



### Examiners Certificate Training Program Approval Compliance List

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**Flight Safety Department - Personnel Licensing Section**  
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<b>• ATO/Operator name</b>			
<b>• Flight examiner certificate training program type(s)</b>	<input type="checkbox"/> Flight examiner (FE)	<input type="checkbox"/> Type rating examiner (TRE)	<input type="checkbox"/> Class rating examiner (CRE)
	<input type="checkbox"/> Instrument rating examiner (IRE)	<input type="checkbox"/> Synthetic flight examiner (SFE)	<input type="checkbox"/> Flight instructor examiner (FIE)
<b>• Aircraft Category(s)</b>	<input type="checkbox"/> Airplane	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Power Lift
<b>• Aircraft type(s)</b>			
<b>• Compliance list received date</b>			
<b>• Inspector name</b>			
<b>• ATO/Operator focal point contact details</b>	Name	Phone	Email

No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

**SECTION 1 Common requirements**

<b>FCL.1000 Examiner certificates</b>					
(a)	General Holders of an examiner certificate shall:				
(1)	hold, unless otherwise determined in this Regulation, an equivalent license, rating or certificate to the ones for which they are authorized to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;				
(2)	be qualified to act as PIC in the aircraft during a skill test, proficiency check or assessment of competence if conducted on the aircraft.				
(b)	Special conditions:				
(1)	The CAA may issue a specific certificate granting privileges for the conduct of skill tests, proficiency checks and assessments of competence if compliance with the requirements established in this Subpart is not possible because of the introduction of any of the following:				
(i)	new aircraft in the Sultanate of Oman or in an operator's fleet;				
(ii)	new training courses in this Regulation.				
	Such a certificate shall be limited to the skill tests, proficiency checks and assessments of competence necessary for the introduction of the new type of aircraft or the new training course and its validity shall not, in any case, exceed 1 year.				
(2)	Holders of a certificate issued in accordance with point (b)(1) who wish to apply for an examiner certificate shall comply with the prerequisites and revalidation requirements for that category of examiner certificate.				
(3)	Where no qualified examiner is available, CAA may, on a case-by-case basis, authorize inspectors or examiners who do not meet the relevant instructor, type or class rating requirements as specified in (a), to perform skill tests, proficiency checks and assessments of competence.				
(c)	Examination provided outside the territory of the Sultanate of Oman:				
(1)	By way of derogation from point (a), in the case of skill tests and proficiency checks provided outside the territory for which the Sultanate of Oman is responsible under the Chicago Convention, the CAA shall issue an examiner certificate to applicants holding a pilot license that is compliant with Annex 1 to the Chicago Convention, provided that those applicants:				
(i)	hold at least an equivalent license, rating, or certificate to the one for which they are authorized to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL;				
(ii)	are qualified to act as PIC in the aircraft during a skill test or proficiency check that is conducted in the aircraft;				
(iii)	comply with the requirements established in this Subpart for the issue of the relevant examiner certificate; and				
(iv)	demonstrate to the CAA an adequate level of knowledge of Omani aviation safety rules to be able to exercise examiner privileges in accordance with this Regulation.				



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(2)	The certificate referred to in point (1) shall be limited to performing skill tests and proficiency checks:				
(i)	outside the territory for which the Sultanate of Oman is responsible under the Chicago Convention; and				
(ii)	to pilots who have sufficient knowledge of the language in which the test/check is given.				
<b>GM1 FCL.1000 Examiner certificates</b>					
<b>GM2 FCL.1000 Examiner certificates</b>					
<b>FCL.1005 Limitation of privileges in case of vested interests.</b> Examiners shall not conduct:					
(a)	skill tests or assessments of competence of applicants for the issue of a license, rating or certificate to whom they have provided more than 25 % of the required flight instruction for the license, rating or certificate for which the skill test or assessment of competence is being taken; and				
(b)	skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.				
<b>GM1 FCL.1005(b) Limitation of privileges in case of vested interests</b>					
<b>FCL.1010 Prerequisites for examiners.</b> Applicants for an examiner certificate shall demonstrate:					
(a)	relevant knowledge, background and appropriate experience related to the privileges of an examiner;				
(b)	that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licenses, ratings or certificates issued in accordance with this Regulation, for non-compliance with Civil Aviation Law and Regulation during the last 3 years.				
<b>AMC1 FCL.1010 Prerequisites for examiners</b>					
	When evaluating the applicant's background, the CAA should evaluate the personality and character of the applicant, and his/her cooperation with the CAA				
	The CAA may also take into account whether the applicant has been convicted of any relevant criminal or other offenses, taking into account national law.				
<b>FCL.1015 Examiner standardization</b>					
(a)	An applicant for an examiner certificate shall undertake a standardization course which is provided by the CAA or which is provided by an ATO/operator and approved by the CAA.				
(b)	The standardization course shall consist of theoretical and practical instruction and shall include, at least:				
(1)	the conduct of 2 skill tests, proficiency checks or assessments of competences for the licenses, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;				
(2)	instruction on the applicable requirements in this Regulation and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;				
(3)	a briefing on the CAA administrative procedures, requirements for protection of personal data, liability, accident insurance and fees;				
(4)	an instruction on how to get access to these national procedures and requirements				



