TRAINING AND LICENSING**  
**SERIES I PART IV**  
**ISSUE II, 12<sup>TH</sup> JULY 2019**

**EFFECTIVE: FORTHWITH**

File No: AV22024/12/17-FSD

Subject: **Approval of TRE/ TRI/ CHECK PILOTS for Helicopter Operations**

1. **INTRODUCTION**

Rule 41 A of the Aircraft Rules 1937 requires approval of check pilots and Examiners for the purpose of checking the proficiency of pilots

This Civil Aviation Requirement lays down the minimum requirements for approval of Type Rated Examiner (TRE), Type Rated Instructor (TRI) & Check-Pilots on helicopters. The CAR is issued under Rule 133A of the Aircraft Rules.

2. **APPLICABILITY**

This CAR is applicable to all helicopter operators.

3. **ELIGIBILITY REQUIREMENTS**

3.1 The seniority, position in the organisation and remuneration received by the pilots shall not be the consideration for approval as TREs / TRIs / Check-Pilots.

3.2 The pilots recommended for approval as TREs / TRIs / Check-Pilots shall be free from prejudices and strong likes and dislikes and capable of recording fair assessments and shall be known for their impartiality. They shall be capable of instilling high standard of discipline among the aircrew and shall have balanced attitude towards them.

3.3 The pilots recommended for approval as TREs / TRIs / Check-Pilots:-

(a) shall be regularly flying the helicopter type for which the approval is sought;

- (b) shall have obtained pilot-in-command rating on the type in the first attempt ;
- (c) shall have consistently shown satisfactory proficiency ;
- (d) shall not have failed in any of the proficiency checks on helicopters during the preceding 02 years ;
- (e) shall have a record completely free of any accident attributable to pilot's proficiency in handling the helicopter during the preceding 03 years ;
- (f) shall have a record free of any incident attributable to pilot's proficiency in handling the helicopter during the preceding 01 year ;
- (g) shall not have tested alcohol positive during a pre/post flight medical check in the previous 03 years.

3.4 The minimum flying experience requirements shall be as follows:-

<b>Experience</b>	<b>Check Pilots (Hrs)</b>	<b>TRIs (Hrs)</b>	<b>TREs (Hrs)</b>	<b>Remarks</b>
Total Helicopters	1500	2000	2500	
PIC Helicopters	750	1250	1750	
On Type PIC	30	50	75#	# Reduced to 50 Hrs, when induction of new type helicopter for first time in country, for TREs on other types and QFIs from Defence background when directly nominated as TREs
Preceding year total experience on type	50	50	50	Not Applicable for Induction of new type in country.
Multi Engine PIC	300	400	500	Applicable only for multi-engine
Instrument Flying	75	100	150	If Applicable
Instructional / Supervisory Experience	-	Six months and 10 Hrs of Check Pilot flying experience.	50 Hrs Instructional (including 10 Hrs on type).	On type instructional requirements not applicable for TREs on other Types and QFIs from Defence background when directly nominated as TREs.

- 3.5 The Flying, Instructional experience and Skills gained in Military Service shall be credited towards the relevant requirements of this Civil Aviation Requirement as follows:-
- (a) Right Hand Seat Check Pilot (RHSCP) / Centre Seat Qualified (CSQ) pilots from Defence Forces shall be considered for direct approval as TRIs.
  - (b) QFIs (Qualified Flying Instructors) from Defence Forces shall be considered for direct approval as TREs.
- 3.6 For Pilots without any previous supervisory experience the approval for Check Pilot / TRI / TRE shall be in a graduated and ascending order, so as to ensure that adequate experience is gained at each level.

**4. PROCEDURE FOR NOMINATION BY OPERATOR**

- 4.1 **For TRI/Check Pilot:** The Accountable Manager/Head of training of operator, shall subject the pilots suitable for TRI/ Check Pilot to a process of selection, suitability tests and requisite flying training on the type of helicopter, as given at Appendix 'A'. After the completion of the requisite training of such pilots the Accountable Manager/Head of Training of the operator shall furnish a statement showing compliance of all the requirements of this CAR including the submission of complete training records, in original in respect of each pilot to DGCA for seeking the approval.
- 4.2 **For TREs:** The Accountable Manager/Head of training of Operator shall forward the nomination for the selected pilot as per Appendix 'B' to DGCA recommending the name for initial approval of TRE. A resume of the candidate's including his background, qualifications, experience, any conflict of interest and summary of previous checking, training or supervisory experience shall also be sent along with the Appendix 'B' to DGCA for preliminary selection. Subsequent to preliminary approval by DGCA, the operator shall commence the training for TRE of the selected pilot as per provisions given at Appendix 'A' to this CAR.

