



**Civil Aviation Authority - Sultanate of Oman**  
**Flight Safety Department - Personnel Licensing Section**  
**Single & Multi Pilot Helicopters Skill Test & Proficiency Check Report**

CAR FCL Appendix 9 Para C

**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"/> ATPL(A) issuance	<input type="checkbox"/> Type rating issuance
	<input type="checkbox"/> Foreign FCL conversion	<input type="checkbox"/> Foreign type rating conversion
<input type="checkbox"/> Proficiency check	<input type="checkbox"/> Type rating revalidation	<input type="checkbox"/> Type rating renewal
	<input type="checkbox"/> IR revalidation	<input type="checkbox"/> IR renewal
• Test/check condition	<input type="checkbox"/> Multi pilot operations	<input type="checkbox"/> Single pilot operations
• Type rating expiry date		
• Helicopter type		

**C. Applicant Declaration.**

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

**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 type rating in accordance with CAR FCL, or			
<input type="checkbox"/> Completed a course of refresher training for the renewal of a type rating, or			
<input type="checkbox"/> Been assessed and a determination made, that no refresher training is required for the renewal of the type rating.			
<b>Name</b>	<b>Signature</b>	<b>Date</b>	<b>ATO Name</b>

**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

<b>Attempt Number</b>	<b>Examiner Name</b>	<b>Signature</b>	<b>Date</b>
• 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	
• Aircraft/FSTD type & number	<input type="checkbox"/> Aircraft:	<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 type rating validity date			
• New instrument rating validity date			
<input type="checkbox"/> Type/IR rating invalid until successful completion of further test or check - as applicable for revalidation only			
<input type="checkbox"/> For revalidation only, ensure that, applicant meets CAR FCL revalidation requirements			

<b>Examiner Name</b>	<b>License Number</b>	<b>Signature</b>	<b>Date</b>

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



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 CAR FCL Appendix 9 Para C

• Examiner Report - Complete for Partial Pass or Fail Only.

**G. Skill Test / Proficiency Check Details - Second Attempt.**

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

<b>Examiner Name</b>	<b>License Number</b>	<b>Signature</b>	<b>Date</b>

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

• Examiner Report - Complete for Fail Only.

<b>Minimum Training Requirement Prior to Re-test (For fail only).</b>	
• Flight hours	
• Ground Hours	

#### H. Content of the Training/Skill Test/Proficiency Check.

5. The following symbol means:  
P = Trained as PIC for the issue of a type rating for single-pilot helicopters (SPH) or trained as PIC or co-pilot and as PF and PM for the issue of a type rating for multi pilot helicopters (MPH).
6. The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (---->).  
The following abbreviations are used to indicate the training equipment used:  
FFS = full-flight simulator  
FTD = flight training device  
H = helicopter
7. The starred items (\*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type.
8. Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or an FTD 2/3 may be used for this purpose.
- 8a. To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.  
By way of derogation from subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise.
9. Where the letter 'M' appears in the skill test or proficiency check column, this will indicate a mandatory exercise.
10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:
  - (a) the qualification of the FSTD as set out in the relevant requirements of CAR-ORA;
  - (b) the qualifications of the instructor and examiner;
  - (c) the amount of FSTD training provided on the course;
  - (d) the qualifications and previous experience in similar types of the pilots under training; and
  - (e) the amount of supervised flying experience provided after the issue of the new type rating.



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<b>• Applicant name (First &amp; surname)</b>	
<b>• Date of birth</b>	

No	Single/Multi-Pilot Helicopters Maneuvers/Procedures	ATPL/Type Rating Skill Test or Proficiency Check						
		FSTD	H	FSTD or H	Attempt 1		Attempt 2	
					Pass	Fail	Pass	Fail

Insert examiner's initials

SECTION 1 - Pre-flight Preparations and Checks							
1.0	Pre-flight preparations and checks						
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection		P	M - if performed in the H			
1.2	Cockpit inspection	P	---->	M			
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	---->	M			
1.4	Taxiing/air taxiing in compliance with ATC instructions or with instructions of an instructor	P	---->	M			
1.5	Pre-take-off procedures and checks	P	---->	M			