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<b>AMC1 FCL.1015 Examiner standardization</b>					
<b>GENERAL</b>					
(a)	The CAA may provide the course itself or through an arrangement with an ATO/operator. This arrangement should clearly state that the ATO/operator is acting under the management system of the CAA.				
(b)	The course should last:				
(1)	for the FE and FIE, at least 1 day, divided into theoretical and practical training;				
(2)	for other examiners, at least 3 days, divided into theoretical training (1 day) and practical training in an FFS conducting real or role-played proficiency checks, skill tests or assessments of competence (at least 2 days).				
(c)	The CAA or the ATO/operator should determine any further training required before presenting the candidate for the examiner assessment of competence.				
<b>CONTENT</b>					
(d)	The training should comprise:				
(1)	Theoretical training covering at least:				
(i)	the contents of AMC2 FCL.1015 and the FEM;				
(ii)	CAR-FCL and related AMCs and GM relevant to their duties;				
(iii)	operational requirements and related AMCs and GM relevant to their duties;				
(iv)	national requirements relevant to their examination duties;				
(v)	fundamentals of human performance and limitations relevant to flight examination;				
(vi)	fundamentals of evaluation relevant to applicant's performance;				
(vii)	the management system of ATOs;				
(viii)	MCC, human performance and limitations, if applicable.				
(2)	Examiners should also be briefed on the protection requirements for personal data, liability, accident insurance and fees, as applicable in the member state concerned.				
(3)	All items above are the core knowledge requirements for an examiner and are recommended as the core course material. This core course may be studied before recommended examiner training is commenced. The core course may utilize any suitable training format.				
(4)	Practical training consisting of at least:				
(i)	knowledge and management of the test for which the certificate is to be sought. These are described in the relevant modules in the FEM;				
(ii)	knowledge of the administrative procedures pertaining to that test or check.				
(5)	For an initial examiner certificate, practical training should include the examination of the test profile sought, consisting of the conduct of at least two test or check profiles in the role of examiner (these two tests or checks profiles can be performed in the same simulator session), including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in FSTD's are required, practical instruction in the use of FSTD(s) for testing or checking should also be completed.				



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(6)	If examiner privileges are to include the conduct of proficiency checks for the revalidation or renewal of an instrument rating, practical instruction should include the conduct of at least four instrument check profiles in the role of examiner, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. This training is conducted in the aircraft if approval for testing or checking in the aircraft is required. If examiner privileges in both FSTD and aircraft are required, at least one of the instrument check profiles should be conducted in an FSTD.				
(7)	For extension of an examiner certificate to further types (as required for TRE), further practical training on the new type may be required, consisting of the conduct of at least one test or check profile in the role of examiner on the new type, including briefing, conduct of the skill test and proficiency check, assessment of the applicant to whom the test or check is given, debriefing and recording or documentation under the supervision of an examiner of the appropriate category on the applicable type. A further examiner check on the new type may be required, which may be supervised by an inspector of the CAA or a suitably authorized senior examiner.				
<b>AMC2 FCL.1015 Examiner standardization</b>					
<b>STANDARDISATION ARRANGEMENTS FOR EXAMINERS</b>					
<b>LIMITATIONS</b>					
(a)	An examiner should allow an applicant adequate time to prepare for a test or check, normally not more than 1 hour.				
(b)	An examiner should plan a test or check flight so that all required exercises can be performed while allowing sufficient time for each of the exercises and with due regard to the weather conditions, traffic situation, ATC requirements and local procedures.				
<b>PURPOSE OF A TEST OR CHECK</b>					
(c)	Determine through practical demonstration during a test or check that an applicant has acquired or maintained the required level of knowledge and skill or proficiency.				
(d)	Improve training and flight instruction in ATOs by feedback of information from examiners about items or sections of tests or checks that are most frequently failed.				
(e)	Assist in maintaining and, where possible, improving air safety standards by having examiners display good airmanship and flight discipline during tests or checks.				
<b>CONDUCT OF TEST OR CHECK</b>					
(f)	An examiner will ensure that an applicant completes a test or check in accordance with CARFCL requirements and is assessed against the required test or check standards.				
(g)	Each item within a test or check section should be completed and assessed separately. The test or check schedule, as briefed, should not normally be altered by an examiner. A failed item is not always a failed section, for example type rating skill test where a failure of an item in a section does not fail the entire section, only the failed item is taken again.				
(h)	Marginal or questionable performance of a test or check item should not influence an examiner's assessment of any subsequent items.				
(i)	An examiner should verify the requirements and limitations of a test or check with an applicant during the pre-flight briefing.				
(j)	When a test or check is completed or discontinued, an examiner should debrief the applicant and give reasons for items or sections failed. In case of a failed or discontinued skill test and proficiency check, the examiner should provide appropriate advice to assist the applicant in retests or re-checks.				
(k)	Any comment on, or disagreement with, an examiner's test or check evaluation or assessment made during a debriefing will be recorded by the examiner on the test or check report, and will be signed by the examiner and countersigned by the applicant.				