**5. ACTION AT DGCA**

- 5.1 **For TRIs/Check Pilots:** The Director General shall approve TRIs / Check Pilots based on recommendations of a Board duly appointed by the Director General. The Board shall review the documentation for initial approval and provide their recommendations to Director General.
- 5.2 **For TREs:** On submission of the Appendix 'B' of the nominated pilot for TRE by the operator, the preliminary selection process for suitability as TRE shall be carried out by a Board in the form of an interview of the candidate at DGCA HQ. The Board will be chaired by the JDG / CFOI / Dy. CFOI (H), DGCA with the members being a type qualified FOI (if available). The scope of the interview for selection shall be, knowledge of specific type of helicopter, DGCA Rules, CARs and Circulars pertaining to pilot training; and TRE / TRI / Check Pilot

functions and responsibilities. Result of the interview will then be communicated to operator.

- 5.2 The pilots nominated for final approval after the complete training for TRE/TRI/Check pilot shall be checked by a DGCA Flight Operations Inspector (Type rated if available) before they are released to act as TREs / TRIs / Check-Pilots. The pilots who fail in the release check shall not be recommended again for the respective approval for a period of 03 months. Maximum three attempts shall be given to the pilot to reappear in the failed release check.
- 5.3 A pilot shall be approved as TRE / TRI / Check Pilot on the Type of helicopter on which he has undertaken training and release check. He may exercise functions of TRE / TRI / Check Pilot on all variants of that type provided the pilot has undertaken required differences / familiarisation training as mandated vide CAR Section 8 Series H Part II, followed by a standardisation check with a DGCA FOI (Type Rated if available).
- 5.4 DGCA may also authorize for a specified period TREs / TRIs / Check Pilots or pilots of equivalent status approved as such by any ICAO Contracting State. Before exercising the functions of TREs / TRIs / Check Pilots following requirements are to be met:-
  - (a) They shall meet the minimum flying experience requirements given at Para 3.4 of this CAR.
  - (b) For a pilot issued with FATA employed by the operator, the pilot shall have functioned as a TRE / TRI / Check pilot on type, duly approved by an ICAO Contracting State, for a minimum period of 2 years in the previous 3 years.
  - (c) They shall undergo a standardisation check with a DGCA FOI (Type Rated if available).
  - (d) Undertake only those functions given at para 6 of the CAR for which they have been previously authorised by the ICAO contracting state.
- 5.5 A DGCA Flight Operations Inspector, when scheduled by FSD, DGCA may monitor (by way of random check) any TRE / TRI / Check Pilot conducting any training or check, at any time.
- 5.6 In case adequate number of pilots fully meeting the aforesaid requirements are not available with an operator, the Director General may, at his discretion, relax the requirements taking into consideration the past performance, the flying record and the experience of the pilot proposed for approval by the operator.

**6. FUNCTIONS**

6.1 No pilot shall exercise the functions of a TRE / TRI / Check Pilot unless he / she is duly approved by DGCA and meets the requirements of this CAR. The functions of the TREs/ TRIs/ Check Pilots shall be as mentioned in the subsequent paragraphs.

**6.2 TREs**

- (a) Skill Tests for Type Rating.
- (b) Release Check for Pilot-in-Command rating.
- (a) Instrument Rating Test for grant of initial IR.
- (d) Night Check and Night Route Check.
- (e) Training of TREs / TRIs.
- (f) All functions of TRI.

**6.3 TRIs**

- (a) Training for Type Rating.
- (b) Proficiency Checks and Role Checks.
- (c) Instrument Rating (IR) Renewal Check.
- (d) Training of TRIs and Check Pilots.
- (e) Training and Release Check for Special VFR.
- (f) All functions of a Check Pilot.

**6.4 Check-Pilots**

- (a) Line Checks.
- (b) Supervised Line Flying (SLF).

**7. FUNCTIONS AND TRAINING REQUIREMENTS ON SIMULATORS**

7.1. TREs / TRIs may be authorised to continue to exercise their functions on simulators specific to the type and variant, provided:-

- (a) They continue to meet all requirements needed to exercise functions as TRE / TRI.

