

General:

- TS in the text below = Trafikstyrelsen.
- The test shall be conducted according to the guidelines from EASA FEM (Flight Examiner Manual).
- To assist in your pre-briefing – TS has made a powerpoint, compliant with the FEM.
- Observe: You are NOT allowed to 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.
- A test is failed – if you in the real world would not repeat it, e.g., starting an evacuation with the engines running, landing off the runway, crashing during a windshear. Observe – these are just examples!

Weather requirement general:

Normally – the prefixed weather buttons shall be relied upon – so if CAT 1 – just select CAT 1. However, experience also shows that the standard of the visual systems differs – therefore – use below weather if needed to obtain visual reference.

- 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 the aircraft type for given condition (braking action) – example: max demonstrated crosswind for takeoff and landing is 30 knots on a dry runway – set crosswind to 22 knots – also on the normal maneuver part, including the single engine part.
- CAT II/III: Set to minima.

Manual flying in general:

- AP and AT off – latest from intercept course.
The final vector shall enable the aircraft to intercept the final approach track at an angle preferably 30 degrees (max 45 degrees). The vectors shall also enable the aircraft to be established on the final approach track in level flight for 2.0 - 5.0 NM prior to intercepting the ILS glide path or specified RNP / FDP / NPA vertical angle.

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) **OR** LPV (Localizer Performance with Vertical Guidance) 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 a 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	What is it acceptable position at session start of check (LST or PC)? During LST: Scenario must start at Gate, engine(s) must OFF During PC: Scenario may start at Holding Point, engine(s) must OFF

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	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. Runway excursions are not acceptable.

Section 3

3.4.10	GPWS	May be flown as PM – but TS strongly 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

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3.6.3	Engine failures, shut-down and restart at safe height	<p>Item 3.6.3 covers in fact 2 items Engine Failure & Shutdown – AND restart at safe height An Engine failure with shutdown is sufficient to tick mark this item</p> <p>- because App 9 states following:</p> <p>(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.</p>
3.6.5	Windshear at take-off/landing	<p>May be flown as PM – but TS strongly recommend it shall be flown as PF! 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	<p>May be flown as PM – but TS strongly recommend it shall be flown as PF!</p> <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

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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 (4-engine A/C: two engine at one side inop)	Flown as PF