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<b>EXAMINER PREPARATION</b>					
(l)	An examiner should supervise all aspects of the test or check flight preparation, including, where necessary, obtaining or assuring an ATC 'slot' time.				
(m)	An examiner will plan a test or check in accordance with CAR-FCL requirements. Only the maneuvers and procedures set out in the appropriate test or check form will be undertaken. The same examiner should not re-examine a failed applicant without the agreement of the applicant.				
<b>EXAMINER APPROACH</b>					
(n)	An examiner should encourage a friendly and relaxed atmosphere to develop both before and during a test or check flight. A negative or hostile approach should not be used. During the test or check flight, the examiner should avoid negative comments or criticisms and all assessments should be reserved for the debriefing.				
<b>ASSESSMENT SYSTEM</b>					
(o)	Although test or checks may specify flight test tolerances, an applicant should not be expected to achieve these at the expense of smoothness or stable flight. An examiner should make due allowance for unavoidable deviations due to turbulence, ATC instructions, etc. An examiner should terminate a test or check only when it is clear that the applicant has not been able to demonstrate the required level of knowledge, skill or proficiency and that a full re-test will be necessary or for safety reasons. An examiner will use one of the following terms for assessment:				
(1)	a 'pass', provided that the applicant demonstrates the required level of knowledge, skill or proficiency and, where applicable, remains within the flight test tolerances for the license or rating;				
(2)	a 'fail' provided that any of the following apply:				
(i)	the flight test tolerances have been exceeded after the examiner has made due allowance for turbulence or ATC instructions;				
(ii)	the aim of the test or check is not completed;				
(iii)	the aim of exercise is completed but at the expense of safe flight, violation of a rule or regulation, poor airmanship or rough handling;				
(iv)	an acceptable level of knowledge is not demonstrated;				
(v)	an acceptable level of flight management is not demonstrated;				
(vi)	the intervention of the examiner or safety pilot is required in the interest of safety.				
(3)	a 'partial pass' in accordance with the criteria shown in the relevant skill test appendix of CAR-FCL.				
<b>METHOD AND CONTENTS OF THE TEST OR CHECK</b>					
(p)	Before undertaking a test or check, an examiner will verify that the aircraft or FSTD intended to be used is suitable and appropriately equipped for the test or check.				
(q)	A test or check flight will be conducted in accordance with the AFM and, if applicable, the AOM.				
(r)	A test or check flight will be conducted within the limitations contained in the operations manual of an ATO or the operator for which the applicant is flying, as applicable.				
(s)	Contents:				
(1)	a test or check is comprised of:				
(i)	oral examination on the ground (where applicable);				
(ii)	pre-flight briefing;				
(iii)	in-flight exercises;				
(iv)	post-flight debriefing.				