- (b) They are familiarized with the training manual of the Training Institute in which the functions are to be exercised on simulators, for a minimum duration of 02 hours.
- (c) They have undergone a demonstration of the console with a SFI for one session of 0:45 hrs to observe, and a minimum of 02 hours to conduct the Operating Station / Console of that Simulator, to the satisfaction of the SFI.

**8. RECENT EXPERIENCE REQUIREMENTS**

8.1 A TRE / TRI / Check-Pilot shall exercise his functions only when:-

- (a) He has a current and valid proficiency check and meets the recent experience requirement of five (05) hours PIC in the last 90 days on the same type.
- (b) He has exercised the functions of TRE / TRI / Check-Pilot as applicable, on the same type within the preceding year, except when a pilot is newly approved on a type of helicopter.
- (c) He is role qualified and current, before undertaking training / tests / checks in special roles (Refer CAR Section 8 Series H Part II).

8.2 In case the TRE / TRI / Check-Pilot is not meeting the aforesaid recent experience requirements, he shall first exercise his functions under the supervision of a TRE / TRI or a DGCA Flight Operations Inspector (Type Rated if available). He shall start functioning independently again, only if his proficiency is found satisfactory.

8.3 A certificate indicating compliance of the aforesaid recent experience requirements shall be recorded by all TREs / TRIs / Check Pilots in the Test / Check / Training reports.

**9 CONFLICT OF INTEREST**

9.1 Since TREs / TRIs / Check Pilots primarily are operator's employees carrying out functions on behalf of DGCA, sometimes it may result in a situation of conflict of Interest. Conflict of Interest is defined as any relationship that might influence an approved TRE / TRI / Check Pilot to act, either knowingly or unknowingly, in a manner that does not hold the safety of the flying public as the primary and highest priority. Example of such a situation is, but not limited to, when a TRE is conducting a Test / Check on a pilot whom the TRE has trained under a concurrent instructor approval and such training culminates into the Test / Check. The final authority, for deciding whether there exists any conflict of interest that might affect the conduct of tests and checks in an impartial manner, rests with the DGCA. Whenever, any TRE / TRI / Check Pilot comes into a situation of conflict of interest, a full report of the circumstances shall be immediately submitted by him / the operator to DGCA for review.

**10. VALIDITY**

10.1 Unless revoked or suspended, the approval of the TREs / TRIs / Check-Pilots shall remain valid for a period of five (05) years from the date of issue of approval so long as the pilot -:

- (a) continues to regularly fly the type of aircraft on which the approval has been granted;
- (b) meets the applicable requirements of this CAR;
- (c) to continue exercising the privileges, shall have undergone in the past 02 years a standardisation check of minimum duration of 0:45 Minutes with DGCA FOI(Type Rated if available) starting from the date of Release Check for assessment of his continued instructional proficiency to the satisfaction of the FOI and;
- (d) remains in the employment of the operator who has requested and obtained the approval.

**11. RENEWAL**

11.1 Renewal of approval of TRE / TRI / Check Pilot shall be accorded by DGCA subsequent to submission of the following documents by the operators, at least three months in advance :-

- (a) Copy of license and medical certificate.
- (b) Record of standardization checks.
- (c) Para-wise CAR Compliance to be submitted by the Accountable Manager/Head of training of operator.

11.2 The request will be examined at FSD, and if found satisfactory, the authorization may be extended for another five (05) years.

**12. PROCEDURE IN CASE OF CHANGE OF OPERATOR**

12.1 On change of operator by any TRE / TRI / Check Pilot, the new operator if desirous of utilising the pilot in the same capacity in his company, shall submit the request to DGCA for the same. DGCA shall issue a fresh letter of approval, however the period of validity of the approval of five years shall be counted from the date of the original approval letter.

**13. WITHDRAWAL OF TRE / TRI / CHECK PILOT PRIVILEGES**

13.1 Approval granted to a pilot as TRE / TRI / Check Pilot may be suspended or cancelled / withdrawn by DGCA if the pilot is found lacking in any of the

requirements or if found unfit in any manner or in case of serious safety violation. The Accountable Manager/ Head of Training of the operator may also recommend to the DGCA, withdrawal of privileges as TRE / TRI / Check pilot giving adequate justification.

- 13.2 Except where there is an immediate threat to safety, the DGCA, prior to making a final decision in the matter of withdrawal of a TRE's / TRI's / Check Pilot's privileges, shall ensure the matter has been investigated thoroughly; and the TRE / TRI / Check pilot and, where applicable, the concerned Operator, have been given a formal opportunity to respond to the allegations, either verbally or in writing.

