



General

Weather

1. **What is most correct regarding obtaining weather information prior to flight?**

- A By analyzing all relevant meteorological information published on the www.flygmet.dk website or other approved source
- B By telephoning the Danish Meteorological Institute
- C By doing A and B
- D By checking METARs and TAFs for relevant aerodromes

NOTAM

2. **How shall you correctly obtain NOTAM?**

- A Through the NAVIAIR website or other approved source
- B Notams should only be checked for non-local flights
- C Notam are distributed via the route manual subscription
- D Notam are distributed via the AIP subscription

Fuel planning

3. **How much fuel are you required to uplift when planning a flight under IFR?**

- A The time to fly the still air distance to the destination and relevant alternates and in addition, 45 minutes final reserve fuel.
- B The time to fly the distance to the destination and relevant alternates in forecast winds and in addition, 60 minutes holding fuel.
- C The fuel requirements are only stated to be sufficient, but no specific requirements are to be met.
- D The time to fly the distance to the destination and relevant alternates in forecast winds and in addition, 45 minutes final reserve fuel.

Rules and regulations

4. **Where can you find information regarding weather minima when planning an IFR flight in Denmark?**

- A In ICAO DOC 8168
- B In the Danish AIP
- C In the Jeppesen route manual
- D In BL 5-60



Flight planning

Take off

5. In order to depart under IMC (during the day)?

- A The runway must be equipped with centerline markings
- B The runway must be equipped with runway edge lights
- C The runway must be equipped with both "A" and "B"
- D The aerodrome must be approved for IFR operation by the DTA and the runway must be equipped with centerline markings

Departure

6. You must be able to?

- A Return to the departure aerodrome
- B Return to the departure aerodrome or reach your destination
- C Return to the departure aerodrome or a takeoff alternate aerodrome located within 60 minutes flying
- D Return to the departure aerodrome or a takeoff alternate aerodrome located within 45 minutes flying

Approach

7. If your aircraft is equipped with a GPS and is approved for GPS approach?

- A I am allowed to fly GPS approaches
- B I am allowed to fly GPS approaches if I have been checked out to do that in any aircraft
- C I am allowed to fly GPS approaches if I have been checked out to do that in this aircraft
- D I am allowed to fly GPS approaches if I have been checked out to do that with this GPS

Landing

8. When landing under IFR (during the day)?

- A You are allowed to make a circling procedure to a non-instrument runway
- B You are not allowed to make a circling procedure to a non-instrument runway
- C You are not allowed to land on a runway resulting in a tailwind component
- D You are not allowed to land on a runway resulting in a headwind component

Go around

9. With regards to fuel planning, fuel for a go around at destination?

- A Should be included in the route reserve
- B Should be included in the trip fuel
- C Should be included in the destination alternate fuel
- D Can be omitted

SEP/MEP/IFR Questionnaire

Valid from 12-08-13

Covering general aeronautical knowledge, BL 5-60 and Doc 8168



Alternate

10. How many alternates are required for an IFR flight between EKRK and EKCH, given the following weather (ETD 0700)?

TAF EKCH MISSING

METAR EKCH 010650 23015 3000 DZ OVC 004 12/11 1014 NOSIG=

- A 0
- B 1
- C 2
- D The flight is not authorized until a TAF is issued

Alternate

11. You intend to use EKAH as a destination alternate, what is the lowest possible planning minima if intended approach is ILS RWY 10R, CAT A aircraft?