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(2)	oral examination on the ground should include:				
(i)	aircraft general knowledge and performance;				
(ii)	planning and operational procedures;				
(iii)	other relevant items or sections of the test or check.				
(3)	pre-flight briefing should include:				
(i)	test or check sequence;				
(ii)	power setting, speeds and approach minima, if applicable;				
(iii)	safety considerations.				
(4)	in-flight exercises will include each relevant item or section of the test or check;				
(5)	post-flight debriefing should include:				
(i)	assessment or evaluation of the applicant;				
(ii)	documentation of the test or check with the applicant's FI present, if possible.				
(t)	A test or check is intended to simulate a practical flight. Thus, an examiner may set practical scenarios for an applicant while ensuring that the applicant is not confused and air safety is not compromised.				
(u)	When maneuvers are to be flown by sole reference to instruments, the examiner should ensure that a suitable method of screening is used to simulate IMC.				
(v)	An examiner should maintain a flight log and assessment record during the test or check for reference during the post or flight debriefing.				
(w)	An examiner should be flexible to the possibility of changes arising to pre-flight briefings due to ATC instructions, or other circumstances affecting the test or check.				
(x)	Where changes arise to a planned test or check an examiner should be satisfied that the applicant understands and accepts the changes. Otherwise, the test or check flight should be terminated.				
(y)	Should an applicant choose not to continue a test or check for reasons considered inadequate by an examiner, the applicant will be assessed as having failed those items or sections not attempted. If the test or check is terminated for reasons considered adequate by the examiner, only these items or sections not completed will be tested during a subsequent test or check.				
(z)	An examiner may terminate a test or check at any stage, if it is considered that the applicant's competency requires a complete re-test or re-check.				
<b>GM1 FCL.1015 Examiner standardization</b>					
<b>FCL.1020 Examiners assessment of competence.</b> Applicants for an examiner certificate shall demonstrate their competence to an inspector from the CAA or a senior examiner specifically authorized to do so by the CAA through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.					
<b>AMC1 FCL.1020 Examiners assessment of competence</b>					
<b>GENERAL</b>					
(a)	The CAA may nominate either one of its inspectors or a senior examiner to assess the competence of applicants for an examiner certificate.				



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<b>DEFINITIONS</b>					
(b)	Definitions:				
(1)	'Inspector': the inspector of the CAA conducting the examiner competence assessment;				
(2)	'Examiner applicant': the person seeking certification as an examiner;				
(3)	'Candidate': the person being tested or checked by the examiner applicant. This person may be a pilot for whom the test or check would be required, or the inspector of the CAA who is conducting the examiner certification acceptance test.				
<b>CONDUCT OF THE ASSESSMENT</b>					
(c)	An inspector of the CAA or a senior examiner will observe all examiner applicants conducting a test on a 'candidate' in an aircraft for which examiner certificate is sought. Items from the related training course and test or check schedule will be selected by the inspector for examination of the 'candidate' by the examiner applicant. Having agreed with the inspector the content of the test, the examiner applicant will be expected to manage the entire test. This will include briefing, the conduct of the flight, assessment and debriefing of the 'candidate'. The inspector will discuss the assessment with the examiner applicant before the 'candidate' is debriefed and informed of the result.				
<b>BRIEFING THE 'CANDIDATE'</b>					
(d)	The 'candidate' should be given time and facilities to prepare for the test flight. The briefing should cover the following:				
(1)	the objective of the flight;				
(2)	licensing checks, as necessary;				
(3)	freedom for the 'candidate' to ask questions;				
(4)	operating procedures to be followed (for example operators manual);				
(5)	weather assessment;				
(6)	operating capacity of 'candidate' and examiner;				
(7)	aims to be identified by 'candidate';				
(8)	simulated weather assumptions (for example icing and cloud base)				
(9)	use of screens (if applicable);				
(10)	contents of exercise to be performed;				
(11)	agreed speed and handling parameters (for example V-speeds, bank angle, approach minima);				
(12)	use of R/T;				
(13)	respective roles of 'candidate' and examiner (for example during emergency);				
(14)	administrative procedures (for example submission of flight plan).				
(e)	The examiner applicant should maintain the necessary level of communication with the 'candidate'. The following check details should be followed by the examiner applicant:				
(1)	involvement of examiner in a MP operating environment;				
(2)	the need to give the 'candidate' precise instructions;				
(3)	responsibility for safe conduct of the flight;				
(4)	intervention by examiner, when necessary;				
(5)	use of screens;				
(6)	liaison with ATC and the need for concise, easily understood intentions;				
(7)	prompting the 'candidate' about required sequence of events (for example following a go-around);				
(8)	keeping brief, factual and unobtrusive notes.				