14. **FEES**

- 14.1 Fee for approval of TRE / TRI / Check Pilot shall be Rs Ten Thousand, and for renewal of TRE /TRI / Check Pilot shall be Rs Five Thousand.
- 14.2 Whenever DGCA FOI is on board the aircraft / simulator to conduct TRE / TRI / Check Pilot release check / standardization check, fee shall be paid in accordance with Rule 48 (2) of the Aircraft Rules 1937.



(Arun Kumar)  
Director General of Civil Aviation



**MINIMUM TRAINING REQUIREMENTS FOR  
TRE / TRI / CHECK-PILOT**

**1. MINIMUM TRAINING FOR CHECK PILOTS**

- 1.1 Class Room Training Class room training of at least 16 hrs (in minimum 02 days) shall be given by TRE / TRI / Synthetic Flying Instructor (SFI). The training shall cover at least the following aspects:
- (a) Method of conducting line checks.
  - (b) CRM points as Check Pilots.
  - (c) Do's and Don'ts for Check-Pilots.
  - (d) Precautions to be observed during checks.
  - (e) Briefing and de-briefing of pilots under check.
- 1.2 Flying Training on Type - The trainee Check Pilot shall undergo flying training of at least 03 training sorties of minimum duration of 0:45 hrs each with trainee occupying co-pilot seat and the Instructor occupying pilot seat covering at least the following aspects:-
- (a) Handling of normal, and emergency conditions from the co-pilot seat.
  - (b) Simulated one engine inoperative landing in multi-engine aircraft. It should be carried out observing all safety precautions in accordance with the manufacturer recommendations and other regulatory requirements. Autorotation flare and recovery shall be practiced in case of single engine helicopters.
  - (c) Method of conducting Line Checks and SLFs.
  - (d) Updated knowledge on GPWS, ACAS, Transponder, GPS, VOR, ILS etc, and any other special equipment fitted on the type of helicopter. Correct and timely response to the alerts and warnings from ACAS and GPWS (if fitted).
  - (e) Any other aspect considered necessary by the Instructor
- 1.3 Line Training At least one line check flight of minimum duration of 0:45 hrs with trainee check pilot occupying co-pilot seat with TRE / TRI in pilot seat. For multi-engine helicopter, the flight shall be in IFR in case of IR pilot. The purpose is to introduce the trainee Check-Pilot to line check duties.

1.4 Release Check Release Check of 0:45 hrs by a DGCA Flight Operations Inspector (Type Rated if available) with the trainee Check Pilot occupying co-pilot seat and carrying out line check of another pilot. DGCA Flight Operations Inspector may occupy pilot seat and act as a pilot under check if required, provided endorsed on type and holding a valid licence and medicals.

1.5 Pilots with previous experience in same capacity - Pilots who have exercised the privileges of Check Pilot previously in the same capacity (in preceding 36 Months) are not required to undergo the class room training specified in para 1.1 of the Appendix 'A'. However the flying training mentioned at para 1.2 to 1.4 of the Appendix 'A' above shall be undertaken.

## **2. MINIMUM TRAINING FOR TRI**

2.1 Class Room Training Class room training of at least 16 hrs (in minimum 02 days) shall be given by TRE / TRI / SFI. The training and learning instruction (trainer's course) should cover at least the following aspects:-

- (a) Airborne instructional technique.
- (b) Specific hazards involved in simulating systems failures and malfunctions in the helicopter during flight.
- (c) Briefing and Debriefing.
- (d) Do's and Don'ts for TRIs.
- (e) Filling of training and check reports.

2.2 Flying Training on Type - The trainee TRI shall undergo the following flying training:-

- (a) Minimum four training sorties of 0:45 hrs each shall be flown for airborne instructional technique. In the case of multi-engine helicopters at least one landing in two sorties shall be with simulated one engine inoperative.
- (b) Out of the four training sorties, for multi-engine helicopter one flight shall be in IFR in case of IR rated pilots, and one sortie by night for all pilots. In these sorties, demonstration of flying exercises followed by practise and fault analysis of all manoeuvres shall be carried out, to the satisfaction of the TRE / TRI. This is to provide practice in handling the helicopter in normal, abnormal and emergency conditions from co-pilot seat and also to impart instructions and to take timely corrective actions.

2.3 Line Training - At least one line check flight of duration 0:45 hrs shall be conducted by the trainee TRI from co-pilot seat under supervision of a TRE / TRI. This is to introduce the trainee TRI to instructional duties for line flying. TRE / TRI shall occupy pilot seat and act as a Pilot-under training.

