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

• Applicant Name			
• ATO/Operator Name			
• Airplane Type Details			
• Airplane/FSTD Type & number	□ Airplane	□ FSTD	
• Skill Test/Proficiency Check Type	□ Skill Test	□ Proficiency Check	
• Skill Test/Proficiency Check Events	□ ATPL	□ MPL	□ Type Rating
• Skill Test/Proficiency Check Result	□ Passed	□ Partially Passed	□ Failed
• Skill Test Attempt Number			
• Date of Test			
• Duration of Test			
• Examiner Name			

No	Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes	ATPL/MPL/Type Rating Skill Test or Proficiency Check					
	Maneuvers/procedures	FSTD	Airplane	FSTD or Airplane	Result		Examiner initials
					Pass	Fail	
SECTION 1							
1.0	**Flight preparation**						
1.1	Performance calculation	OTD P					
1.2	Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P				
1.3	Cockpit inspection	P ---->	---->				
1.4	Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P ---->	---->	M			
1.5	Taxiing in compliance with ATC instructions or instructions of instructor	P ---->	---->				
1.6	Before take-off checks	P ---->	---->	M			
SECTION 2							
2.0	**Take-offs**						
2.1	Normal take-offs with different flapsettings, including expedited take-off	P ---->	---->				
2.2*	Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P ---->	---->				
2.3	Crosswind take-off	P ---->	---->				
2.4	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P ---->	---->				
2.5	Take-offs with simulated engine failure:	P ---->	---->				
2.5.1*	shortly after reaching V2	P ---->	---->				
	(In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2)						
2.5.2*	between V1 and V2	P	X	M FFS only			
2.6	Rejected take-off at a reasonable speed before reaching V1	P ---->	---->	M			
SECTION 3							
3.0	**Flight manoeuvres and procedures**						
3.1	Manual flight with and without flightdirectors (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable)	P ---->	---->				
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P ---->	---->				
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P ---->	---->				
3.1.3	Turns with and without spoilers	P ---->	---->				
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P ---->	---->				

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					Pass	Fail	
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P ---->	----> An aeroplane shall not beused for this exercise	FFS only			
3.3	Normal operation of systems andcontrols engineer's panel (if applicable)	OTD P ---->	---->				
3.4	Normal and abnormal operations of following systems. A mandatory minimum of 3 abnormal items shall be selected from 3.4.0 to 3.4.14 inclusive			M			
3.4.0	Engine (if necessary propeller)	OTD P ---->	---->				
3.4.1	Pressurisation and air conditioning	OTD P ---->	---->				
3.4.2	Pitot/static system	OTD P ---->	---->				
3.4.3	Fuel system	OTD P ---->	---->				
3.4.4	Electrical system	OTD P ---->	---->				
3.4.5	Hydraulic system	OTD P ---->	---->				
3.4.6	Flight control and trim system	OTD P ---->	---->				
3.4.7	Anti-icing/de-icing system, glare shieldheating	OTD P ---->					
3.4.8	Autopilot/flight director	OTD P ---->		M Single pilot only			
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentationdevices	OTD P ---->					
3.4.10	Ground proximity warning system, weather radar, radio altimeter, trans- ponder	P ---->					
3.4.11	Radios, navigation equipment, instruments, FMS	OTD P ---->					
3.4.12	Landing gear and brake	OTD P ---->	---->				
3.4.13	Slat and flap system	OTD	---->				
3.4.14	Auxiliary power unit (APU)	OTD P ---->	---->				
3.6	Abnormal and emergency procedures: A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive			M			
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P ---->	---->				
3.6.2	Smoke control and removal	P ---->	---->				
3.6.3	Engine failures, shutdown and restart at a safe height	P ---->	---->				
3.6.4	Fuel dumping (simulated)	P ---->	---->				
3.6.5	Wind shear at take-off/landing	P	X	FFS only			
3.6.6	Simulatedcabin pressure failure/ emergency descent	P ---->	---->				
3.6.7	Incapacitation of flight crew member	P ---->	---->				
3.6.8	Other emergency procedures as outlined in the appropriate aeroplane flight manual (AFM)	P ---->	---->				
3.6.9	TCAS event	OTD P ---->	An aeroplane shall not beused	FFS only			
3.7	Upset recovery training						
3.7.1	Recovery from stall events in: - take-off configuration - clean configuration at low altitude - clean configuration near maximum operating altitude; and - landing configuration	P FFS qualified for the training task only	X An aeroplane shall not beused for this exercise				

