

Civil Aviation Authority - Sultanate of Oman Flight Safety Department - Personnel Licensing Section BIR/IR(H) Issuance Skill Test Report

CAR FCL Appendix 7

| Applicant Name | | | | | | | | | |
|------------------------------------|--|-------------------------------------|-------------------|---------------|-----------------|------|----------|--|--|
| ATO Name | | | | | | | | | |
| Aircraft Type & number Details | | ☐ Single Engine ☐ Multi Engi | | ☐ Multi Engin | nes | | | | |
| | | □ SPO □ SPO | | | | | | | |
| SkillTest/Proficiency Check Type | | ☐ Skill Test ☐ Proficienc | | | | | | | |
| SkillTest/Proficiency Check Result | | ☐ Passed ☐ Partially Passed | | ed | □ Failed | | | | |
| | Test Attempt Number | | | | | | | | |
| | e of Test | | | | | | | | |
| | ation of Test | | | | | | | | |
| • Exa | miner Name | | | | | | | | |
| | | PIP/IP (U) Issue | nco SkillTost | | | | | | |
| No | BIR/IR (H) Issuance Skill Test | | | | Result Examiner | | | | |
| " | | Maneuvers/procedures | | | Pass | Fail | initials | | |
| | I | | | | | | | | |
| Use of | checklist, airmanship, anti-icing/d | e-icing procedures, etc., apply in | all sections | | | | | | |
| 222 2. 2 | | | | | | | | | |
| SECTION 1 - Departure | | | | | | | | | |
| а | Use of flight manual (or equiva | lent) especially aircraft perform | nance calculation | ; mass and | | | | | |
| | balance | | | | | | | | |
| b | Use of Air Traffic Services docum | | | | | | | | |
| С | Preparation of ATC flight plan, IF | | | | | | | | |
| d | Identification of the required nav | aids for departure, arrival and ap | proach procedure | es | | | | | |
| е | Pre-flight inspection | | | | | | | | |
| f | Weather minima | | | | | | | | |
| g | Taxiing/Air taxi in compliance with | n ATC or instructions of instructo | r | | | | | | |
| h | PBN departure (if applicable): | | | | | | | | |
| | - Check that the correct procedur | | | | | | | | |
| : | Cross-check between the navig Pre-take-off briefing, procedures | | barture chart. | | | | | | |
| i | Transition to instrument flight | and checks | | | | | | | |
| k | Instrument departure procedures | including DRN procedures | | | | | | | |
| K | ilistrument departure procedures | , including FBN procedures | | | | | | | |
| SECTION 2 – General Handling | | | | | | | | | |
| a | Control of the helicopter by refere | ence solely to instruments, include | lina: | | | | | | |
| | - Climbing and descending turns with sustained Rate 1 turn | | | | | | | | |
| | - Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending | | | descendina | | | | | |
| | turns | | | | | | | | |
| | | | | | | | | | |
| SECT | ON 3 - En-Route IFR Procedure | | | | | | | | |
| а | Tracking, including interception, e.g. NDB, VOR, or track between waypoints | | | | | | | | |
| b | Use of radio aids | | | | | | | | |
| С | Level flight, control of heading, al | titude and airspeed, power settir | ıg | | | | | | |
| d | Altimeter settings | | | | | | | | |
| е | Timing and revision of ETAs | | | | | | | | |
| f | Monitoring of flight progress, fligh | | | | | | | | |
| g | Ice protection procedures, simula | | 9 | | | | | | |
| h | ATC liaison - compliance, R/T pro | ocedures | | | | | | | |
| | | | | | | | | | |
| SECT | ON 3a - Arrival Procedures | | | | | 1 | T | | |
| а | Setting and checking of navigation | | | | | | | | |
| b | Arrival procedures, altimeter chec | | | | | | | | |
| С | Altitude and speed constraints, if | applicable | | | | | | | |
| d | PBN arrival (if applicable): | | | | | | | | |
| | - Check that the correct procedure has been loaded in the navigation system; and | | | | | | | | |
| | - Cross-check between the navigation system display and the arrival chart. | | | | | | | | |
| SECTION 4 - 3D Operations (+) | | | | | | | | | |
| a | Setting and checking of navigation | nal aids Check Vertical Path and | Ile for RNP APCH | l: | | | | | |
| ď | (a) Check that the correct proced | | | | | | | | |
| | (b) Cross-check between the nav | | | | | | | | |
| b | Approach and landing briefing, in | | | | | | | | |
| c (*) | Holding procedure | | | | | | | | |
| d | Compliance with published appro | ach procedure | | | | | | | |

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| BIR/IR (H) Issuance Skill Test | | | | | | | | | |
|---|---|-------------------------------------|------------|-------------|-----------|--|--|--|--|
| No | | | | sult | Examiner | | | | |
| | Maneuvers/procedures | | Pass | Fail | initials | | | | |
| | | | 1 455 | ı un | | | | | |
| е | Approach timing | | | | | | | | |
| f | Altitude, speed, heading control (stabilised approach) | | | | | | | | |
| g (*) | Go-around action | | | | | | | | |
| h (*) | Missed approach procedure/landing | | | | | | | | |
| i () | ATC liaison – compliance, R/T procedures | | | | | | | | |
| | 7.10 haloon compliance, it is proceeded | | l | | | | | | |
| SECT | ION 5 – 2D Operations (+) | | | | | | | | |
| а | Setting and checking of navigational aids for RNP APCH: | | | | | | | | |
| | - Check that the correct procedure has been loaded in the naviga | ation system; and | | | | | | | |
| | - Cross-check between the navigation system display and the ap | pproach chart. | | | | | | | |
| b | Approach and landing briefing, including descent/approach/landi | ing checks and identification of | | | | | | | |
| | facilities | | | | | | | | |
| c (*) | Holding procedure | | | | | | | | |
| d | Compliance with published approach procedure | | | | | | | | |
| е | Approach timing | | | | | | | | |
| f | Altitude, speed, heading control (stabilised approach) | | | | | | | | |
| g (*) | Go-around action | | | | | | | | |
| h (*) | Missed approach procedure (*)/landing | | | | | | | | |
| i | ATC liaison – compliance, R/T procedures | | | | | | | | |
| | | | | | | | | | |
| SECTION 6 - Abnormal and Emergency Procedures | | | | | | | | | |
| This s | ection may be combined with sections 1 through 5. The test shall I | have regard to control of the heli | copter, id | lentificati | on of the | | | | |
| | engine, immediate actions (touch drills), follow-up actions and che | ecks and flying accuracy, in the fo | ollowing s | ituations | : | | | | |
| а | Simulated engine failure after take-off and on/during approach | (**) (at a safe altitude unless | | | | | | | |
| h | carried out in an FFS or FNPT II/III, FTD 2,3) Failure of stability augmentation devices/hydraulic system (if app | oliooblo) | | | | | | | |
| b c | Limited panel | olicable) | | | | | | | |
| d | Autorotation and recovery to a pre-set altitude | | | | | | | | |
| e | 3D operations manually without flight director (***) | | | | | | | | |
| е | 3D operations manually with flight director (***) | | | | | | | | |
| | OB operations mandally with high director (| | | | | | | | |
| • Skil | ITest Result | Satisfactory | Unsatis | sfactory | | | | | |
| • Ren | | | | | | | | | |
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| Examiner Name Signature | | | | Date | | | | | |
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- To establish PBN privileges, one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. To be performed in Section 4 or Section 5.
- Multi-engine helicopter only.
- Only one item to be tested.

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