

MOM Senior Examiner meeting 21st of October 2025

Head of meeting: Morten Keller

Participants TS:

Morten Keller, Martin Have Frederiksen, Karina Groth, Dan Pouret-Frydendahl

Participants Senior Examiners:

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

Absent: Christian Thorhauge, Mark Lau Henriksen

MOM: By Thomas H. Jakobsen

Date: 21.10.2025

Time: 10:00-15:00LT

Place: TS, KBH

Welcome by M. Keller

Teaser:

PC as Examiner on DH6 ?

Check EASA Class and Type Rating Endorsement list -> DH-6 Complex / SP (not MP)

Check Aircrew FCL.905 -> DH6 is not a High Performance Aircraft, but complex – thus must hold CRI (FCL.905.CRI (a) (1)) and CRE in order to exercise rights as Examiner (Proficiency Check) on DH6.

News from Trafikstyrelsen

Inspector Henrik Michelsen will leave TS for a position at “Trafikforbundet”

2 inspectors will change to parttime (50% at TS)

New inspector position will be vacant

EASA SYS inspection week 45 (2025)

Status Senior Examiners

Jørn Sartou Krogh stopped as Senior Examiner (Pension)

Potential new Senior Examiner: Jean Melms

Teams Meeting Chief of AME's (Jesper Rødtne)

Dialogue meeting

AME must verify “what is said is correct” (by applicant) -> this is done by verification via own local doctor of medicine statements / “Medicinkort” / “Sundhed.dk” ...due to too many incidents of pilots not notifying AME's about medical issues or past medical issues.

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Some AME's might not have been fully compliant with part MED, this has in turn increased oversight by TS.

There are more than 30 AME's in DK, thus there should be no waiting time for Class 1 medical examinations.

1% Risk Index (incapacitation risk) stated by EASA (consequence vs probability), Risk Matrix.

Dentist / Larger dental-issues must be assessed by AME - thus do ensure AME is made aware of dental issues (e.g. tooth root canal treatment).

If in doubt: Call your AME

If relevant questions til Chief of AMEs (Jesper Rødtne):
medical@trafikstyrelsen.dk

Check:

<https://www.trafikstyrelsen.dk/arbejdsomraader/luftfart/flyvemedicin>

If Snoring: Sleep apnea shall be assessed

Meeting dates 2026

04FEB2026

10JUN2026

06OCT2026

K A S

Recap

EMPIC

Status rundown

Inspector Training w46 (2025)

Initially a Software database

Future: Easy access for Senior Examiners, Larger AOC holders report on LPC/OPCs etc

FCL & Examiner must be identical – consequence: Some Examiners will be issued a new Examiner number.

Teaser:

Entry of procedure - case

DOC 8168 2.4.4.

Oversight Sailplane pilots / Observations:

Missing License

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Lack of knowledge on revalidation rules

Inspector observation on “ Slow flight exercise” by instructor (doubtfull outcome)

Case HA 420

PIC

Document falsification case

SPA-non-HPCA formular (SKT / LPC)

Appendix 9 Single Pilot Form Section

Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if Section 3B is completed.

Section 3A: Must be performed when performing a Multi Engine test, and NOT having performed 10 sectors within the previous 12 months.

Section 6: All maneuvers must be performed if it is a IFR check and not relevant IFR if “only” an VFR check. (= disregard the * in the Test form if VFR-check)

Section 6.1: Ok to execute engine failure after cleanup and not at GA initiation...on a SPA-non-HPCA formular.

Case missing LOE

Peter Fogtmann

LOE not mandatory during LPC

LOE not mandatory during a TR SKT

LOE mandatory during an ATPL SKT

TS Guidelines will be updated

Case controlled content

Thomas Jakobsen

Company dictating Skill Test content

Other cases

Keller

Drift from standard observed by Keller during oversight on very routine Examiner / rarely supervised. Have eyes open for drifts from standard during examiner oversights.

Examiner assessments

- Initial Danish licensed crew
Temp Permit OK (mandated by Alt Moc) ...e.g. B737 and not B737-rated as Senior Examiner.
- Initial with NON-Danish licensed crew:

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Alt MOC

Temp Permit to examiner (new Initial examiner)

Assist Examiner. Be VERY clear during a precheck briefing: If Assist Examiner intervenes, comments etc. the Initial Examiner Assessment is Cancelled. The Assist Examiner MUST stay silent for the Initial Examiner AOC to be completed.

- NON-EASA seat support (eg FAA certified assist pilot): Be VERY clear as Senior Examiner on pass/fail criterias !! (EASA Rules must be complied with)
- Performed as OPC OK (though must be Appendix 9 compliant !)

New Pilot Assessment Feedback form

Will be updated shortly

CRE vs SET/IR test

Issue: Class Rating instructor must also Instrument Instructor...No Training / testing if NOT also a instrument / IFR Instructor

Aligning w SE, NO, FI CAA's

Examiner training

Yesterday: Done by Keller

Today: Done by Senior Examiners

Tomorrow (2-3years): Training must be under CAA Management system, will be performed by Senior Examiner (change from today: less involvement in the training of new examiners – increased oversights)

NEW TRI training requirements

SFI (no ZFTT training allowed in FSTD)

TRI/r (simulator) (ZFTT training ok in FSTD)

TRI/r LIFUS (ZFTT LIFUS), Supervision by Instructor (Examiner not required)

TRI (unrestricted) requires an AOC by qualified Examiner, applicant must have passed LIFUS Training (in FSTD) and Landing Training (in FSTD).

NEW TRI Form to be issued prior 31DEC25 (if preview required: Mail Martin Have direct)

TRI Unrestricted: Check AIM / AIC B 06/25

Misc.

Nil