## 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, if possible, 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.
- Repeat of individual test items (e.g. single-engine landing)
  When conducting a repeat of an individual test item, the examiner may, when appropriate, establish the aircraft in the required configuration without repeating previously assessed procedures. For example, the aircraft may be positioned in a one-engine-inoperative configuration, with the associated engine shutdown procedures considered completed. The examiner shall ensure that the repeat is conducted within an operationally realistic scenario.
- 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.
- 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.

**Recording and use of electronic devices in general:**

Recording of any part of the briefing, oral examination, skill test, LPC, simulator session or debriefing by applicants/candidates is not permitted unless this has been clearly agreed in advance by all involved parties.

This includes audio recording, video recording, screen recording, live streaming or any other form of capture by means of mobile phone, tablet, smartwatch, VR glasses, smart glasses, headset, simulator system function or similar equipment.

The purpose is to protect test integrity, confidentiality, personal data and the operational training environment.

If recording equipment is observed, or if there is reasonable doubt that recording is taking place, the examiner shall stop the briefing/test/session until the matter has been clarified.

The examiner may, however, take photos of the IOS screen or use the simulator print function when this is necessary for documentation, assessment support or debriefing purposes. Such material shall be limited to what is operationally relevant and shall be handled in accordance with applicable company procedures, confidentiality requirements and data protection principles.

If recording by applicants/candidates has taken place without prior agreement from all parties involved, the recording shall not be used and shall be deleted immediately, unless otherwise required by the competent authority or applicable procedures.

## LOE/LOFT:

LOE is not mandatory during LPC – but one LOE per CMDR is recommended by TS

LOE not mandatory during a TR SKT – but one LOE per CMDR is recommended by TS

LOE mandatory during an ATPL SKT

## When shall the pilot be tested as PF/PM in a multicrew cockpit?

| Test | PF | PM |
|---|---|---|
| PC | Yes | N/A |
| Typerating | Yes | Yes. E.g., 3.4 og 3.6 items |
| ATPL Skilltest | Yes | Yes. E.g., 3.4 og 3.6 items |

## 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)?<br>During LST: Scenario must start at Gate, engine(s) must OFF<br>During PC: Scenario may start at Holding Point, engine(s) must OFF |

**Section 2**

| | | |
|---|---|---|
| 2.3 | Cross wind take-off | 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 – shall as minimum be used to sign of this item |
| 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.<br>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 |
| 3.6.1 | Fire drills e.g. Engine, APU, cabin, cargo, flight deck wing and electrical fires incl. evacuation | Item 3.6.1 covers in fact 2 items<br>Firedrills – AND Evacuation<br>A fire is sufficient to tick mark this item |
| 3.6.3 | Engine failures, shut-down and restart at safe height | Item 3.6.3 covers in fact 2 items<br>Engine Failure & Shutdown – AND restart at safe height<br>An Engine failure with shutdown is sufficient to tick mark this item |
| 3.6.5 | Windshear at take-off/landing | May be flown as PM – but TS strongly recommend it shall be flown as PF!<br>Normally Medium intensity, but shall be "survivable"<br><br>WS warning may be announced by ATC |
| 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 strongly recommend it shall be flown as PF!<br><br>A TA is not enough – shall be a RA, however a "monitor vertical speed" is ok.<br><br>Automatic TCAS with a RA is also acceptable |
| 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 | Flown as PF<br><br>It is essential to simulate an engine failure during the final approach before passing the OM (Outer Marker).<br><br>However, please note that this engine failure may also occur during takeoff. |

| | | |
|---|---|---|
| | 1000 ft above aerodrome level. | |
| 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 | Flown as PF<br><br>Manual until <u>after</u> clean up (or similar) at GA altitude |

**Section 5**

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

Revision list

| Date | Item | Reason |
|---|---|---|
| 05 FEB 2026 | 2.3 | Clarification about use of crosswind. 75% is only needed to sign of item 2.3 – not on all other takeoff/landings |
| 02 MAR 2026 | LOE | "If possible" inserted – e.g.,real time LOE is difficult in a helicopter |
| 11 JUN 2026 | 3.6.1 & 3.6.3 | New Item & Clarification |
| 11 JUN 2026 | Recording | New item |
| 31 AUG 2026 | Retake rules | Clarification |
| 26.10.2026 | Retake rules | New Clarification and changed to "repeat" |