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<b>ASSESSMENT</b>					
(f)	The examiner applicant should refer to the flight test tolerances given in the relevant skill test. Attention should be paid to the following points:				
(1)	questions from the 'candidate';				
(2)	give results of the test and any sections failed;				
(3)	give reasons for failure.				
<b>DEBRIEFING</b>					
(g)	The examiner applicant should demonstrate to the inspector the ability to conduct a fair, unbiased debriefing of the 'candidate' based on identifiable factual items. A balance between friendliness and firmness should be evident. The following points should be discussed with the 'candidate', at the applicant's discretion:				
(1)	advise the candidate on how to avoid or correct mistakes;				
(2)	mention any other points of criticism noted;				
(3)	give any advice considered helpful.				
<b>RECORDING OR DOCUMENTATION</b>					
(h)	The examiner applicant should demonstrate to the inspector the ability to complete the relevant records correctly. These records may be:				
(1)	the relevant test or check form;				
(2)	license entry (i.e. License No.);				
(3)	notification of failure form;				
(4)	relevant company forms where the examiner has privileges of conducting operator proficiency checks.				
<b>DEMONSTRATION OF THEORETICAL KNOWLEDGE</b>					
(i)	The examiner applicant should demonstrate to the inspector a satisfactory knowledge of the regulatory requirements associated with the function of an examiner.				
<b>AMC1 FCL.1020; FCL.1025</b>					
<b>QUALIFICATION OF SENIOR EXAMINERS</b>					
(a)	A senior examiner specifically tasked by the CAA to observe skill tests or proficiency checks for the revalidation of examiner certificates should:				
(1)	hold a valid or current examiner certificate appropriate to the privileges being given;				
(2)	have examiner experience level acceptable to the CAA;				
(3)	have conducted a number of skill tests or proficiency checks as a CAR-FCL examiner.				
(b)	The CAA may conduct a pre-assessment of the applicant or candidate carrying out a skill test and proficiency check under supervision of an inspector of the CAA.				
(c)	Applicants should be required to attend a senior examiner briefing, course or seminar arranged by the CAA. Content and duration will be determined by the CAA and should include:				
(1)	pre-course self-study;				
(2)	legislation;				
(3)	the role of the senior examiner;				
(4)	an examiner assessment;				
(5)	national administrative requirements.				
(d)	The validity of the authorization should not exceed the validity of the examiners certificate, and in any case should not exceed 3 years. The authorization may be revalidated in accordance with procedures established by the CAA.				



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<b>FCL.1025 Validity, revalidation and renewal of examiner certificates</b>					
(a)	Validity An examiner certificate shall be valid for 3 years.				
(b)	Revalidation To revalidate an examiner certificate, holders shall comply with all of the following conditions:				
(1)	before the expiry date of the certificate, have conducted at least six skill tests, proficiency checks, assessments of competence, or EBT evaluation phases during an EBT module;				
(2)	in the period of 12 months immediately preceding the expiry date of the certificate, have completed an examiner refresher course which is provided by the CAA or which is provided by an ATO/operator and approved by the CAA;				
(3)	one of the skill tests, proficiency checks, assessments of competence or EBT evaluation phases conducted in accordance with point (1) shall take place in the period of 12 months immediately preceding the expiry date of the examiner certificate and shall:				
(i)	have been assessed by an CAA inspector or by a senior examiner specifically authorized to do so by the CAA; or				
(ii)	comply with the requirements in point FCL.1020. If applicants for the revalidation hold privileges for more than one category of examiner, all examiner privileges may be revalidated if applicants comply with the requirements laid down in points (b)(1) and (2) and point FCL.1020 for one of the categories of examiner certificates held, in agreement with the CAA.				
(c)	Renewal. If the certificate has expired, before resuming the exercise of the privileges, the applicants shall comply with the requirements in point (b)(2) and point FCL.1020 in the period of 12 months immediately preceding the application for the renewal.				
(d)	An examiner certificate shall only be revalidated or renewed if applicants demonstrate continued compliance with the requirements laid down in points FCL.1010 and FCL.1030.				
<b>AMC1 FCL.1025 Validity, revalidation and renewal of examiner certificates</b>					
<b>EXAMINER REFRESHER COURSE</b>					
	The examiner refresher course should follow the content of the examiner standardization course, included in AMC1 FCL.1015, and take into account specific contents adequate to the category of examiner affected.				
<b>FCL.1030 Conduct of skill tests, proficiency checks and assessments of competence</b>					
(a)	When conducting skill tests, proficiency checks and assessments of competence, examiners shall:				
(1)	ensure that communication with the applicant can be established without language barriers;				
(2)	verify that the applicant complies with all the qualification, training and experience requirements in this Regulation 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;				
(3)	make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.				
(b)	After completion of the skill test or proficiency check, the examiner shall:				
(1)	inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;				
(2)	in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant's license or certificate with the new expiry date of the rating or certificate, if specifically, authorized for that purpose by the CAA;				
(3)	provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the CAA. The report shall include:				
(i)	a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in this Regulation;				



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(ii)	confirmation that all the required maneuvers and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;				
(iii)	the result of the test, check or assessment of competence;				
(iv)	a declaration that the examiner has reviewed and applied the CAA procedures and requirements;				
(v)	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.				
(c)	Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.				
(d)	Upon request by the CAA, examiners shall submit all records and reports, and any other information, as required for oversight activities.				

