

General:

- Remember to consult the EASA FEM (Flight Examiner Manual).
- Do not disclose the order of test items to the pilots during the briefing.
- The LOE (Line-Oriented Evaluation) shall be conducted in real time, while speed adjustments and repositioning are allowed during the maneuver phase if necessary. However - consider the pilot's situational awareness.
- TS in the text below = Trafikstyrelsen

Weather requirement general:

IMC Takeoff: Set ILS CAT 1 weather -> 200ft / 550m

3D approach: Minima + 100ft

2D approach: Minima +100ft, visibility as required to see runway/ approach lights at minima.

X-WIND: 75% of max cross wind for given condition.

CAT II/III: Set to minima.

Manual flying in general:

AP og AT off – latest from intercept course = 30/45 degrees intercept af of LLZ

2D + 3D approaches in general:

PBN approach is required! (e.g., as 2D to LNAV minima flown in NAV/FPA on an Airbus)

During an examination, using the ILS (Instrument Landing System) as 3D approach is beneficial to assess the pilot's ability to execute an approach that becomes increasingly sensitive as they approach the runway. This differs from an LNAV/VNAV approach.

Simulator and Headset in general:

Only level C and D simulators are approved for SKT (Skill Test) and LPCs (License Proficiency Checks).

Remember that the use of headsets is mandatory during tests and checks.

Mandatory items on MPA form:
Section 1

1.2	Use of checklist	
1.4	Before take-off checks	<p>What is the acceptable position at the start of a check session (LST or LPC)?</p> <p>During LST: The scenario must start at the gate, with the engine(s) turned off.</p> <p>During LPC: The scenario may start at the holding point, with the engine(s) turned off.</p>

Section 2

2.5.2	Take-off with simulated engine failure between V1 and V2	Flow as PF – shall give asymmetry
2.6	Rejected take-off at a reasonable speed before reaching V1	<p>Runway status must be considered when assessing the outcome. For example, a poor braking action (BA) with low speed may warrant a rejected takeoff (RTO), while a good BA (dry) recommends a high-speed RTO.</p> <p>Runway excursions are not acceptable.</p>

Section 3

3.4.10	GPWS	May be flown as PM – but TS <u>strongly</u> recommend it shall be flown as PF!
3.4.14	APU	An APU start, e.g., due engine failure (and then single generator) is sufficient to mark this item as checked
3.6.5	Windshear at take-off/landing	<p>May be flown as PM – but TS <u>strongly</u> recommends it shall be flown as PF</p> <p>Normally Medium intensity, but shall be “survivable”</p> <p>WS warning may be announced by ATC</p>
3.6.7	Incapacitation of flight crew member	Only the “not incapacitated crewmember” can be signed off in the MPA form.
3.6.9	TCAS event	May be flown as PM – but TS <u>strongly</u> recommends it shall be flown as PF

Guidelines for examiners in FSTDs issued by Trafikstyrelsen

		<p>A TA is not enough – shall be a RA, however a “monitor vertical speed” is ok.</p> <p>Automatic TCAS with a RA is also acceptable</p>
3.8.1	Adherence to departure and arrival routes and ATC instructions	May be flown as Crew
3.8.3.1	Manually, without flight director	Flown as PF
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: (i) before passing 1000 ft above aerodrome level; and (ii) after passing 1000 ft above aerodrome level.	<p>Flown as PF</p> <p>It is essential to simulate an engine failure during the final approach before passing the OM (Outer Marker).</p> <p>However, please note that this engine failure may also occur during takeoff.</p>
3.8.4	2D operations down to the MDH/A	Flown as PF

Section 4

4.4	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH, MAPt	<p>Flown as PF</p> <p>Manual until <u>after</u> clean up (or similar) at GA altitude</p>
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Section 5

5.5	Landing with critical engine simulated inoperative	<p>Flown as PF</p> <p>This is especially important on propeller-driven aircraft. It is crucial that this failure introduces asymmetry.</p>
5.6	Landing with two engines inoperative (3-engine A/C: centre and one outboard inop) (4-engine A/C: two engine at one side inop)	Flown as PF