2.4 Release Check - Final release check of the trainee TRI shall be conducted by a DGCA Flight Operations Inspector (Type Rated if available). DGCA Flight Operations Inspector may occupy the pilot seat, if required, provided endorsed on type and holding a valid licence and medicals.

2.5 Pilots with previous experience in same capacity - Pilots having previous experience as TRIs (in preceding 36 Months) or previously holding RHSCP / CSQ / QFIs rating from Defence Forces, are not required to undergo the class room training specified in para 2.1 of Appendix 'A'. They shall however, undergo the flying training and checks on the type of aircraft as specified in Para 2.2, 2.3 and 2.4 of the Appendix 'A'.

### **3. MINIMUM TRAINING FOR TRE**

3.1 Class Room Training - Class room training of at least 16 hrs (in minimum 02 days) shall be given by a TRE. The training should cover at least the following aspects:-

- (a) Method of conducting Skill Tests and Instrument Rating Tests.
- (b) Detection of errors of trainees and timely corrective action.
- (c) Precautions to be observed during flying tests.
- (d) Briefing and de-briefing of trainee pilots.
- (e) Do's and Don'ts for Examiners.
- (f) Filling of skill test reports.

3.2 Flying Training on Type - The trainee TRE shall undergo the following flying training:-

- (a) Training for conduct of Skill Test of minimum duration of 01 Hour, with a TRE (the trainee TRE observes how to conduct a Skill Test).
- (b) Training for conduct of Skill Test of minimum duration of 01 hour with a TRE (the trainee TRE conducts a simulated Skill Test).


3.3 Release Check - Final release check of the trainee TRE Pilot shall be carried out by a DGCA Flight Operations Inspector (Type Rated if available) with the trainee TRE imparting instructions/check/test to a pilot. DGCA Flight Operations Inspector may act as a trainee and occupy the pilot seat if required, provided endorsed on type and holding a valid licence and medicals.

3.4 Pilots with previous experience in same capacity - Pilots having previous experience as TREs (in preceding 36 months) or previously holding QFIs rating from Defence Forces are not required to undergo the class room training specified in Para 3.1 of Appendix 'A'. They shall however undergo the aircraft flying training and release check on the type of aircraft as specified in Para 3.2 and 3.3 of Appendix 'A'.

*Notes :*


- (i) Flight report format CA 51 and 52 as appended to this CAR shall be used for reporting of standard of performance of the trainee. CA 53 as appended to this CAR shall be used for standardisation of the approved TRE / TRI / Check Pilots.*
- (ii) Training prescribed (except the release checks) in this appendix may also be conducted on the Full Flight Simulator (FFS), Level B/C/D or FTD Level 6/7 (FAA Designation) and FFS Level C/D or FTD Level 2/3 (EASA Designation).*
- (iii) All the training in the helicopter for the TRE / TRI / Check Pilot shall be undertaken in Non- Revenue Flights at / from a Controlled Aerodrome.*
- (iv) The training requirements specified above are the minimum a pilot should undergo. The TRI / TRE may, however, give additional training, if required, depending on the performance and flying background of the pilot to ensure that the pilot acquires the required proficiency to discharge the functions of TRE/ TRI / Check Pilot.*
- (v) Where a simulated one engine inoperative exercise is to be conducted on the helicopter, it shall be carried out observing all safety precautions in accordance with the recommendations of the aircraft manufacturer as mentioned in the Rotorcraft Flight Manual and other regulatory requirements.*

<b><u>TRE INITIAL ISSUE APPLICATION</u></b>			
<b>APPLICATION IDENTIFICATION</b>			
NAME :		ADDRESS :	
EMPLOYER:	NATIONALITY	DATE OF BIRTH:	
TYPE OF LICENCE	LICENSE NO	LICENSE EXPIRY DATE	RATINGS HELD
<b>FLIGHT TIME ( Hours)</b>			
PIC (DAY)	PIC (NIGHT)	PIC (ON TYPE)	
1. <b><u>Flying Experience</u></b> (Flying Experience as per Para 3.4 of the CAR).			
2. Following additional flying experience Other than mentioned above :-			
a) Instructional Flight Experience (on Helicopters): _____ hours.			
b) Instructional Experience in the past 36 months _____ Type of Helicopter _____			
c) Last Skill Test/Proficiency date _____ Type of Helicopter _____ TRE Name _____			
<b>DECLARATION BY APPLICANT</b>			
CERTIFY THAT THE ABOVE INFORMATION IS TRUE IN EVERY RESPECT. I AGREE TO ABIDE BY THE PROVISIONS OF THE CIVIL AVIATION LAW AND THE REGULATIONS ISSUED THEREUNDER.			
APPLICANTS SIGNATURE _____		DATE: (DD/MM/YY) _____	
APPLICANTS NAME: _____			
<b>COMPANY RECOMMENDATION</b>			
Incident/Accident record details _____			
BA Positive record _____			
Post holder (Training) / Post holder (Flight Operations) ( Name) _____			
Any Conflict of Interest for the nominated Pilot _____			
I hereby recommend the applicant be appointed as a TRE for the company. I also verify the statement of qualifications and experience of the applicant.			
(dd/mm/yy) .....			
POST HOLDERS SIGNATURE _____		LICENCE NO _____ DATE _____	
POST HOLDERS NAME _____		OPERATOR _____	

