



**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

**A. Applicant Details.**

• Applicant name (First & surname)	
• Date of birth	
• License type & number	

**B. Purpose of The Skill test / Proficiency Check.**

<input type="checkbox"/> Skill test, or	<input type="checkbox"/> ATPL(A) issuance	<input type="checkbox"/> MPL issuance	<input type="checkbox"/> Type rating issuance
<input type="checkbox"/> Proficiency check	<input type="checkbox"/> Foreign FCL conversion	<input type="checkbox"/> Type rating REV.	<input type="checkbox"/> Foreign type rating conversion
• Type of operations	<input type="checkbox"/> Type rating REN.	<input type="checkbox"/> IR revalidation	<input type="checkbox"/> IR renewal
• Type rating expiry date	<input type="checkbox"/> Multi pilot operations	<input type="checkbox"/> Single pilot operations	
• Airplane type			

**C. Applicant Declaration.**

• I declare that the information provided on this form is true to the best of my knowledge and belief.		
<b>Name</b>	<b>Signature</b>	<b>Date</b>

**D. ATO Head of Training Declaration (For MPL, Rating Issuance & Renewal).**

• I certify that the above applicant has met all pre-requisites for training established in CAR FCL and has:			
<input type="checkbox"/> Completed training requirement for MPL issuance in accordance with CAR FCL, or			
<input type="checkbox"/> Completed training requirement for initial issuance of a type rating in accordance with CAR FCL, or			
<input type="checkbox"/> Completed a course of refresher training for the renewal of a type rating, or			
<input type="checkbox"/> Been assessed and a determination made, that no refresher training is required for the renewal of the type rating.			
<b>Name</b>	<b>Signature</b>	<b>Date</b>	<b>ATO Name</b>

**E. Examiner Declaration.**

• I confirm that:			
- Communication with the applicant can be established without language barriers;			
- I have received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in CAR FCL			
- I have verified that, the applicant complies with all the qualification, training and experience requirements in CAR FCL 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			
- I have made the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.			
- I have made the applicant aware of his or her right of appeal to the result of the skill test/proficiency check.			
- The skill test/proficiency check report shall include 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			
<b>Attempt Number</b>	<b>Examiner Name</b>	<b>Signature</b>	<b>Date</b>
• Attempt 1			
• Attempt 2			

**F. Skill Test / Proficiency Check Details - First Attempt.**

• I certify that the conduct of a:	<input type="checkbox"/> Skill test	<input type="checkbox"/> Proficiency check
• Airplane/FSTD type & number	<input type="checkbox"/> Airplane:	<input type="checkbox"/> FSTD:
• Date of test/check		
• Duration of test/check		
• Skill test/proficiency check result	<input type="checkbox"/> Passed	<input type="checkbox"/> Partially passed
• PBN privileges	<input type="checkbox"/> Failed	
• New type rating validity date	<input type="checkbox"/> RNP APCH completed	<input type="checkbox"/> RNP APCH not completed
<input type="checkbox"/> Type/IR rating invalid until successful completion of further test or check - as applicable for revalidation only		
<input type="checkbox"/> For revalidation of multi-engine type rating only, ensure that, applicant meets CAR FCL revalidation requirements		
<b>Examiner Name</b>	<b>License Number</b>	<b>Signature</b>
• I acknowledge the result of the skill test/proficiency check detailed above.		
<b>Applicant Name</b>	<b>Signature</b>	<b>Date</b>

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

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

• I certify that the conduct of a:	<input type="checkbox"/> Skill test	<input type="checkbox"/> Proficiency check
• Airplane/FSTD type & number	<input type="checkbox"/> Airplane:	<input type="checkbox"/> FSTD:
• Date of test/check		
• Duration of test/check		
• Skill test/proficiency check result	<input type="checkbox"/> Passed	<input type="checkbox"/> Failed
• PBN privileges	<input type="checkbox"/> RNP APCH completed	<input type="checkbox"/> RNP APCH not completed
• New type rating validity date		
<input type="checkbox"/> Type/IR rating invalid until successful completion of further test or check - as applicable for revalidation only		
<input type="checkbox"/> For revalidation of multi-engine type rating only, ensure that, applicant meets CAR FCL revalidation requirements		

Examiner Name	License Number	Signature	Date

- I acknowledge the result of the skill test/proficiency check detailed above.

