

## **MOM Senior Examiner meeting 10th of June 2025**

**Head of meeting: Morten Keller**

**Participants TS:**

Morten Keller, Karina Growth, Viggo Storm, Dan Frydendahl

**Participants Senior Examiners:**

Christian Dreist, Thomas H. Jakobsen, Steen Sandal, Jørgen Larsen, Henrik Gustafson, Mark Lau Henriksen, Per Toft, Peter Fogtmann, Andy Dethlefsen, Bo Nielsen, Dirch Hansen, Henrik Lyngse, Hans Birkholm, Bent Thomassen, Arne Lund, Peter Tholstrup, Christian Thorhauge, Jørgen Krogh

**Absent:**

Martin Have Frederiksen

MOM: By Christian Dreist

Date: 10.06.2025

Time: 10:00-15:00LT

Place: TBST

**Welcome by Morten Keller:**

1. **New Senior Examiner** – Peter Slot Tolstrup

2. **Teasers:**

- Fuel/Energy krav CAT.OP.MPA 181
  - 1. Taxi
  - 2. Trip
  - 3. Contingency
    - 1. Unforeseen factors
  - 4. Destination Alternate
  - 5. Final reserve
  - 6. Additional
  - 7. ERA
  - 8. Extra
    - 1. Expected delays, company fuel
  - 9. Discretionary
- How many RWY shall be available during planning? (CAT.OP.MPA.182 (d))
  - 1. Two safe landing oprions
- When does the planning stage ends?
  - 1. Starting taxi with the intention for taxi

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- GM1 CAT OP MPA 185 (h) requires crew to call for “minimum fuel”, when a diversion no longer is possible.
- When can you apply a MEL?
  1. AMC1+2 ORO.MLR.105 (d)(3) = also AFTER Taxi

### **3. News TBST**

- New vice director - Lars Korsholm
- New kontorchef Luftfart 3 – Doris Tranberg Eriksen
- Nicolas is stopped as inspektor
- TBST is hiring 2 new inspectors.
  1. One from Sun Air – Ralf Kålvig
  2. One from financial sector – Lene Grønne (previous pilot)

### **4. Status EMPIC**

- Software system common for EASA, to include e.g. Examiners.
- Long implementation date, due programming issues
- Should be available and online SEP 2025

### **5. Teams platform Senior Examiners**

- Informal information chanel
- Keller is observing the dialog but are not responsible.

### **6. Examiner.dk**

- AIC are need to know!
- Check AIC B 022/25
  1. Observe on the front page, the language is only in Danish, while the AIC itself is in both Danish and English.
- On Examiner.dk – there is a link to EASA FEM – and is a MUST FOLLOW
- General cleanup in process
- **NB: on TRE AofC – the examiner SHALL be able to login to Examiner.dk!!**

### **7. Renewal vs Temp Permit**

- Case: Rating expired – old rating is no longer in the license
  1. Temp. Permit can now be used for the above also.

### **8. Temp LT + LIFUS & Temp Permit**

- Now also a possibility – however, the form/check SHALL be performed by an examiner, and the examiner does not need to hold AOC rights.

### **9. Type and class rating list SET. (Single Engine Turbine)**

- All single engine turbines are removed. (e.g., PC12)
  - New class is now SET Land
- So, if flying a PC12 and you want to fly a PA46 – difference training is required, with no ATO involved
  - If flying a SET already and want to ANOTHER SET – ATO only required if HPA or complex
- Check AIC 01/25

**10. TRI AofC simulator only**

- Can now ONLY be performed in the simulator.
- EASA are aligning Helicopter TRI towards Aircraft

**11. Fuel, weather, alternates etc**

- Recap – AMC6 CAT.OP.MPA.182
  - Basic fuel scheme
  - Basic fuel scheme with variations
  - Basic fuel scheme with variations table II
- Observe there are different planning minima – check operator.
- WX for starting approach for a circling?
  - CAT.OP.MPA.305 – no longer requirement for ceiling – only visibility is required.
- Weather for planning Takeoff alternate or destination aerodrome?
  - AMC5 CAT.OP.MPA.182
    - Ceiling at or above MDH if the approach is a circling or non-precision approach.

**12. AMAFIP – Kellers own reminder**

- ANC – Aviate/Navigate/Communicate
- Memory Items
- Apply QRH/ECAM/Emergency Checklist
- FORDEC – Facts/Options/Risks and benefits/Decision/Execute/Check and recheck.
- Inform ATC, OPS, CC, PAX etc
- Prepare Approach

**13. RNAV substitution**

- AMC1 NCO.IDE.A/H 195(a) – Introduction
  1. Valid for noncommercial operation
    1. Rnav Substitution may be used in all phases of flight – except:
      1. In Final approach segment
  2. The entire procedure must be coded as an overlay procedure.

**14. Can you find 3 faults?**

- **Pass versus Partial Pass versus Fail**
  1. If the examiner goes for PASS and the Senior examiner goes for FAIL – or vice versa – you are “passing” 2 walls (versus as shown above) – that is not ok
  2. **You can as senior examiner accept a “negotiation” between PASS & PARTIAL PASS OR PARTIAL PASS & FAIL**

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- **“What went wrong”** – do NOT ask questions like this during a retake. First – you are not allowed to intervene – second of all – what if the pilot answers wrong?
- **When to talk as senior examiner?**
  1. Before sim (setting the scenes)
  2. After sim (result agreement)
  3. Debriefing

### 15. Cognitive evaluation HEMS pilot

- Age limits for pilots are under evaluation in EASA (HEMS pilots have age limit 60 years)
- Possible cooperation between AME & Examiners to perform a cognitive evaluation/Testing.

### 16. Application forms (Bo Nielsen)

- Please check Examiner Auth. Application before the test – and if possible, at all – **you as senior examiner shall attach the Examiner Auth. Application in your package to TBST after the AofC**

### 17. Case Seaplane (Arne Lund)

- Landing without flaps is an emergency on a seaplane (twinotter) – can we accept a GA iso a landing?
- Yes – FEM describes **suitable conditions** – and if a procedure is a **RED** procedure – it might not be suitable.

### 18. Dirch's corner

- Part IS - status
- Part CERA – emergency descend, turn on PIC discretion.
  1. S7601 if radio failure but VMC
- Access to Tarmac EKRK

### 19. Karina's corner

- None

### 20. Dan's corner

- None

### 21. Cases

- None

### 22. Evt

- Senior examiners – if possible, your own next AofC – arrange it to be where you check another examiner.
- Can we invite the AME department next time?

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1. Please – forward examples to Keller ASAP regarding cases that are extended due leadtime in TBST