

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

• Appli	cant Name							
	Operator Name							
		Cinale France	D O'cole Feeting					
Aircraft Type Details		☐ Single Engine			☐ Multi Engine			
Λ:	-#/CCTD Turn o 0 murah an	□ SPO			□ MPO			
Aircraft/FSTD Type & number		□ Aircraft			□ FSTD			
	Test/Proficiency Check Type		Skill Test Proficiency Check					
	Test/Proficiency Check Events	☐ Type Rating	□ ATPL					
	Test/Proficiency Check Result	☐ Passed	☐ Partially Passed			□ Failed		
	Test Attempt Number							
	of Test							
	tion of Test							
Exan	niner Name							
	Single/Multi-Pilot	Helicopters		Ski	illTest/Profici			1
No	Maneuvers/pro	cedures	FSTD	н	FSTD	Res	sult	Examiner
	maneaver 3/pre		10.5	••	or H	Pass	Fail	initials
SECTI	ON 1 - Pre-flight Preparations							
1.0	Pre-flight preparations and che							
1.1	Helicopter exterior visual inspec	ction; location of each		Р	M - if			
	item and purpose ofinspection				performed			
					in the			
					helicopter			
1.2	Cockpit inspection		P	>	M			
1.3	Starting procedures, radio and		P	>	M			
	check, selection and setting of	navigation and						
	communication frequencies							
1.4	Taxiing/air taxiing in compliance		P	>	M			
	or with instructions of an instruc							
1.5	Pre-take-off procedures and ch	necks	P	>	M			
_								
	ON 2 - Flight Manoeuvres and							
2.0	Flight manoeuvres and proced	lures						
2.1	Take-offs (various profiles)		Р	>	M			
2.2	Sloping ground or crosswind ta	ke-offs &landings	Р	>				
2.3	Take-off at maximum take-off mass (actualor		Р	>				
	simulated maximum take-off m							
2.4	Take-off with simulated engine	failureshortly before	Р	>	M			
	reaching TDP or DPATO	-						
2.4.1	Take-off with simulated engine	failureshortly after	Р	>	M			
	reaching TDP or DPATO							
2.5	Climbing and descending turns		Р	>	M			
2.5.1	Turns with 30° bank, 180° to 3		P	>	M			
	sole reference to instruments							
2.6	Autorotative descent		Р	>	M			
2.6.1	For single-engine helicopters (\$		P	>	M			
	landing or for multi-engine helic	copters (MEH) power						
	recovery							
2.7	Landings, various profiles		Р	>	M			
2.7.1	Go-around or landing following	g simulatedengine	P	>	M			
	failure before LDP or DPBL		_					
2.7.2	Landing following simulated er	ngine failureafter LDP	Р	>	M			
	or DPBL							
0===		,						
	ON 3 - Normal and abnormal of		ving syste	ms and pro			1	ı
3.0	Normal and abnormal operation		1		М			
1	systems and procedures. Ama		1			1		
2.4	items shall be selected from thi	s section.	<u> </u>			1		
3.1	Engine	1.0.	P	>	1	1		
3.2	Air conditioning (heating, venti	lation)	P	>		1		
3.3	Pitot/static system		Р	>		1		
3.4	Fuel system		Р	>				
3.5	Electrical system		Р	>				
3.6	Hydraulic system		Р	>				
3.7	Flight control and trim system		Р	>				

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No	Maneuvers/procedures	FSTD	н	FSTD or H	Result Pass Fail	Examiner initials	
3.8	Anti-icing and de-icing system	Р	>		 		
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, instrumentsand FMS	Р	>				
SECTI	SECTION 4 - Abnormal and emergency procedures.						
4.0	Abnormal and emergency procedures. Amandatory			М			
	minimum of 3 items shall be selected from this section					1	
4.1	Fire drills (including evacuation ifapplicable)	Р	>				
4.2	Smoke control and removal	Р	>				
4.3	Engine failures, shutdown and restart at asafe height	Р	>				
4.4	Fuel dumping (simulated)	Р	>				
4.5	Tail rotor control failure (if applicable)	Р	>		<u> </u>		
4.5.1	Tail rotor loss (if applicable)	P	A helicopter				
			shall not be used for this exercise				
4.6	Incapacitation of crew member — MPHonly	Р	>				
4.7	Transmission malfunctions	Р	>				
4.8	Other emergency procedures as outlined inthe appropriate flight manual	Р	>				
5.0 5.1	Instrument flight procedures (to be performed in IMC of Instrument take-off: transition to instrument flight is	r simulate	ed IMC)				
	required as soon as possible after becoming airborne						
5.1.1	Simulated engine failure during departure	P*	>*	M*			
5.2	Adherence to departure and arrival routesand ATC instructions	P*	>*	M*			
5.3	Holding procedures	P*	>*				
5.4	3D operations to DH/A of 200 ft (60 m) or to higher	P*	>*				
	minima if required by the approach procedure						
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 onreaching 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*			
SECTI	ON 6						
6.0	Use of optional equipment	Р	>				
	l	<u></u>			1 1	1	

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SkillTest/Proficiency Check Result	□ Satisfactory	☐ Unsatisfactory				
Remarks.						
	·	·				
Examiner Name	Signature	Date				

Content of the Training/Skill Test/Proficiency Check.

- 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).
- 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
- 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.
- 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.
- 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:
 - the qualification of the FSTD as set out in the relevant requirements of CAR-ORA;
 - 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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