PRERNA AVIATION

DGCA CPL Practice Paper 06

Air Regulations & Human Performance — Set B

ANSWER KEY & EXPLAINED SOLUTIONS

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

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

01. In standard radiotelephony, ROGER indicates:

Answer: D. The last transmission has been received

ROGER acknowledges receipt. It does not replace a required readback and does not by itself mean yes or clearance to act.

Topic: Radiotelephony | Study reference: RT

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

Answer: C. Will be complied with

WILCO includes an intention to comply. Required safety-critical readbacks must still be made rather than replaced by a generic acknowledgement.

Topic: Radiotelephony | Study reference: RT

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

Answer: B. SAY AGAIN

SAY AGAIN requests repetition of all or a specified part. Guessing a clearance or acknowledging it without understanding is inappropriate.

Topic: Radiotelephony | Study reference: RT

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

Answer: A. READ BACK

READ BACK requests repetition of the received message. It is used to verify understanding rather than merely acknowledge reception.

Topic: Readback | Study reference: RT

05. Which signal identifies a distress communication?

Answer: B. MAYDAY

MAYDAY identifies distress. PAN PAN identifies urgency. This question tests the distinction, not a full operational emergency checklist.

Topic: Distress and urgency | Study reference: RT

06. Which signal identifies an urgency communication?

Answer: A. PAN PAN

PAN PAN identifies urgency, distinguished from distress. The exact message and procedures depend on the situation and applicable rules.

Topic: Distress and urgency | Study reference: RT

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

Answer: A. Clarify before acting

Call-sign confusion can lead to wrong-aircraft action. Clarification resolves the ambiguity before accepting or executing the instruction.

Topic: Communication error | Study reference: RT

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

Answer: D. Read back the relevant runway instruction and resolve uncertainty before entry

Runway instructions require clear understanding. A readback and clarification help detect errors; a taxi route must not be assumed to authorise every crossing.

Topic: Runway communication | Study reference: RT

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

Answer: C. Support consistent completion and verification of required actions

A checklist provides a structured memory and verification aid. It supports, but does not replace, understanding and sound judgement.

Topic: Procedural discipline | Study reference: ADM

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

Answer: A. Confirmation bias

Confirmation bias favours evidence that supports an initial belief and neglects contradictory information. Deliberately testing alternatives helps counter it.

Topic: Human factors | Study reference: ADM

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

Answer: C. Plan-continuation bias

Plan-continuation bias makes it difficult to revise or abandon a plan when new evidence makes it unsuitable. Reassessment is essential.

Topic: Decision-making | Study reference: ADM

12. Which example best demonstrates crew resource management?

Answer: D. Sharing relevant information and cross-checking decisions

CRM uses available human, technical and informational resources. Clear communication and cross-checking improve the detection of errors.

Topic: CRM | Study reference: ADM

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

Answer: B. Prioritise tasks and use available assistance

Prioritisation and sensible distribution of tasks reduce overload. Less urgent tasks can be deferred while essential control and safety tasks are maintained.

Topic: Workload | Study reference: ADM

14. Fatigue can impair performance even when a person:

Answer: D. Feels motivated to complete the task

Motivation does not remove the cognitive effects of fatigue. Attention, reaction time and judgement can degrade despite determination.

Topic: Fatigue | Study reference: HF

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

Answer: C. Oxygen partial pressure decreases

The oxygen fraction remains roughly similar at ordinary aviation altitudes, but falling atmospheric pressure reduces available oxygen partial pressure.

Topic: Hypoxia | Study reference: HF

16. Carbon monoxide is hazardous because it:

Answer: B. Interferes with the blood's ability to transport oxygen

Carbon monoxide binds strongly to haemoglobin and impairs oxygen transport. It is colourless and odourless, so absence of smell does not establish safety.

Topic: Carbon monoxide | Study reference: HF

17. Hyperventilation can cause symptoms largely because it:

Answer: C. Lowers carbon dioxide in the blood excessively

Excessive ventilation removes too much carbon dioxide. Some symptoms can resemble hypoxia, which is why proper training and assessment matter.

Topic: Respiration | Study reference: HF

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

Answer: C. Fail to provide a reliable sensation of the continuing turn

The balance organs respond poorly to some sustained or changing motions in flight. Trained instrument reference is more reliable than bodily sensation alone.

Topic: Spatial disorientation | Study reference: HF

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

Answer: C. Autokinesis

Autokinesis is apparent motion of a stationary light when viewed against a dark background. Scanning and reliable references reduce susceptibility.

Topic: Visual illusion | Study reference: HF

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

Answer: D. Higher than it actually is

A narrower runway can appear farther away, creating a high-approach illusion. Uncorrected visual judgement may then encourage an undesirably low approach.

Topic: Runway illusion | Study reference: HF

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

Answer: D. Red

The standard arrangement is red on the left, green on the right and white aft. These lights help observers interpret relative orientation.

Topic: Aircraft lights | Study reference: AIR

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

Answer: A. A possible collision course

Little bearing change with increasing apparent size can indicate closing on a collision course. It warrants immediate attention, not an assumption of safety.

Topic: Lookout | Study reference: AIR

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

Answer: B. Re-establish the verified point and resume systematically

A deliberate recovery point prevents omissions and duplicated actions. The exact restart method should follow the operator's checklist procedure.

Topic: Interruption management | Study reference: ADM

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

Answer: A. Identify the cause and practise a specific corrective method

Useful review identifies whether the cause was knowledge, technique, attention or another factor, then selects an appropriate correction.

Topic: Learning and error | Study reference: ADM

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

Answer: B. Recognise threats, manage errors and prevent undesired states

TEM treats threats and errors as realities to detect and manage. The objective is to prevent escalation into unsafe aircraft states.

Topic: Threat and error | Study reference: ADM

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.

ADM — FAA PHAK, Chapter 2: Aeronautical Decision-Making

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak

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

HF — FAA PHAK, Chapter 17: Aeromedical Factors; Chapter 2: Aeronautical Decision-Making

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak

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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