

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

Civil Aviation Authority - Sultanate of Oman Flight Safety Department - Personnel Licensing Section Single Pilot Airplanes (Except For High-Performance Complex Airplanes) Skill Test & Proficiency Check Report

CAR FCL Appendix 9 Para B

A. Applicant Details.										
Applicant name (First)	& surname)									
Date of birth	a carriarrio)									
License type & number	er									
	·-									
B. Purpose of The Ski	II test / Profici	ency Chec	k.							
☐ Skill test, or		☐ Type rating issuance			□ Class rating iss					
			n FCL conversion	1	☐ Foreign class ra		☐ Foreign type rating conversion			
□ Proficiency check		☐ Type rating revalidation			☐ Class rating rev		☐ IR revalidation			
T (.:			☐ Type rating renewal ☐ Class rating rene ☐ Multi pilot operations ☐ Class rating rene				wal □ IR renewal □ Single pilot operations			
Type of operations		□ Multi p	ollot operations			☐ Single pilot ope	erations			
 Type rating expiry date Airplane type 	9									
Airpiane type										
Applicant Declarati I declare that the information		d on this for	m is true to the be	est of my k	knowledge and belie	f.				
Na	me			Signat	ture		Date			
ATO Head of Traini I certify that the above Completed training rec Completed a course of	applicant has r quirement for in f refresher train	met all pre- itial issuand ing for the	requisites for train ce of a class/type renewal of a class	ing establ rating in a /type ratir	ccordance with CAR	FCL, or				
☐ Been assessed and a	determination r	made, that	no refresher trainir	ng is requ	ired for the renewal	of the class/type ra	ating/IR.			
Name			Signature		Da	te	ATO Name			
with the applicable I I have verified that, renewal of the licen: I have made the apexperience. I have made the ap	ormation from the requirements in the applicant case, rating or cerephicant aware of the control	ne applicar CAR FCL omplies wit tificate for of the cons his or her ort shall inc	It regarding his/he h all the qualificat which the skill test equences of prov right of appeal to t clude a copy of th	ion, training, proficient profici	nce and instruction, ng and experience recy check or assessr emplete, inaccurate	equirements in CA nent of competenc or false informatio iency check.	perience and instruction complying R FCL for the issue, revalidation or e is taken n related to their training and flight is/her privileges as examiner in the			
				CTIOC						
Attempt Number	E	xaminer Na	ame		Signature		Date			
Attempt 1										
Attempt 2 F. Skill Test / Proficie						l				
	I certify that the conduct of a:		□ Skill test			□ Proficiency check				
Airplane/FSTD type & number		☐ Airplane: ☐ FST					SID:			
Date of test/check		1								
Duration of test/check Duration of test/check			۵		□ Doutis‼: :	1	□ Foiled			
	killest/proficiency check result									
PBN privileges New class/type reting	volidity data		Aron completed			□ KINP APCH NO	it completed			
 New class/type rating New IR validity date 	validity date	1								
□ Class/type/IR rating in	valid until succ	esful com	letion of further to	et or char	rk - as annlicable for	revalidation only				
☐ For revalidation of mu							ements			
			U 11	, <u> </u>						
Examiner Na	me		License Number Sig		Signa	ture	Date			
I acknowledge the res	sult of the skill te	est/proficier	ncy check detailed	l above.						
Applica		Signature				Date				

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Civil Aviation Authority - Sultanate of Oman

Flight Safety Department - Personnel Licensing Section

Single Pilot Airplanes (Except For High-Performance Complex Airplanes)

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

I certify that the conduct of a:	□ Skill test			□ Proficiency check			
Airplane/FSTD type & number	□ Airplane	e:		□ FSTD:			
Date of test/check							
Duration of test/check							
Skill test/proficiency check result	☐ Passed	1		□ Failed			
PBN Privileges	☐ RNP A	PCH completed		☐ RNP APCH not completed			
 New class/type rating validity date 							
New IR validity date							
☐ Class/type/IR rating invalid until succe	ssful compl	etion of further test or che	ck - as applicable for	revalidation only			
☐ For revalidation of multi-engine class of					ments		
Examiner Name		icense Number	Signa	turo	Date		
Examine Name		icerise Number	Sigila	luie	Date		
	L						
 I acknowledge the result of the skill te 	st/proficienc	cy check detailed above					
Applicant Name		Signa	ture		Date		
Examiner Report - Complete for Fail Complete	nly						
- Examinor Report Complete for Fair C	2111y.						
Minimum Training Requirement Prior	to Re-test	(For fail only).					

