PRERNA AVIATION

DGCA CPL Practice Paper 05

Air Regulations — Set A

ANSWER KEY & EXPLAINED SOLUTIONS

Original educational practice set. Not an official DGCA paper or a full-length examination simulation.

01 D	02 B	03 A	04 B	05 C
06 B	07 D	08 C	09 C	10 A
11 A	12 C	13 B	14 B	15 A
16 D	17 D	18 A	19 B	20 D
21 B	22 C	23 A	24 C	25 D

01. Which body is India's civil aviation regulatory authority?

Answer: D. DGCA

The Directorate General of Civil Aviation regulates civil aviation in India. ICAO develops international standards; it does not replace the national authority for routine Indian licensing.

Topic: Regulatory framework | Study reference: DGCA

02. In DGCA PARIKSHA, a Computer Number is primarily:

Answer: B. A unique candidate identifier

The Computer Number identifies the examination candidate. It is not a pilot licence or an aircraft identifier.

Topic: Examination framework | Study reference: DGCA

03. The DGCA PARIKSHA syllabus notice directs flight-crew candidates to which source?

Answer: A. Latest CAR Section 7, Series B

The official syllabus notice separates AME CAR-66 material from flight-crew requirements and directs flight crew to CAR Section 7, Series B.

Topic: Syllabus framework | Study reference: DGCA

04. What is the principal role of ICAO standards and recommended practices?

Answer: B. Support international harmonisation of civil aviation

ICAO develops an international framework that States implement through their systems. National requirements and notified differences remain important.

Topic: International framework | Study reference: ICAO

05. ICAO Annex 2 principally concerns:

Answer: C. Rules of the Air

Annex 2 addresses general rules and VFR/IFR rules. It is distinct from licensing, airworthiness and commercial pricing documents.

Topic: Rules of the air | Study reference: ICAO

06. For an Annex 13 safety investigation, the primary objective is to:

Answer: B. Prevent future accidents and incidents

The safety investigation seeks prevention through identifying causes and contributing factors. Apportioning blame or liability is not its purpose.

Topic: Accident investigation | Study reference: AIG

07. The State of Registry of an aircraft is the State:

Answer: D. On whose register the aircraft is entered

State of Registry is tied to registration, not a temporary location or passenger nationality. Other States can have different responsibilities in an occurrence.

Topic: Definitions | Study reference: ICAO

08. The pilot-in-command's safety responsibility is best described as:

Answer: C. Not removed merely because an ATC clearance has been received

A clearance does not eliminate the pilot's responsibility for safe operation or collision avoidance as applicable. ATC and pilot responsibilities are complementary.

Topic: PIC responsibility | Study reference: AIR

09. Two similar power-driven aeroplanes approach head-on at the same level with danger of collision. The standard rule requires:

Answer: C. Both to alter heading to the right

Each turns right to establish a common predictable avoiding action. The rule does not depend on choosing which aircraft is slower.

Topic: Right of way | Study reference: AIR

10. Two similar power-driven aeroplanes converge at approximately the same level. Aircraft A sees B on its right. Which should give way?

Answer: A. Aircraft A

In the ordinary converging case, the aircraft with the other on its right gives way. Special category priorities can modify this general rule.

Topic: Right of way | Study reference: AIR

11. An aeroplane overtakes another in flight. Under the standard rule, the overtaking aeroplane should keep clear by altering heading to the:

Answer: A. Right

The overtaken aircraft has right of way. The overtaking aircraft alters right and remains responsible for staying clear until entirely past and clear.

Topic: Overtaking | Study reference: AIR

12. In a normal converging encounter, a power-driven heavier-than-air aircraft should give way to:

Answer: C. A glider

The standard category priorities require power-driven heavier-than-air aircraft to give way to gliders, among other specified categories.

Topic: Aircraft priorities | Study reference: AIR

13. An aircraft is known to be compelled to land because of an emergency. Other aircraft should:

Answer: B. Give way to it

An aircraft compelled to land is given way to. Practical actions still require vigilance and appropriate coordination to avoid creating another conflict.

Topic: Emergency priority | Study reference: AIR

14. A pilot has right of way but observes an imminent collision risk. What is correct?

Answer: B. Take appropriate action to avoid collision

Right-of-way rules do not remove the responsibility to avert collision. Having priority is not permission to continue into a known conflict.

Topic: Collision avoidance | Study reference: AIR

15. The principal purpose of an AIP is to provide:

Answer: A. Aeronautical information of lasting character essential to air navigation

An Aeronautical Information Publication contains enduring operational information. It must be used with applicable amendments, supplements and NOTAM.

