

DGCA CPL Practice Paper 06

Air Regulations & Human Performance — Set B

QUESTION PAPER

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

25 MCQs • 25 marks • Suggested practice time: 40 minutes

Choose one answer per question. Practice scoring: +1 for a correct answer; 0 for an incorrect or blank answer. This timing and scoring are for this practice set only. A calculator may be used for practice. Use the assumptions stated in each question.

Name: _____ Date: _____ Score: ____ / 25

01. In standard radiotelephony, ROGER indicates:

- | | |
|--|--|
| A. Agreement to any question requiring yes or no | B. A complete readback of all numerical instructions |
| C. Permission to take off | D. The last transmission has been received |

02. WILCO conveys that the message has been received, understood and:

- | | |
|--------------------------|-----------------------|
| A. Is unreadable | B. Has been cancelled |
| C. Will be complied with | D. Must be repeated |

03. A pilot did not understand part of a transmission. Which standard phrase requests repetition?

- | | |
|-------------|--------------|
| A. ROGER | B. SAY AGAIN |
| C. GO AHEAD | D. WILCO |

04. Which phrase asks the other station to repeat a message exactly as received?

- | | |
|--------------|-------------|
| A. READ BACK | B. MONITOR |
| C. APPROVED | D. STAND BY |

05. Which signal identifies a distress communication?

- | | |
|------------|-------------|
| A. PAN PAN | B. MAYDAY |
| C. ROGER | D. STAND BY |

06. Which signal identifies an urgency communication?

- | | |
|---------------------------------|-------------|
| A. PAN PAN | B. WILCO |
| C. MAYDAY in every circumstance | D. NEGATIVE |

07. A transmission seems intended for a similar call sign, but the pilot is unsure. The safest response is to:

- | | |
|---------------------------------------|---|
| A. Clarify before acting | B. Change call sign without authorisation |
| C. Assume it applies to both aircraft | D. Execute it without checking |

08. Which practice best reduces a runway-entry misunderstanding?

- | | |
|--|---|
| A. Rely only on another aircraft's movement | B. Use only a click of the microphone |
| C. Assume taxi clearance always includes every runway crossing | D. Read back the relevant runway instruction and resolve uncertainty before entry |

09. What is the main purpose of a checklist in routine operations?

- A. Guarantee that no human error can ever occur
- B. Allow any aircraft limitation to be ignored
- C. Support consistent completion and verification of required actions
- D. Replace all aircraft knowledge

10. A crew notices an unexpected indication but searches only for facts supporting its first explanation. This is an example of:

- A. Confirmation bias
- B. A pressure-altitude error
- C. Guaranteed threat avoidance
- D. Perfect situational awareness

11. Continuing with an original plan despite worsening conditions is commonly called:

- A. A correct readback
- B. An altimeter correction
- C. Plan-continuation bias
- D. A balanced safety assessment in every case

12. Which example best demonstrates crew resource management?

- A. Handling every task alone despite overload
- B. Suppressing questions from other crew members
- C. Assuming rank prevents mistakes
- D. Sharing relevant information and cross-checking decisions

13. A useful way to reduce workload during a high-demand phase is to:

- A. Attempt every task simultaneously
- B. Prioritise tasks and use available assistance
- C. Ignore flight-path control to complete paperwork
- D. Stop communicating any difficulty

14. Fatigue can impair performance even when a person:

- A. Is wearing a uniform
- B. Has a current identity card
- C. Knows the airport name
- D. Feels motivated to complete the task

15. At increasing altitude, hypoxic hypoxia occurs primarily because:

- A. Nitrogen becomes combustible
- B. Oxygen suddenly forms most of the air
- C. Oxygen partial pressure decreases
- D. The percentage of oxygen always falls to zero

16. Carbon monoxide is hazardous because it:

- A. Only affects aircraft paint
- B. Interferes with the blood's ability to transport oxygen
- C. Has a strong warning smell in every case
- D. Always produces instant visible smoke

17. Hyperventilation can cause symptoms largely because it:

- A. Eliminates the need for oxygen
- B. Always increases blood carbon dioxide
- C. Lowers carbon dioxide in the blood excessively
- D. Raises haemoglobin permanently

18. During a sustained coordinated turn without reliable external visual cues, the vestibular system may:

- A. Always indicate exact bank angle
- B. Measure true airspeed directly
- C. Fail to provide a reliable sensation of the continuing turn
- D. Replace the attitude indicator accurately

19. A pilot staring at a single light in darkness perceives it as moving. This illusion is known as:

- A. Density altitude
- B. Coriolis acceleration of the air mass
- C. Autokinesis
- D. Hypoxia

20. A runway narrower than the pilot is accustomed to can create the illusion that the aircraft is:

- A. Always exactly on glidepath
- B. Lower than it actually is
- C. Stationary relative to the ground
- D. Higher than it actually is

21. Which colour is the normal left wingtip navigation light?

- A. White
- B. Amber
- C. Green
- D. Red

22. A small object remains at nearly constant relative bearing and grows in apparent size. What should this suggest?

- A. A possible collision course
- B. Guaranteed safe lateral separation
- C. A harmless optical condition in every case
- D. An aircraft moving away rapidly

23. Following an interruption in a checklist, the best general method is to:

- A. Assume all remaining items were completed
- B. Re-establish the verified point and resume systematically
- C. Skip to the signature without review
- D. Restart the engine automatically

24. Which action best supports learning after a training error?

- A. Identify the cause and practise a specific corrective method
- B. Hide the error so the score appears better
- C. Repeat the same task without examining it
- D. Assume every error was caused by luck

25. A threat-and-error management approach aims to:

- A. Eliminate all need for standard procedures
- B. Recognise threats, manage errors and prevent undesired states
- C. Assume trained pilots never make errors
- D. Punish every question during briefing