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					Pass	Fail	
3.7.2	The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at variousbank angles	P FFS qualified for the training task only	X An aeroplane shall not beused for this exercise	FFS only			
3.8	Instrument flight procedures						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P ---->	---->	M			
3.8.2*	Holding procedures	P ---->	---->				
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure						
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 taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).							
3.8.3.1*	Manually, without flight director	P ---->	---->	M Skill test only			
3.8.3.2*	Manually, with flight director	P ---->	---->				
3.8.3.3*	With autopilot	P ---->	---->				
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: - before passing 1000 ft above aerodrome level; and - after passing 1000 ft above aerodrome level In aeroplanes which are not certificated as transport category aeroplanes (i.e., JAR/ FAR 25) or as commuter category aero- planes (i.e., SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The go-around shall be initiated when reaching the published obstacle clearance height/ altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P ---->	---->	M			
3.8.4*	2D operations down to the MDH/A	P* ---->	---->	M			
3.8.5	Circling approach under the following conditions: (a) * approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed	P* ---->	---->				
3.8.6	Visual approaches	P ---->	---->				

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SECTION 4							
4.0	**Missed approach procedures**						
4.1	Go-around with all engines operating* during a 3D operation on reachingdecision height	P* ---->	---->				
4.2	Go-around with all engines operating* from various stages during an instrument approach	P* ---->	---->				
4.3	Other missed approach procedures	P* ---->	---->				
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P* ---->	---->	M			
4.5	Rejected landing with all enginesoperating: - from various heights below DH/MDH - after touchdown (baulked landing) In aeroplanes which are not certificated as transport category aeroplanes (i.e., JAR/ FAR 25) or as commuter category aero- planes (i.e., SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P* ---->	---->				
SECTION 5							
5.0	**Landings**						
5.1	Normal landings* with visual reference established when reaching DA/Hfollowing an instrument approach operation	P					
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P ---->	An aeroplane shall not beused for this exercise	FFS only			
5.3	Crosswind landings (aircraft, if practicable)	P ---->	---->				
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P ---->	---->				
5.5	Landing with critical engine simulatedinoperative	P ---->	---->	M			
5.6	Landing with two engines inoperative: - aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM; and - aeroplanes with four engines: two engines at one side	P	X	M FFS only Skill test only			
SECTION 6							
Note 1. General remarks. Special requirements for the extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m), i.e. CAT II/III operations. **Note 2.** CAT II/III operations shall be performed in accordance with the applicable air operations requirements.							
6.0	**Additional authorisation on a type ratingfor instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)**						
6.1*	Rejected take-off at minimum authorised runway visual range (RVR)	P* ---->	---->X An aeroplane shall not beused for this exercise	M*			
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call-out procedures, mutual surveillance, information exchange and support) shall be observed.	P ---->	---->	M			

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					Pass	Fail	
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go- around due to (simulated) insufficient RVR, wind shear, aeroplane deviationin excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure.	P ---->	---->	M*			
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P ---->	---->	M			

• **Skill Test/Proficiency Check Result**	☐ **Satisfactory**	☐ **Unsatisfactory**
• **Remarks.**		
Examiner Name	**Signature**	**Date**

Content of the Training/Skill Test/Proficiency Check.

6. Multi-pilot aeroplanes and single-pilot high-performance complex aeroplanes.

(a) The following symbols mean:
P = Trained as PIC or co-pilot and as PF and PM for the issue of a type rating as applicable.
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 up to any higher equipment level 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 (*) shall be flown solely by reference to instruments.

(d) 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.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:
(i) The qualifications of the instructors;
(ii) The qualification and the amount of training provided on the course in an FSTD; and
(iii) The qualifications and previous experience on similar types of the pilots under training.

(f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high-performance complex aeroplanes in multi-pilot operations.

(g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high-performance complex aeroplanes in single-pilot operations.

(h) In the case of single-pilot high-performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.8.3.4, 4.4, 5.5 and at least one manoeuvre/procedure from Section 3.4 have to be completed in addition as single-pilot.