SECTION 2 - Flight Maneuvers and Procedures							
2.0	Flight maneuvers and procedures						
2.1	Take-offs (various profiles)	P	---->	M			
2.2	Sloping ground or crosswind take-offs & landings	P	---->				
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P	---->				
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO	P	---->	M			
2.4.1	Take-off with simulated engine failure shortly after reaching TDP or DPATO	P	---->	M			
2.5	Climbing and descending turns to specified headings	P	---->	M			
2.5.1	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments	P	---->	M			
2.6	Autorotative descent	P	---->	M			
2.6.1	For single-engine helicopters (SEH) autorotative landing or for multi-engine helicopters (MEH) power recovery	P	---->	M			
2.7	Landings, various profiles	P	---->	M			
2.7.1	Go-around or landing following simulated engine failure before LDP or DPBL	P	---->	M			
2.7.2	Landing following simulated engine failure after LDP or DPBL	P	---->	M			

SECTION 3 - Normal and abnormal operations of the following systems and procedures.							
3.0	Normal and abnormal operations of the following systems and procedures. A mandatory minimum of 3 items shall be selected from this section.			M			
3.1	Engine	P	---->				
3.2	Air conditioning (heating, ventilation)	P	---->				
3.3	Pitot/static system	P	---->				
3.4	Fuel system	P	---->				
3.5	Electrical system	P	---->				
3.6	Hydraulic system	P	---->				
3.7	Flight control and trim system	P	---->				
3.8	Anti-icing and de-icing system	P	---->				
3.9	Autopilot/flight director	P	---->				
3.10	Stability augmentation devices	P	---->				
3.11	Weather radar, radio altimeter, transponder	P	---->				
3.12	Area navigation system	P	---->				
3.13	Landing gear system	P	---->				
3.14	APU	P	---->				
3.15	Radio, navigation equipment, instruments and FMS	P	---->				



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<b>• Date of birth</b>	

No	Single/Multi-Pilot Helicopters Maneuvers/Procedures	ATPL/Type Rating Skill Test or Proficiency Check						
		FSTD	H	FSTD or H	Attempt 1		Attempt 2	
					Pass	Fail	Pass	Fail

Insert examiner's initials

SECTION 4 - Abnormal and emergency procedures.							
4.0	Abnormal and emergency procedures. A mandatory minimum of 3 items shall be selected from this section			M			
4.1	Fire drills (including evacuation if applicable)	P	---->				
4.2	Smoke control and removal	P	---->				
4.3	Engine failures, shutdown and restart at a safe height	P	---->				
4.4	Fuel dumping (simulated)	P	---->				
4.5	Tail rotor control failure (if applicable)	P	---->				
4.5.1	Tail rotor loss (if applicable)	P	H shall not be used for this exercise				
4.6	Incapacitation of crew member - MPH only	P	---->				
4.7	Transmission malfunctions	P	---->				
4.8	Other emergency procedures as outlined in the appropriate flight manual	P	---->				

SECTION - 5 Instrument flight procedures (to be performed in IMC or simulated IMC)							
<b>5.0</b> Instrument flight procedures (to be performed in IMC or simulated IMC)							
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P*	---->*				
5.1.1	Simulated engine failure during departure	P*	---->*	M*			
5.2	Adherence to departure and arrival routes and ATC instructions	P*	---->*	M*			
5.3	Holding procedures	P*	---->*				
5.4	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure	P*	---->*				
5.4.1	Manually, without flight director. Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taken into account such limitations (for example, choose an ILS for 5.4.1 in the case of such AFM limitation).	P*	---->*	M*			
5.4.2	Manually, with flight director	P*	---->*	M*			
5.4.3	With coupled autopilot	P*	---->*				
5.4.4	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing 1000 ft above aerodrome level until touchdown or until completion of the missed approach procedure	P*	---->*	M*			
5.5	2D operations down to the MDA/H	P*	---->*	M*			
5.6	Go-around with all engines operating on reaching DA/H or MDA/MDH	P*	---->*				
5.6.1	Other missed approach procedures	P*	---->*				
5.6.2	Go-around with one engine simulated inoperative on reaching DA/H or MDA/MDH	P*	---->*	M*			
5.7	IMC autorotation with power recovery	P*	---->*	M*			
5.8	Recovery from unusual attitudes	P*	---->*	M*			

SECTION 6							
6.0	Use of optional equipment	P	---->				