- A 550m RVR, 800m if single pilot operation
- B 800m RVR and ceiling above 400'
- C 600m visibility and ceiling above 400'
- D At EKAH planning minima equals operational minima stated on the approach plate for the ILS RWY 10R

Flight plan

12. What is required with regards to documentation of the flight?

- A An operational flight plan is not required if the flight is not carried out as a local flight
- B An operational flight plan is always required and should be kept for at least 3 months
- C Fewer requirements are to be fulfilled if the flight is carried out as a local flight
- D An operational flight plan is not required



Flight

Takeoff

13. You receive this clearance before departure at EKRK: “DCT Trano VOR 2000’ – can you accept this clearance?
- A No, as 2000’ is not a valid IFR level
 - B Yes, as I am inside controlled airspace during the departure I do not have to consider terrain clearance
 - C No, not without further analysis as the MSA is stated at 2100’
 - D Yes, as the controller decides which altitude you should climb to

Take off

14. What is correct with regards to required RVR for take off at EKRK for a CAT A or B aircraft?
- A The rvr must be reported in excess of 250 mtrs
 - B The rvr must be observed in excess of 250 mtrs
 - C The rvr must be reported in excess of 300 mtrs
 - D The rvr must be observed in excess of 300 mtrs

Departure

15. Unless otherwise stated the PDG Procedure Design Gradient for a departure is?
- A 3,8%, consisting of a 3% OIS and a 0,8% additional margin
 - B 3,3%, consisting of a 2,5% OIS and a 0,8% additional margin
 - C PDG is only calculated for a Missed Approach, not departure
 - D PDG is always stated on the Jeppesen departure plate

Enroute

16. If you enter a holding via the offset entry and the holding is based on more than 1 minute timing you should continue on the offset leg for?
- A 1 minute
 - B 1,5 minute maximum
 - C As many minutes as the holding is based on
 - D 0,5 minute

Enroute

17. During a flight which required 2 alternates planning-wise, the weather at destination and the alternate closest to your destination deteriorates below landing minima – what is most correct?
- A You should at this point fly directly to the alternate which is still above landing minima
 - B You may continue towards your destination as long as one alternate is still above planning minima
 - C You may continue towards your destination as long as one alternate is still above landing minima
 - D You may continue towards your destination if you can find another alternate to substitute the one below landing minima



Approach

18. When may you continue an instrument approach regardless of reported rvr/visibility?

- A When passing 5 NM on final approach and established
- B When established on final approach course
- C When cleared approach
- D When passing outer marker or equivalent position if no outer marker exists, or 1000' above aerodrome on final approach if no such positions exist

Approach

19. During a single pilot operation under IFR at an aerodrome with full facilities you can perform a precision approach with an RVR of?

- A 550m RVR
- B 800m RVR
- C 550m RVR if the aircraft is equipped with an autopilot
- D 550m RVR if runway for intended approach and landing is equipped with CL and TDZ lights

Go around

20. If performing a go-around during circling you should attempt to?

- A Maintain the present heading during MAP until the prescribed MAP final altitude
- B Maintain the present track during MAP until the prescribed MAP final altitude
- C Turn towards the runway environment and follow the prescribed MAP for the runway you are circling to
- D Turn towards the runway environment and follow the prescribed MAP for the runway you performed the IAP to

Go around

21. What gradient are you supposed to follow if you commence a go around below your DH?

- A 2,5%
- B 0,8%
- C 3,3%
- D Undetermined

Alternate

22. If you are flying with minimum required fuel you can?

- A Use your final reserve to fly a little faster, towards your alternate aerodrome
- B Use your final reserve to make another approach at your destination aerodrome
- C Use your final reserve to hold over your alternate aerodrome
- D Use some of your final reserve to hold before attempting the approach at your destination



Multi Engine Only

Take off alternate

23. What is required with regards to a take off alternate aerodrome?

- A It shall be located within 60 minutes flying with both engines operative
- B It shall be located within 60 minutes flying with one engines inoperative
- C It shall be located within 45 minutes flying with one engines inoperative
- D It shall be located within 45 minutes flying with one engines inoperative

Take off minima

24. What should according to BL5-60 you do if obstacles exists that you are not able to out climb with one engine inoperative?

- A Increase the ceiling and visibility requirements for take off
- B Increase the takeoff distance requirements for take off
- C Only depart in VMC
- D Not depart

Climb requirements

25. What are the required rates of climb in a go around at DH with GS 100 kts.?

- A 300 FPM
- B 330 FPM
- C 800 FPM
- D 250 FPM