	<b>TRAINING FOR TRE / TRI IN MULTI / SINGLE ENGINE HELICOPTERS</b> (Delete as Applicable) SORTIE NO. _____		<b>CAR 7/IV Rev 0</b>	<b>01 July, 2019</b>
	Company		Date of check	
Name of Trainee Pilot		Type of Helicopter		
Licence No		Block Time		
Name of Examiner / Instructor		Location		
Licence No		Regn No :		
Briefed for flight. Documents checked and found satisfactory.				
Signature and Seal of TRE/TRI				
<b>S = Satisfactory</b>		<b>U = Unsatisfactory</b>		<b>N = Not Observed</b>
<b>N/A = Not Applicable</b>				
<b>Training Profile</b>		<b>Proficiency</b>		
<b>1. On Ground</b>		<b>4. Departure</b>		
1.1 Knowledge of Flight Manual, Limitations, Performance, Flight Planning, Mass & Balance.		4.1 Practice from Co-Pilot seat for conduct of Normal / Steep Angle / Max Power Take – off, Category A Take-off (ME helicopter only) / Instrument Departure, if applicable.		
1.2 Knowledge of Emergency Procedures.		4.2 Demonstration of manoeuvres.		
1.3 Knowledge of Air Traffic Procedures.		4.3 Ability to set up exercises for the trainee.		
1.4 Knowledge of relevant DGCA CARs.		4.4 Introduction of failures and actions for safe recovery.		
1.5 Lesson Plans and Briefing for the sortie.		4.5 Fault Analysis.		
<b>2. Pre Flight Procedures</b>		<b>5. Climb and Circuit Flying</b>		
2.1 Pre flight inspection, Use of checklists, Engine starting, Navigation Setup, RT Procedures.		5.1 Practice from Co-Pilot seat for maintenance of best climb speed / best rate of climb / climb attitude, Power adjustment during climb, Maintenance of circuit flying parameters.		
2.2 Demonstration of Pre-Flight procedures.		5.2 Demonstration of manoeuvres.		
2.3 Ability to set up of exercises for the trainee.		5.3 Ability to set up exercises for the trainee.		
2.4 Introduction of failures and actions for safe recovery.		5.4 Introduction of failures and actions for safe recovery.		
2.5 Fault Analysis.		5.5 Fault Analysis.		
<b>3. Hover</b>		<b>6. Approach, Landing &amp; Instrument Flying</b>		
3.1 Practice from Co-Pilot seat for conduct of Hover, Taxi, Spot Turns, Pickups, Sit downs & Quick Stops.		6.1 Normal approach, Steep Approach, 2D Non precision approach (VOR/DME), 3D Precision approach (ILS), Missed approach & AFCS handling during approach, if applicable & Instrument Flying.		
3.2 Demonstration of manoeuvres.		6.2 Demonstration of manoeuvres.		
3.3 Ability to set up exercises for the trainee.		6.3 Ability to set up exercises for the trainee.		
3.4 Introduction of failures and actions for safe recovery.		6.4 Introduction of failures and actions for safe recovery.		
3.5 Fault Analysis.		6.5 Fault Analysis.		
<b>Training Profile</b>				<b>Proficiency</b>

