



Civil Aviation Authority - Sultanate of Oman
Flight Safety Department - Personnel Licensing Section
Single Pilot Airplanes (Except For High-Performance Complex Airplanes)
Skill Test & Proficiency Check Report
 CAR FCL Appendix 9 Para B

A. Applicant Details.

• Applicant name (First & surname)	
• Date of birth	
• License type & number	

B. Purpose of The Skill test / Proficiency Check.

<input type="checkbox"/> Skill test, or	<input type="checkbox"/> Type rating issuance	<input type="checkbox"/> Class rating issuance
	<input type="checkbox"/> Foreign class rating conversion	<input type="checkbox"/> Foreign type rating conversion
<input type="checkbox"/> Proficiency check	<input type="checkbox"/> Type rating revalidation	<input type="checkbox"/> Class rating revalidation
	<input type="checkbox"/> Type rating renewal	<input type="checkbox"/> Class rating renewal
	<input type="checkbox"/> Multi pilot operations	<input type="checkbox"/> Single pilot operations
• Type of operations		
• Type rating expiry date		
• Airplane type		

C. Applicant Declaration.

• I declare that the information provided on this form is true to the best of my knowledge and belief.		
Name	Signature	Date

D. ATO Head of Training Declaration (For Rating Issuance & Renewal).

• I certify that the above applicant has met all pre-requisites for training established in CAR FCL and has:			
<input type="checkbox"/> Completed training requirement for initial issuance of a class/type rating in accordance with CAR FCL, or			
<input type="checkbox"/> Completed a course of refresher training for the renewal of a class/type rating/IR, or			
<input type="checkbox"/> Been assessed and a determination made, that no refresher training is required for the renewal of the class/type rating/IR.			
Name	Signature	Date	ATO Name

E. Examiner Declaration.

• I confirm that:
- Communication with the applicant can be established without language barriers;
- I have received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in CAR FCL
- I have verified that, the applicant complies with all the qualification, training and experience requirements in CAR FCL for the issue, revalidation or renewal of the license, rating or certificate for which the skill test, proficiency check or assessment of competence is taken
- I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- I have made the applicant aware of his or her right of appeal to the result of the skill test/proficiency check.
- The skill test/proficiency check report shall include a copy of the examiner certificate containing the scope of his/her privileges as examiner in the case of skill tests, proficiency checks or assessments of competence

Attempt Number	Examiner Name	Signature	Date
• Attempt 1			
• Attempt 2			

F. Skill Test / Proficiency Check Details - First Attempt.

• I certify that the conduct of a:	<input type="checkbox"/> Skill test	<input type="checkbox"/> Proficiency check
• Airplane/FSTD type & number	<input type="checkbox"/> Airplane:	<input type="checkbox"/> FSTD:
• Date of test/check		
• Duration of test/check		
• Skill test/proficiency check result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partially passed
		<input type="checkbox"/> Failed
• PBN privileges	<input type="checkbox"/> RNP APCH completed	<input type="checkbox"/> RNP APCH not completed
• New class/type rating validity date		
• New IR validity date		
<input type="checkbox"/> Class/type/IR rating invalid until successful completion of further test or check - as applicable for revalidation only		
<input type="checkbox"/> For revalidation of multi-engine class or type rating only, ensure that, applicant meets CAR FCL revalidation requirements		

Examiner Name	License Number	Signature	Date

• I acknowledge the result of the skill test/proficiency check detailed above.		
Applicant Name	Signature	Date

H. CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK.

5. Single-pilot aeroplanes, except for high-performance complex aeroplanes:

- (a) The following symbols mean:
P = Trained as PIC or co-pilot and as PF and PM
OTD = Other training devices may be used for this exercise
X = An FFS shall be used for this exercise; otherwise, an aeroplane shall be used if appropriate for the manoeuvre or procedure
P# = The training shall be complemented by supervised aeroplane inspection
- (b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (→).
The following abbreviations are used to indicate the training equipment used:
A = aeroplane
FFS = full-flight simulator
FSTD = flight simulation training device.
- (c) The starred (*) items of Section 3B and, for multi-engine, Section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only
- (d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.
- (e) Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise or a choice where more than one exercise appears.
- (f) An FSTD shall be used for practical training for type or ME class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:
(i) The qualification of the FSTD as set out in the relevant requirements of CAR-ORA;
(ii) The qualifications of the instructors;
(iii) The amount of FSTD training provided on the course; and
(iv) the qualifications and previous experience on similar types of the pilots under training.
- (g) If privileges for multi-pilot operation are sought for the first time, pilots holding privileges for single-pilot operations shall:
(1) Complete a bridge course containing manoeuvres and procedures including MCC as well as the exercises of Section 7 using threat and error management (TEM), CRM and human factors at an ATO; and
(2) Pass a proficiency check in multi-pilot operations.
- (h) If privileges for single-pilot operations are sought for the first time, pilots holding privileges for multi-pilot operations shall be trained at an ATO and checked for the following additional manoeuvres and procedures in single-pilot operations:
(1) For SE aeroplanes, 1.6, 4.5, 4.6, 5.2 and, if applicable, one approach from Section 3.B; and
(2) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B.
- (i) Pilots holding privileges for both single-pilot and multi-pilot operations in accordance with points (g) and (h) may revalidate privileges for both types of operations by completing a proficiency check in multi-pilot operations in addition to the exercises referred to in points (h)(1) or (h)(2), as applicable, in single-pilot operations.
- (j) If a skill test or a proficiency check is completed in multi-pilot operations only, the type rating shall be restricted to multi-pilot operations. The restriction shall be removed when pilots comply with point (h).
- (k) The training, testing and checking shall follow the table mentioned below.
(1) Training at an ATO, testing and checking requirements for single-pilot privileges
(2) Training at an ATO, testing and checking requirements for multi-pilot privileges
(3) Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course)
(4) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course).
(5) Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.



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No	Single Pilot Airplanes (Except For High-Performance Complex Airplanes) Maneuvers/Procedures	Class/Type Rating Skill Test or Proficiency Check						
		FSTD	A	FSTD or A	Attempt 1		Attempt 2	
					Pass	Fail	Pass	Fail

Insert examiner's initials

SECTION 1 - Departure							
1.1	Pre-flight including: Documentation, Mass and balance, Weather briefing; and NOTAM.	OTD					
1.2	Pre-start checks						
1.2.1	External	OTD P#	P	M			
1.2.2	Internal	OTD P#	P	M			
1.3	Engine starting: normal malfunctions.	P ---->	---->	M			
1.4	Taxiing	P ---->	---->	M			
1.5	Pre-departure checks: engine run-up (if applicable)	P ---->	---->	M			
1.6	Take-off procedure:	P ---->	---->	M			
	- Normal with flight manual flap settings; and - Crosswind (if conditions are available).						
1.7	Climbing:	P ---->	---->	M			
	- Vx/Vy;						
	- Turns onto headings; and - Level off.						
1.8	ATC liaison compliance, R/T procedures	P ---->		M			

SECTION 2 - Air work (visual meteorological conditions)							
2.1	(VMC) Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to V _{mca} when applicable)	P ---->	---->				
2.2	Steep turns (360° left and right at 45° bank)	P ---->	---->	M			
2.3	Stalls and recovery:	P ---->	---->	M			
	(i) clean stall						
	(ii) Approach to stall in descending turn with bank with approach configuration and power						
	(iii) Approach to stall in landing configuration and power; and (iv) Approach to stall, climbing turn with take-off flap and climb power (single-engine airplanes only)						
2.4	Handling using autopilot and flight director (may be conducted in Section 3), if applicable	P ---->	---->	M			
2.5	ATC liaison compliance, R/T procedures	P ---->	---->	M			