<b>AMC1 FCL.1030(b)(3) Conduct of skill tests, proficiency checks and assessments of competence</b>					
<b>OBLIGATIONS FOR EXAMINERS APPLICATION AND REPORT FORMS</b>					
	Common application and report forms can be found:				
(a)	For skill tests or proficiency checks for issue, revalidation or renewal of LAPL, PPL, CPL and IR in AMC1 to Appendix 7;				
(b)	For training, skill tests or proficiency checks for ATPL, MPL or class and type ratings, in AMC1 to Appendix 9;				
(c)	For EBT practical assessment, in AMC1 to Appendix 10;				
(d)	For assessments of competence for instructors, in AMC5 FCL.935.				

<b>GM1 FCL.1030(b)(3)(ii) Conduct of skill tests, proficiency checks and assessments of competence</b>					
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<input type="checkbox"/> <b>Assessment Result</b>		<input type="checkbox"/> <b>Satisfactory</b>		<input type="checkbox"/> <b>Unsatisfactory</b>	
<input type="checkbox"/> <b>Remarks</b>					
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			YES	NO	NA

**SECTION 2 Specific requirements for flight examiners - FE**

<b>FCL. 1005.FE FE - Privileges and conditions</b>					
(a)	FE(A). The privileges of an FE for airplanes are to conduct:				
(1)	skill tests for the issue of the PPL(A) and skill tests and proficiency check for associated single-pilot class and type ratings, except for single-pilot high-performance complex airplanes, provided that the examiner has completed at least 1 000 hours of flight time as a pilot on airplanes or TMGs, including at least 250 hours of flight instruction;				
(2)	skill tests for the issue of the CPL(A) and skill tests and proficiency check for the associated single-pilot class and type ratings, except for single-pilot high-performance complex airplanes, provided that the examiner has completed at least 2 000 hours of flight time as a pilot on airplanes or TMGs, including at least 250 hours of flight instruction;				
(3)	skill tests and proficiency check for the LAPL(A), provided that the examiner has completed at least 500 hours of flight time as a pilot on airplanes or TMGs, including at least 100 hours of flight instruction;				
(4)	skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on airplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating				
(5)	proficiency checks for the revalidation and renewal of BIRs, provided that the FE has completed at least 1 500 hours as a pilot on airplanes and complies with the requirements in FCL.1010.IRE(a)(2).				
(b)	FE(H). The privileges of an FE for helicopters are to conduct:				
(1)	skill tests for the issue of the PPL(H) and skill tests and proficiency check for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1 000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;				
(2)	skill tests for the issue of the CPL(H) and skill tests and proficiency check for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2 000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;				
(3)	skill tests and proficiency check for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);				
(4)	skill tests and proficiency check for the LAPL(H), provided that the examiner has completed at least 500 hours of flight time as a pilot on helicopters, including at least 150 hours of flight instruction.				
(c)	FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.				

**FCL.1010.FE FE - Prerequisites.** An applicant for an FE certificate shall hold an FI certificate in the appropriate aircraft category.

<b>• Assessment Result</b>	<input type="checkbox"/> <b>Satisfactory</b>	<input type="checkbox"/> <b>Unsatisfactory</b>
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>



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			YES	NO	NA

**SECTION 3 Specific requirements for type rating examiners - TRE**

<b>FCL.1005.TRE TRE - Privileges and conditions.</b>					
(a)	TRE(A) and TRE(PL). The privileges of a TRE for airplanes or powered-lift aircraft are to conduct:				
(1)	skill tests for the initial issue of type ratings for airplanes or powered-lift aircraft, as applicable;				
(2)	proficiency checks for the revalidation or renewal of type ratings and IRs;				
(3)	skill tests for ATPL(A) issue;				
(4)	skill tests for MPL issue, provided that the examiner has complied with the requirements in FCL.925;				
(5)	assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificates in the applicable aircraft category, provided that they have completed at least 3 years as a TRE and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).				
(b)	TRE(H). The privileges of a TRE(H) are to conduct:				
(1)	skill tests and proficiency check for the issue, revalidation or renewal of helicopter type ratings;				
(2)	proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);				
(3)	skill tests for ATPL(H) issue;				
(4)	assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificates, provided that they have completed at least 3 years as a TRE and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).				