<b>7. Practice of In-flight Emergencies from the Co-Pilot seat, with specific emphasis on actions and procedures related to safe simulation of emergencies and safe recovery, including appointing defined point of intervention by the Instructor / Examiner during the simulation, to ensure safety.</b>	
7.1 Engine Fire (call out actions only).	
(a) Engine fire on ground including helicopter evacuation drill.	
(b) Engine fire in flight.	
7.2 Electrical Fire (call out actions only).	
7.3 Engine Failure / OEI (as applicable to type of helicopter).	
(a) At Hover.	
(b) Shortly before reaching TDP / DPATO (ME only).	
(c) Shortly after reaching TDP / DPATO (ME only).	
(d) During Take Off / In cruise / On Circuit / On Finals.	
(e) Go round / landing – failure before LDP / DPBL (ME only).	
(f) Landing – failure after LDP / DPBL (ME only).	
7.4 Hydraulic Failure.	
7.5 Electrical Failure.	
7.6 Tail Rotor Failure (call out actions only, in helicopter).	
7.7 Tail Rotor Control Failure (day only).	
7.8 Autorotation including planning, entry, execution, flare and recovery.	
7.9 AFCS failure, if applicable.	
7.10 Undercarriage malfunction, if applicable.	
7.11 Other emergencies, as per Flight Manual.	
<b>8. Post Flight (Introduction and Assessment of trainee on the under mentioned aspects)</b>	
8.1 Situational Awareness.	
8.2 CRM and Crew Coordination.	
8.3 Debrief, Fault Analysis.	
<b>9. Additional Requirements Applicable only for TRE Training (Introduction and Assessment of trainee on the under mentioned aspects)</b>	
9.1 Objectivity in conduct of Flying Tests.	
9.2 Coverage of Errors / Weaknesses.	
9.3 Aeronautical Decision Making.	
9.4 Level of Maturity and Rapport with Trainee.	
<b><u>Assessment &amp; Debrief</u></b>	
Trainee's Signature	TRE / TRI signature

	<b>DGCA INDIA</b>	<b>CA - 52</b>


		<b>TRAINING FOR CHECK PILOTS IN MULTI / SINGLE ENGINE HELICOPTERS</b> (Delete as Applicable) SORTIE NO. _____		<b>CAR 7//IV Rev 0</b>	<b>01 July, 2019</b>
Company			Date of check		
Name of Trainee Pilot			Type of Helicopter		
Licence No			Block Time		
Name of Examiner / Instructor			Location		
Licence No			Regn No :		
Briefed for flight. Documents checked and found satisfactory.					
Signature and Seal of TRE/TRI					
S = Satisfactory		U = Unsatisfactory		N = Not Observed	
N/A = Not Applicable					
<b>Training Profile</b>			<b>Proficiency</b>		
<b>1. On Ground</b>			<b>4. Route Flying / Hill Ops / Offshore Ops</b>		
1.1 Knowledge of Flight Manual, Limitations, Performance, Flight Planning, Mass & Balance.			4.1 Practice from Co-Pilot seat for Route Flying, Offshore Operations & Hill Operations, including precautions and conditions specific to the environment to ensure safety.		
1.2 Knowledge of Emergency Procedures.			4.2 Ability to monitor and supervise the trainee to ensure adherence to SOPs and safety in operational procedures.		
1.3 Knowledge of Air Traffic Procedures.					
1.4 Knowledge of relevant DGCA CARs.					
1.5 Lesson Plans and Briefing for the sortie.					
<b>2. Pre Flight Procedures</b>			<b>5. Climb and Circuit Flying</b>		
2.1 Pre-flight inspection.  Use of checklists, Engine starting, Navigation Setup, RT Procedures from Co-Pilot seat.			5.1 Practice from Co-Pilot seat for maintenance of best climb speed / best rate of climb / climb attitude, Power adjustment during climb, Maintenance of circuit flying parameters.		
2.2 Ability to monitor and supervise the trainee to ensure adherence to SOPs and safety in operational procedures.			5.2 Ability to monitor and supervise the trainee to ensure adherence to SOPs and safety in operational procedures.		
<b>3. Hover, Take – Off and Departure</b>			<b>6. Approach, Landing</b>		
3.1 Practice from Co-Pilot seat for conduct of Hover, Taxi, Spot Turns, Pickups, Sit downs & Quick Stops. Conduct of Normal / Steep Angle / Max Power Take – off, Category A Take-off (ME helicopter only) / Instrument Departure, if applicable.			6.1 Normal approach, Steep Approach, 2D Non precision approach (VOR/DME), 3D Precision approach (ILS), Missed approach & AFCS handling during approach, if applicable & Instrument Flying.		
3.2 Ability to monitor and supervise the trainee to ensure adherence to SOPs and safety in operational procedures.			6.2 Ability to monitor and supervise the trainee to ensure adherence to SOPs and safety in operational procedures.		
<b>Training Profile</b>					<b>Proficiency</b>