Topic: Aeronautical information | Study reference: AIS

16. A sudden runway closure of operational significance is most directly communicated through:

Answer: D. A NOTAM

A NOTAM communicates operationally important changes requiring timely distribution. A runway closure is a typical example.

Topic: NOTAM | Study reference: AIS

17. An AIP AIRAC amendment has been published but its effective date is next week. When do its operational changes normally become applicable?

Answer: D. On the stated effective date

AIRAC publication gives advance notice. The new information takes effect on the designated date, not simply when the file becomes available.

Topic: AIRAC | Study reference: AIS

18. The standard AIRAC cycle is based on intervals of:

Answer: A. 28 days

AIRAC uses internationally coordinated effective dates at 28-day intervals. This allows systematic preparation for operationally significant changes.

Topic: AIRAC cycle | Study reference: AIS

19. Which item is best suited to an Aeronautical Information Circular?

Answer: B. Explanatory or advisory aeronautical information not suited to AIP or NOTAM

AIC provides explanatory or advisory information, including relevant technical, legislative and administrative matters. It is not a real-time control instruction.

Topic: AIC | Study reference: AIS

20. A Pre-flight Information Bulletin primarily brings together:

Answer: D. Current NOTAM and other urgent relevant information

The PIB helps pre-flight briefing by presenting current operational notices and urgent information relevant to the briefing scope.

Topic: PIB | Study reference: AIS

21. An aerodrome's manoeuvring area excludes which part of its movement area?

Answer: B. Aprons

The movement area includes manoeuvring areas and aprons. The manoeuvring area is for take-off, landing and taxiing, excluding aprons.

Topic: Aerodrome definitions | Study reference: ICAO

22. Which statement distinguishes altitude from height in aviation terminology?

Answer: C. Altitude is referenced to mean sea level; height is referenced to a specified datum

Altitude uses mean sea level as its reference. Height is the vertical distance above a specified reference, which must be identified.

Topic: Vertical references | Study reference: ICAO

23. A flight level is a surface of constant atmospheric pressure referenced to:

Answer: A. 1013.25 hPa

Flight levels use the standard pressure reference of 1013.25 hPa. They do not directly express true height above terrain.

Topic: Flight levels | Study reference: INST

24. A flight information region is an airspace within which which services are provided?

Answer: C. Flight information service and alerting service

FIR is defined around flight information and alerting services. An FIR designation alone does not mean every flight receives ATC separation.

Topic: ATS definitions | Study reference: ICAO

25. A clearance contains a restriction that the pilot cannot safely comply with. The appropriate response is to:

Answer: D. Advise ATC and request an amended clearance

Communicating the inability allows a workable clearance to be coordinated. Silent non-compliance or guessing creates uncertainty.

Topic: Clearance understanding | Study reference: RT

Study references & review notes

Use these sources to revise the concepts behind your answers. Questions and explanations are newly written; they are not reproduced from an official question bank.

AIG — ICAO Annex 13: Aircraft Accident and Incident Investigation, publication overview

https://store.icao.int/en/annex-13-aircraft-accident-and-incident-investigation

AIR — AAI eAIP India, ENR 1.1: General rules

https://aim-india.aai.aero/eaip/eaip-v2-07-2026/eAIP/IN-ENR%201.1-en-GB.html

AIS — AAI eAIP India, GEN 3.1: Aeronautical information services

https://aim-india.aai.aero/eaip/eaip-v2-06-2026/eAIP/IN-GEN%203.1-en-GB.html

DGCA — DGCA Pariksha: Flight Crew FAQs and syllabus guidance

https://pariksha.dgca.gov.in/Form/PLT_FAQs

ICAO — ICAO Annex 2: Rules of the Air, publication overview

https://store.icao.int/en/annex-2-rules-of-the-air

INST — FAA PHAK, Chapter 8: Flight Instruments

https://www.faa.gov/sites/faa.gov/files/10_phak_ch8.pdf

RT — UK CAA CAP 413, Edition 24: standard radiotelephony phrase meanings only

https://www.caa.co.uk/data-and-publications/publications/documents/content/cap-413/

Scope: foundation-to-intermediate CPL ground-subject practice. This set does not claim complete coverage of the latest DGCA syllabus. Consult the current DGCA CAR Section 7, Series B and Pariksha notices for the applicable syllabus and examination requirements. Aircraft-type-specific Technical Specific and a complete RTR(A) course are not included.

FAA references support general theory only, not Indian regulatory requirements. CAP 413 is used for standard phrase meanings, not UK-specific operating rules. Weather reports, fuel reserves and flight scenarios in questions are illustrative. For operational use, consult current approved publications and aircraft manuals.

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