<b>FCL.1010.TRE TRE - Prerequisites</b>					
(a)	TRE(A) and TRE(PL). Applicants for a TRE certificate for airplanes and powered-lift aircraft shall:				
(1)	in the case of multi-pilot airplanes or powered-lift aircraft, have completed 1 500 hours of flight time as a pilot of multi-pilot airplanes or powered-lift aircraft, as applicable, of which at least 500 hours shall be as PIC;				
(2)	in the case of single-pilot high-performance complex airplanes, have completed 500 hours of flight time as a pilot of single-pilot airplanes, of which at least 200 hours shall be as PIC;				
(3)	hold a CPL or ATPL and a TRI certificate for the applicable type;				
(4)	for the initial issue of a TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.				
(b)	TRE(H). Applicants for a TRE (H) certificate for helicopters shall:				
(1)	hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;				
(2)	for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type;				
(3)	in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1 500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;				
(4)	in the case of single-pilot multi-engine helicopters:				
(i)	have completed 1 000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;				
(ii)	hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H);				



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			YES	NO	NA
(5)	in the case of single-pilot single-engine helicopters:				
(i)	have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC;				
(ii)	hold a CPL(H) or ATPL(H).				
(6)	Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.				
(7)	In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1 500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.				

<b>• Assessment Result</b>	<input type="checkbox"/> <b>Satisfactory</b>	<input type="checkbox"/> <b>Unsatisfactory</b>
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>



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			YES	NO	NA

**SECTION 4 Specific requirements for Class Rating Examiner - CRE**

	FCL.1005.CRE CRE - Privileges. The privileges of a CRE are to conduct, for single-pilot airplanes, except for single-pilot high performance complex airplanes			
(a)	skill tests for the issue of class and type ratings;			
(b)	proficiency checks for:			
(1)	revalidation or renewal of class and type ratings;			
(2)	revalidation of IRs, provided that they have completed at least 1500 hours as pilots of airplanes and have competed at least 450 hours of flight time under IFR;			
(3)	renewal of IRs, provided that they comply with the requirements laid down in point FCL.1010.IRE(a); and			
(4)	revalidation and renewal of BIRs, provided that the CRE has completed:			
(i)	1 500 hours of flight time as a pilot of airplanes; and			
(ii)	450 hours of flight time under IFR; and			
(c)	skill tests for the extension of LAPL(A) privileges to another class or variant of airplane.			

	FCL.1010.CRE CRE - Prerequisites. Applicants for a CRE certificate shall:			
(a)	hold a CPL(A), MPL(A) or ATPL(A) with single-pilot privileges or have held it and hold a PPL(A);			
(b)	hold a CRI or FI certificate with instructional privileges for the applicable class or type;			
(c)	have completed 500 hours of flight time as a pilot on airplanes.			

<b>• Assessment Result</b>	<input type="checkbox"/> <b>Satisfactory</b>	<input type="checkbox"/> <b>Unsatisfactory</b>
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>



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No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

**SECTION 5 Specific requirements for Instrument Rating Examiner - IRE**

<b>FCL.1005.IRE IRE - Privileges.</b> The privileges of holders of an instrument rating examiner (IRE) certificate are to conduct skill tests for the issue and proficiency checks for the revalidation or renewal of BIRs and IRs.				
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<b>FCL.1010.IRE IRE - Prerequisites</b>				
(a)	IRE(A). Applicants for an IRE certificate for airplanes shall hold an IRI(A) or an FI(A) certificate with the privilege to instruct for the IR(A) and shall have completed:			
(1)	2000 hours of flight time as pilots of airplanes; and			
(2)	450 hours of flight time under IFR, of which 250 hours shall be as an instructor.			
(b)	IRE(H). Applicants for an IRE certificate for helicopters shall hold an IRI(H) or an FI(H) certificate with the privilege to instruct for the IR(H) and shall have completed:			
(1)	2000 hours of flight time as pilots of helicopters; and			
(2)	300 hours of instrument flight time in helicopters, of which 200 hours shall be as an instructor.			
(c)	IRE(As). Applicants for an IRE certificate for airships shall hold an IRI(As) or an FI(As) certificate with the privilege to instruct for the IR(As) and shall have completed:			
(1)	500 hours of flight time as pilots on airships; and			
(2)	100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.			