<b>7. Practice of In-flight Emergencies from the Co-Pilot seat, with specific emphasis on actions and procedures related to handling of emergencies while occupying the Co-Pilot seat.</b>	
7.1 Engine Fire (call out actions only).	
(b) Engine fire on ground including helicopter evacuation drill.	
(b) Engine fire in flight.	
7.2 Electrical Fire (call out actions only).	
7.3 Engine Failure / OEI (as applicable to type of helicopter).	
(g) At Hover.	
(h) Shortly before reaching TDP / DPATO (ME only).	
(i) Shortly after reaching TDP / DPATO (ME only).	
(j) During Take Off / In cruise / On Circuit / On Finals.	
(k) Go round / landing – failure before LDP / DPBL (ME only).	
(l) Landing – failure after LDP / DPBL (ME only).	
7.4 Hydraulic Failure.	
7.5 Electrical Failure.	
7.6 Tail Rotor Failure (call out actions only, in helicopter).	
7.7 Tail Rotor Control Failure (day only).	
7.8 Autorotation including planning, entry, execution, flare and recovery.	
7.9 AFCS failure, if applicable.	
7.10 Undercarriage malfunction, if applicable.	
7.11 Other emergencies, as per Flight Manual.	
<b>8. Post Flight (Introduction and Assessment of trainee on the under mentioned aspects)</b>	
8.1 Situational Awareness.	
8.2 CRM and Crew Coordination.	
8.3 Debrief and Report Writing.	
<b><u>Assessment &amp; Debrief</u></b>	
Trainee's Signature	TRE / TRI Signature

**CIVIL AVIATION REQUIREMENTS  
SERIES I PART IV**

**SECTION 7  
12<sup>TH</sup> JULY 2019**

 मृत्यमश्नुते जयते	<b>DGCA INDIA</b>		<b>CA - 53</b>	
	<u>TRE / TRI / CHECK PILOT STANDARDIZATION / RELEASE CHECK REPORT IN MULTI / SINGLE ENGINE HELICOPTERS</u> (Delete as Applicable)		<b>CAR 7I/IV Rev 0</b>	<b>01 July, 2019</b>
Company :		Date of Check :		
Name of Trainer under Check :		Block Time :		
Licence No :		Type of Helicopter :		
Name of FOI conducting Check :		Location :		
Licence No :		Regn No :		
Briefed for flight. Documents checked and found satisfactory.				
Signature of FOI				
<b>S = Satisfactory</b>		<b>U = Unsatisfactory</b>		<b>N = Not Observed</b>
<b>N/A = Not Applicable</b>				
<b>Phase</b>		<b>Assessment</b>		<b>Phase</b>
<b>Assessment</b>		<b>Assessment</b>		
<b>1. Pre - Flight</b>		2.4 Approach – Visual / Precision (as applicable), Engine Failure / OEI (before / after LDP / DPBL, as applicable), Demonstration and Fault Analysis.		
1.1 Briefing Preparation and Setup (Content & Clarity)		2.5 Instrument Flying Exercises, Demonstration and Fault Analysis.		
1.2 Knowledge of relevant DGCA CARs / Circulars		2.6 Route Flying / Hill Flying / Offshore Flying / (Knowledge & Adherence to SOPs & Precautions, Assessment of flight conditions and Decisions), Demonstration and Fault Analysis.		
1.3 Type specific Knowledge		2.7 Special Role (ELO / HHO / HEMS), (Knowledge & Adherence to SOPs & Precautions, Assessment of flight conditions and Decisions), Demonstration and Fault Analysis.		
1.4 Lesson Plan (Adequacy and Details)		<b>3. Post Flight</b>		
<b>2. In - Flight</b>		3.1 Ability to Assess ADM (Aeronautical Decision Making).		
2.1 Engine start emergencies, Demonstration and Fault Analysis.		3.2 Debrief (Technique, Content, Relevance, Ability to recount key faults, Coverage of Errors / Weaknesses).		
2.2 Take – Off, Engine Failure during Take-Off / OEI (before / after TDP / DPATO, as applicable), Demonstration and Fault Analysis.		3.3 Ability to Assess CRM, Rapport with candidate under check (if applicable).		
2.3 Visual Circuit – Demonstration and Fault Analysis.		3.4 Report Writing (Objectivity, Clarity)		
<b><u>General Comments, Overall Assessment &amp; Debrief</u></b>				
Trainee's Signature				FOI's Signature