H.CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK.

- Single-pilot aeroplanes, except for high-performance complex aeroplanes (a) The following symbols mean:

· Flight hours Ground Hours

(g)

- 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
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 (b)

The following abbreviations are used to indicate the training equipment used:

A = aeroplane FFS = full-flight simulator

FSTD = flight simulation training device.

- 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 (c) 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
- 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. (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. 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:
 - The qualification of the FSTD as set out in the relevant requirements of CAR-ORA; The qualifications of the instructors; (i) (ii)

 - The amount of FSTD training provided on the course; and the qualifications and previous experience on similar types of the pilots under training.

 - 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
 - Pass a proficiency check in multi-pilot operations.
- (h)
- (2) Pass a proficiency check in multi-pilot operations. 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 and
 (2) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (3) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (4) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (5) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (6) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (7) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B and
 (8) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (9) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (10) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (11) For SE aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (12) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (13) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (13) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (13) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (14) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (14) For ME aeroplanes, 1.6, Section 6 and, if applicable, one approach from Section 3.B; and
 (14) For ME aeroplanes, 1.6, Section 6 and, if applicable, one (i)
- (j) when pilots comply with point (h). The training, testing and checking shall follow the table mentioned below.
- (k)
 - Training at an ATO, testing and checking requirements for single-pilot privileges Training at an ATO, testing and checking requirements for multi-pilot privileges
 - (2)
 - Training at an ATO, testing and checking requirements for pilots holding single-pilot privileges seeking multi-pilot privileges for the first time (bridge course) Training at an ATO, testing and checking requirements for pilots holding multi-pilot privileges seeking single-pilot privileges for the first time (bridge course). Training at an ATO and checking requirements for combined revalidation and renewal of single and multi-pilot privileges.

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Applica Date o	ant name (First & surname) f birth							
No	Single Pilot Airplanes (Except For High-Performance Complex Airplanes)	Class/Type Rating Skill Test or Proficiency Check						
NO	Maneuvers/Procedures	FSTD	Α	FSTD or A	Attempt 1	Attempt 2		
					Pass Fail	Pass Fail niner's initials		
SECTIO	N 1 - Departure				moort oxum	intor o militaro		
1.1	Pre-flight including: Documentation, Mass and balance, Weather briefing; and NOTAM.	OTD						
1.2	Pre-start checks							
1.2.1	External	OTD P#	Р	M				
1.2.2	Internal	OTD P#	Р	M				
1.3	Engine starting: normal malfunctions.	P>	>	М				
1.4	Taxiing	P>	>	М				
1.5	Pre-departure checks: engine run-up (if applicable)	P>	>	М				
1.6	Take-off procedure:	P>	>	М				
	- Normal with flight manual flap settings;and							
	- Crosswind (if conditions are available).							
1.7	Climbing:	P>	>	М				
	- Vx/Vy;					 		
	- Turns onto headings; and					 		
	- Level off.			1				
1.8	ATC liaison compliance, R/T procedures	P>		М				
		I .		l	<u> </u>			
	N 2 - Air work (visual meteorological conditions)							
2.1	(VMC)) Straight and level flight at various airspeedsincluding flight at critically low airspeed with and without flaps (including approach to V V _{mca} when applicable)	P>	>					
2.2	Steep turns (360° left and right at 45°bank)	P>	>	М				
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 withtake-off flap and climb power (single-engine airplanes only)							
2.4	Handling using autopilot and flight director	P>	>	М				
2.5	(may be conducted in Section 3), if applicable ATC liaison compliance, R/T procedures	P>	>	M				
2.0	ATO liaison compliance, IVT procedures	, ,						
SECTIO	N 3A - 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, routinechecks including fuel, systems and icing)	P>	>					
3A.6	ATC liaison compliance, R/Tprocedures	P>	>					
SECTIO	N 2P - Instrument flight							
3B.1*	N 3B - Instrument flight Departure IFR	P>	>	М	T T	T		
3B.1*	En-route IFR	P>	>	M				
3B.2*		P>	>	M				
3B.3" 3B.4*	Holding procedures 3D operations to decision height/altitude (DH/A) of 200 ft (60	P>	>	M	 	 		
3B.4"	m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	F>	>	IVI				
3B.5*	2D operations to minimum descent height/altitude (MDH/A)	P>	>	М				
3B.6*	Flight exercises including simulated failure of the compass and attitude indicator:	P>	>	М				
	- Rate 1 turns; and							
	- Recoveries from unusual attitudes.							
3B.7*	Failure of localizer or glideslope	P>	>					
3B.8*	ATC liaison compliance, R/Tprocedures	P>	>	М				
		1						