<b>• Assessment Result</b>	<input type="checkbox"/> <b>Satisfactory</b>	<input type="checkbox"/> <b>Unsatisfactory</b>
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>





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			YES	NO	NA

**SECTION 6 Specific requirements for Synthetic Flight Examiner - SFE**

<b>FCL.1005.SFE SFE - Privileges and conditions</b>					
(a)	SFE for airplanes (SFE(A)) and SFE for powered-lift aircraft (SFE(PL)). The privileges of SFEs for airplanes or powered-lift aircraft are to conduct in an FFS, or for the assessments in point (5) on the applicable FSTD:				
(1)	skill tests and proficiency check for the issue, revalidation or renewal of type ratings for airplanes or powered-lift aircraft, as applicable;				
(2)	proficiency checks for the revalidation or renewal of IRs if combined with the revalidation or renewal of a type rating, provided that they have passed a proficiency check for the aircraft type including the instrument rating within the last year;				
(3)	skill tests for ATPL(A) issue;				
(4)	skill tests for MPL issue, provided that they have complied with the requirements laid down in point FCL.925; and				
(5)	assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that they have completed at least 3 years as an SFE(A) and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).				
(b)	SFE for helicopters (SFE(H)). The privileges of an SFEs(H) are to conduct in an FFS or for the assessments in point (4) on the applicable FSTD:				
(1)	skill tests and proficiency check for the issue, revalidation and renewal of type ratings;				
(2)	proficiency checks for the revalidation and renewal of IRs if those checks are combined with the revalidation or renewal of a type rating, provided that the SFEs have passed a proficiency check for the aircraft type including the instrument rating within the last year preceding the proficiency check;				
(3)	skill tests for ATPL(H) issue; and				
(4)	assessments of competence for the issue, revalidation or renewal of an SFI(H) certificate, provided that they have completed at least 3 years as an SFE(H) and have undergone specific training for the assessment of competence in accordance with point FCL.1015 (b).				

<b>FCL.1010.SFE SFE - Prerequisites</b>					
(a)	SFE(A). Applicants for an SFE(A) certificate shall comply with all of the following conditions:				
(1)	in the case of multi-pilot airplanes:				
(i)	hold or have held an ATPL(A) and a type rating;				
(ii)	hold an SFI(A) certificate for the applicable type of airplane; and				
(iii)	have at least 1500 hours of flight time as pilots of multi-pilot airplanes;				
(2)	in the case of single-pilot high-performance complex airplanes:				
(i)	hold or have held a CPL(A) or an ATPL(A) and a type rating;				
(ii)	hold an SFI(A) certificate for the applicable class or type of airplane; and				
(ii)	have at least 500 hours of flight time as pilots of single-pilot airplanes.				
(3)	for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(A) or an SFI(A) on the applicable type.				
(b)	SFE(H). Applicants for an SFE(H) certificate shall comply with all of the following conditions:				
(1)	hold or have held an ATPL(H), and a type rating for the applicable type of helicopter;				
(2)	hold an SFI(H) certificate for the applicable type of helicopter;				
(3)	have at least 1000 hours of flight time as pilots of multi-pilot helicopters;				
(4)	for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as a TRI(H) or an SFI(H) on the applicable type.				



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<b>• Assessment Result</b>	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Unsatisfactory
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>



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No	CAR Requirements	Training Program Reference	Compliance Status		
			YES	NO	NA

**SECTION 7 Specific requirements for the flight instructor examiner - FIE**

<b>FCL.1005.FIE FIE - Privileges and conditions</b>					
(a)	FIE(A). The privileges of an FIE on airplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A), CRI(A), IRI(A) and TRI(A) on single-pilot airplanes, provided that the relevant instructor certificate is held.				
(b)	FIE(H). The privileges of an FIE on helicopters are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(H), IRI(H) and TRI(H) on single-pilot helicopters, provided that the relevant instructor certificate is held.				

<b>FCL.1010.FIE FIE - Prerequisites</b>					
(a)	FIE(A). Applicants for an FIE certificate for airplanes shall:				
(1)	hold the relevant instructor certificate, as applicable;				
(2)	have completed 2 000 hours of flight time as a pilot on airplanes or TMGs; and				
(3)	have at least 100 hours of flight time instructing applicants for an instructor certificate.				
(b)	FIE(H). Applicants for an FIE certificate for helicopters shall:				
(1)	hold the relevant instructor certificate, as applicable;				
(2)	have completed 2 000 hours of flight time as pilot on helicopters;				
(3)	have at least 100 hours of flight time instructing applicants for an instructor certificate.				
(c)	FIE(As). Applicants for an FIE certificate for airships shall:				
(1)	have completed 500 hours of flight time as a pilot on airships;				
(2)	have at least 20 hours of flight time instructing applicants for an FI(As) certificate;				
(3)	hold the relevant instructor certificate.				

<b>• Assessment Result</b>	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Unsatisfactory
<b>• Remarks</b>		
<b>Inspector Name</b>	<b>Signature</b>	<b>Date</b>