



Civil Aviation Authority - Sultanate of Oman
Flight Safety Department - Personnel Licensing Section
Single Pilot Aeroplanes Skill Test & Proficiency Check Report
 CAR FCL Appendix 9 Para B

| | | | |
|---------------------------------------|--|--|--|
| • Applicant Name | | | |
| • ATO/Operator Name | | | |
| • Airplane Type/Class Details | <input type="checkbox"/> Type Rating | <input type="checkbox"/> Class Rating | |
| | <input type="checkbox"/> Single Engine | <input type="checkbox"/> Multi Engines | |
| • Airplane/FSTD Type & number | <input type="checkbox"/> Airplane | <input type="checkbox"/> FSTD | |
| • Skill Test/Proficiency Check Type | <input type="checkbox"/> Skill Test | <input type="checkbox"/> Proficiency Check | |
| • Skill Test/Proficiency Check Events | <input type="checkbox"/> Type Rating | <input type="checkbox"/> Class Rating | <input type="checkbox"/> BIR and IR revalidation |
| • Skill Test/Proficiency Check Result | <input type="checkbox"/> Passed | <input type="checkbox"/> Partially Passed | <input type="checkbox"/> Failed |
| • Skill Test Attempt Number | | | |
| • Date of Test | | | |
| • Duration of Test | | | |
| • Examiner Name | | | |

| No | Single Pilot Aeroplanes Maneuvers/procedures | Class or Type Rating Skill Test or Proficiency Check | | | | Examiner initials |
|----|---|--|----------|---------------------|--------|----------------------|
| | | FSTD | Airplane | FSTD or Airplane | Result | |
| | | | | | Pass | |

SECTION 1

| 1.0 Departure | | FSTD | Airplane | FSTD or Airplane | Pass | Fail | Examiner initials |
|----------------------|--|-----------|----------|---------------------|------|------|----------------------|
| 1.1 | Pre-flight including: | OTD | | | | | |
| | - Documentation | | | | | | |
| | - Mass and balance | | | | | | |
| | - Weather briefing; and - NOTAM. | | | | | | |
| 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 | | | |
| | - V _x /V _y ; | | | | | | |
| | - Turns onto headings; and - Level off. | | | | | | |
| 1.8 | ATC liaison compliance, R/T procedures | P ----> | ----> | M | | | |

SECTION 2

| 2.0 Air work (visual meteorological conditions) | | FSTD | Airplane | FSTD or Airplane | Pass | Fail | Examiner initials |
|---|--|---------|----------|---------------------|------|------|----------------------|
| 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 aeroplanes 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 | | | |



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| No | Single Pilot Aeroplanes | | Class or Type Rating Skill Test or Proficiency Check | | | | |
|-------------------|---|---------|--|------------------|--------|------|-------------------|
| | Maneuvers/procedures | FSTD | Airplane | FSTD or Airplane | Result | | Examiner initials |
| | | | | | Pass | Fail | |
| SECTION 3A | | | | | | | |
| 3A.0 | 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 ----> | ----> | | | | |
| SECTION 3B | | | | | | | |
| 3B.0 | 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: - Rate 1 turns; and - Recoveries from unusual attitudes. | P ----> | ----> | M | | | |
| 3B.7* | Failure of localiser or glideslope | P ----> | ----> | | | | |
| 3B.8* | ATC liaison compliance, R/T procedures | P ----> | ----> | M | | | |
| SECTION 4 | | | | | | | |
| 4.0 | 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 aeroplanes 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/T procedures | P ----> | ----> | M | | | |
| SECTION 5 | | | | | | | |
| 5.0 | 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 aeroplanes only) | | P | M | | | |
| 5.3 | Simulated forced landing without power (single-engine aeroplanes only) | | P | M | | | |
| 5.4 | Simulated emergencies: (I) fire or smoke in-flight; and (II) systems' malfunctions as appropriate | P ----> | ----> | | | | |
| 5.5 | ME aeroplanes and TMG training only: engine shutdown and restart (at a safe altitude if performed in the aircraft) | P ----> | ----> | | | | |
| 5.6 | ATC liaison compliance, R/T procedures | | | | | | |
| SECTION 6 | | | | | | | |
| 6.0 | Simulated asymmetric flight | | | | | | |
| 6.1* | (This section may be combined with Sections 1 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/T procedures | P ----> | ----> | M | | | |



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.