SECTION 3A - En-route procedures VFR							
3A.1	(see B.5 (c) and (d)) Flight plan, dead reckoning and mapreading	P ---->	---->				
3A.2	Maintenance of altitude, heading and speed	P ---->	---->				
3A.3	Orientation, timing and revision of ETAs	P ---->	---->				
3A.4	Use of radio navigation aids (if applicable)	P ---->	---->				
3A.5	Flight management (flight log, routine checks including fuel, systems and icing)	P ---->	---->				
3A.6	ATC liaison compliance, R/T procedures	P ---->	---->				



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SECTION 3B - Instrument flight							
3B.1*	Departure IFR	P ---->	---->	M			
3B.2*	En-route IFR	P ---->	---->	M			
3B.3*	Holding procedures	P ---->	---->	M			
3B.4*	3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P ---->	---->	M			
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P ---->	---->	M			
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator:	P ---->	---->	M			
	- Rate 1 turns; and - Recoveries from unusual attitudes.						
3B.7*	Failure of localizer or glideslope	P ---->	---->				
3B.8*	ATC liaison compliance, R/Tprocedures	P ---->	---->	M			

SECTION 4 - Arrival and landings							
4.1	Aerodrome arrival procedure	P ---->	---->	M			
4.2	Normal landing	P ---->	---->	M			
4.3	Flapless landing	P ---->	---->	M			
4.4	Crosswind landing (if suitable conditions)	P ---->	---->				
4.5	Approach and landing with idle power from up to 2000 ft above the runway (single-engine airplanes only)	P ---->	---->				
4.6	Go-around from minimum height	P ---->	---->	M			
4.7	Night go-around and landing (if applicable)	P ---->	---->				
4.8	ATC liaison compliance, R/Tprocedures	P ---->	---->	M			

SECTION 5 - Abnormal and emergency procedures (This section may be combined with Sections 1 through 4.)							
5.1	Rejected take-off at a reasonable speed	P ---->	---->	M			
5.2	Simulated engine failure after take-off (single-engine airplanes only)		P	M			
5.3	Simulated forced landing without power (single-engine airplanes only)		P	M			
5.4	Simulated emergencies:	P ---->	---->				
	(I) fire or smoke in-flight; and (II) systems' malfunctions as appropriate						
5.5	ME airplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft)	P ---->	---->				
5.6	ATC liaison compliance, R/Tprocedures						

SECTION 6 - Simulated asymmetric flight							
6.1*	(This section may be combined with Sections through 5.) Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS or an FNPT II)	P ---->	---->	M			
6.2*	Asymmetric approach and go-around	P ---->	---->	M			
6.3*	Asymmetric approach and full-stop landing	P ---->	---->	M			
6.4	ATC liaison compliance, R/Tprocedures	P ---->	---->	M			



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SECTION 7 - UPRT							
7.1	Flight maneuvers and procedures						
7.1.1	Manual flight with and without flight directors. (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable)	P ---->	---->				
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P ---->	---->				
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and right	P ---->	---->				
7.1.1.3	Turns with and without spoilers	P ---->	---->				
7.1.1.4	Procedural instrument flying and maneuvering including instrument departure and arrival, and visual approach	P ---->	---->				
7.2	Upset recovery training						
7.2.1	Recovery from stall events in: - Take-off configuration - Clean configuration at low altitude - Clean configuration near maximum operating altitude; and - Landing configuration	P ---->	---->				
7.2.2	The following upset exercises: - Recovery from nose-high at various bank angles; and - Recovery from nose-low at various bank angles.	P	X An airplane shall not be used for this exercise				
7.3	Go-around with all engines operating* from various stages during an instrument approach	P ---->	---->				
7.4	Rejected landing with all engines operating: - From various heights below DH/MDH 15 m (50 ft) above the runway threshold - After touchdown (balked landing) - In airplanes which are not certificated as transport category airplanes (JAR/FAR 25) or as commuter category airplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P ---->	---->				