Applicant Name	Signature	Date

- Examiner Report - Complete for Fail Only.

Minimum Training Requirement Prior to Re-test (For fail only).	
• Flight hours	
• Ground Hours	

## H. 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.

• Applicant name (First & surname)	
• Date of birth	

No	Multi-Pilot Aeroplanes and Single-Pilot High-Performance Complex Aeroplanes Maneuvers/Procedures	ATPL/MPL/Type Rating Skill Test or Proficiency Check					
		FSTD	A	FSTD or A	Attempt 1 Pass Fail	Attempt 2 Pass Fail	

Insert examiner's initials

SECTION 1 - Flight preparation							
1.1	Performance calculation	OTD P					
1.2	Airplane 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 - Take-offs							
2.1	Normal take-offs with different flap settings, 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 airplanes which are not certificated as transport category or commuter category airplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above the runway end. In airplanes having the same performance as a transport category airplane 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 - Flight maneuvers and procedures							
3.1	Manual flight with and without flight directors (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 maneuvering including instrument departure and arrival, and visual approach	P ---->	---->				
3.2	Tuck under and Mach buffets (if applicable), and other specific flight characteristics of the airplane (e.g. Dutch Roll)	P ---->	----> An airplane shall not be used for this exercise	FFS only			
3.3	Normal operation of systems and controls 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 ---->	---->				

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		FSTD	A	FSTD or A	Attempt 1		Attempt 2	
	Pass				Fail	Pass	Fail	
Insert examiner's initials								
3.4.1	Pressurization 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 shield heating	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 augmentation devices	OTD P ---->						
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	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	Simulated cabin 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 airplane flight manual (AFM)	P ---->	---->					
3.6.9	TCAS event	OTD P ---->	An airplane shall not be used	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 Airplane shall not be used for this exercise					
3.7.2	The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles	P FFS qualified for the training task only	X An Airplane shall not be used for this exercise	FFS only				

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	Maneuvers/Procedures	FSTD	A	FSTD or A	Attempt 1		Attempt 2	
					Pass	Fail	Pass	Fail
Insert examiner's initials								
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							
<b>Note:</b> 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	P ---->	---->	M				
	In airplanes which are not certificated as transport category airplanes (i.e., JAR/ FAR 25) or as commuter category aeroplanes (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 airplanes having the same performance as a transport category airplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.							
3.8.4*	2D operations down to the MDH/A	P* ---->	---->	M				
3.8.5	Circling approach under the following conditions: (e) * approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (f) circling approach to another runway at least 90° off centerline from the final approach used in item (a), at the authorized 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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		FSTD	A	FSTD or A	Attempt 1	Attempt 2	
					Pass	Fail	Pass
					Fail	Pass	Fail

Insert examiner's initials

SECTION 4 - Missed approach procedures							
4.1	Go-around with all engines operating* during a 3D operation on reaching decision 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 engines operating: - from various heights below DH/MDH - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (i.e., JAR/ FAR 25) or as commuter category aeroplanes (i.e., SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P* ---->	---->				

SECTION 5 - Landings							
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P					
5.2	Landing with simulated jammed horizontal stabilizer in any out-of-trim position	P ---->	An airplane shall not be used 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 simulated inoperative	P ---->	---->	M			
5.6	Landing with two engines inoperative: - aeroplanes with three engines: the center 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 - Additional authorisation on a type rating for instrument approaches down to a DH of less than 60 m (200 ft) (CAT II/III)							
<b>Note 1.</b> 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. <b>Note 2.</b> CAT II/III operations shall be performed in accordance with the applicable air operations requirements.							
6.1*	Rejected take-off at minimum authorized runway visual range (RVR)	P* ---->	---->X An airplane shall not be used 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			
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 deviation in 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			