

Guidance and Training of Type Rating Examiners (TREs)

1. The following guidance material is intended for applicants seeking authorization to act as a TRE. The related 'Skill test and training record' should also be referred to and consideration given to single pilot/multi-pilot flight.
2. An inspector of CARC, or a senior examiner, will observe all TRE applicants conducting a test on a 'candidate' in an Airplane for which TRE authorization is sought. Items from the 'Syllabi for training and skill tests/proficiency checks for class/type rating' at Appendix 2 to JCAR-FCL 1.240 will be selected by the inspector for examination of the 'candidate' by the TRE applicant. Having agreed with the inspector the content of the test, the TRE applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the TRE applicant before the 'candidate' is debriefed and informed of the result.
3. It is intended that all applicants for a TRE authorization should have received some formal training for this purpose before undertaking a test flight with an inspector. The training should be acceptable to the inspector observing the applicant.

Briefing the 'Candidate'

4. The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:
 - (a) The objective of the flight.
 - (b) Licensing checks, as necessary.
 - (c) Freedom for the 'candidate' to ask questions.
 - (d) Operating procedures to be followed (e.g. operators manual).
 - (e) Weather assessment.
 - (f) Operating capacity of 'candidate' and examiner.

- (g) Aims to be identified by 'candidate'.
 - (h) Simulated weather assumptions (e.g. icing, cloud base).
 - (i) Contents of exercise to be performed.
 - (j) Agreed speed and handling parameters (e.g. V-speeds, bank angle).
 - (k) Use of R/T.
 - (l) Respective roles of 'candidate' and examiner (e.g. during emergency).
 - (m) Administrative procedures (e.g. submission of flight plan) in flight.
5. The TRE applicant should maintain the necessary level of communication with the 'candidate'. The following check details should be followed by the TRE applicant:
- (a) Involvement of examiner in a multi-pilot operating environment.
 - (b) The need to give the 'candidate' precise instructions.
 - (c) Responsibility for safe conduct of the flight.
 - (d) Intervention by examiner, when necessary.
 - (e) Use of screens.
 - (f) Liaison with ATC and the need for concise, easily understood intentions.
 - (g) Prompting the 'candidate' regarding required sequence of events (e.g. following a go-around).
 - (h) Keeping brief, factual and unobtrusive notes.



Flight Operations Standards Department
Flight Crew Licensing & Training Section - Flying Training Organizations
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IEM JCAR-FCL 1.425

Assessment

6. The TRE applicant should refer to the flight test tolerances given in Appendix 1 to JCAR-FCL 1.210, 'Instrument rating (Airplane) – Skill test'. Attention should be paid to the following points:
 - (a) Questions from the 'candidate'
 - (b) Give results of the test and any sections failed.
 - (c) Give reasons for failure.

Debriefing

7. The TRE applicant should demonstrate to the inspector the ability to conduct a fair, unbiased, debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:
 - (a) Advise the candidate how to avoid or correct mistakes.
 - (b) Mention any other points of criticism noted.
 - (c) Give any advice considered helpful.