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Applicant name (First & surname)	
Date of birth	

No	Single Pilot Airplanes (Except For High-Performance Complex Airplanes)	Class/Type Rating Skill Test or Proficiency Check								
140	Maneuvers/Procedures	FSTD	Α	FSTD or A	Attempt 1 Pass Fail	Attempt 2 Pass Fa				
	Insert examiner's ini									
	4 - Arrival and landings		1	1	1	1				
4.1	Aerodrome arrival procedure	P>	>	M						
4.2	Normal landing	P>	>	М						
4.3	Flapless landing	P>	>	М						
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 airplanes 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/Tprocedures	P>	>	М						
SECTION	5 - Abnormal and emergency procedures (This section may be	combined wi	th Sections 1 th	rough 4.)						
5.1	Rejected take-off at a reasonable speed	P>	>	M						
5.2	Simulated engine failure after take-off(single-engine airplanes only)		Р	М						
5.3	Simulated forced landing without power(single-engine airplanes only)		Р	М						
5.4	Simulated emergencies:	P>	>			1				
	(I) fire or smoke in-flight; and					+ +				
	(II) systems' malfunctions as appropriate					+ +				
5.5	ME airplanes and TMG training only: engine shutdown and	P>	>		+ +	+ +				
	restart (at a safe altitude if performed in the aircraft)			<u> </u>	<u> </u>					
5.6	ATC liaison compliance, R/Tprocedures									
SECTIO:	I.C. Cimulated communication flight				•	•				
5.1*	I 6 - Simulated asymmetric flight (This section may be combined with Sections 1 through 5.)	P>	>	I M	1	1 1				
5.1"	(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>	>	IVI						
5.2*	Asymmetric approach and go-around	P>	>	M						
5.3*	Asymmetric approach and full-stop landing	P>	>	M						
5.4	ATC liaison compliance, R/Tprocedures	P>	>	M	+ +	+ +				
	7110 Halbott Compilation, 13 1 proceedings			l		<u> </u>				
SECTION	I 7 - UPRT									
7.1	Flight maneuvers and procedures									
7.1.1	Manual flight with and without flight directors. (no autopilot, no auto-thrust/auto-throttle, and at different control laws, where applicable)	P>	>							
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P>	>							
7.1.1.2	Steep turns using 45° bank, 180° to 360°left and right	P>	>							
7.1.1.3	Turns with and without spoilers	P>	>							
7.1.1.4	Procedural instrument flying and maneuvering including	P>	>							
7.2	instrument departure and arrival, and visual approach Upset recovery training									
7.2.1	Recovery from stall events in:	P>	>							
	- Take-off configuration		1		1					
	- Clean configuration at low altitude		1			 				
	Clean configuration near maximumoperating altitude; and				 	+ +				
	- Landing configuration		1			+ +				
7.2.2	The following upset exercises:	Р	X		+ +	+ +				
	Recovery from nose-high at various bank angles; and	ļ ·	An airplane		+	+ +				
	- Recovery from nose-low at variousbank angles.		shall not be used for this							
7.3	Go-around with all engines operating* fromvarious stages	P>	exercise>							
	during an instrument approach	_				\bot				
7.4	Rejected landing with all engines operating: - From various heights below DH/MDH 15 m (50 ft) above the	P>	>							
	runway threshold					 				
	- After touchdown (baulked landing)									
	In airplanes which are not certificated as transport category airplanes (JAR/FAR 25) or as commuter category airplanes									
	(SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.									

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