

DGCA CPL Practice Paper 16

Air Regulations - Communications & Human Factors

QUESTION PAPER

2026-reviewed sectional practice. Not an official DGCA paper or a verified full-length latest-pattern mock.

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

Choose one answer. Practice scoring: +1 correct; 0 incorrect or blank. Count, timing and scoring are editorial practice settings, not a verified official exam pattern. Attempt this set without a calculator. Use the stated assumptions.

Name: _____ Date: _____ Score: ____ / 25

01. A pilot under stress may experience narrowed attention. This can lead to:

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|---|---|
| A. A guaranteed improvement in working memory | B. Missing relevant information outside the immediate focus |
| C. Perfect awareness of all cockpit information | D. Automatic correction of every mistake |

02. Working memory is especially vulnerable when a pilot:

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|--|---|
| A. Must retain several unfamiliar items while handling interruptions | B. Writes down and verifies a clearance |
| C. Receives a clear, manageable task sequence | D. Uses an appropriate checklist |

03. The body's circadian rhythm primarily relates to:

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|---------------------------------------|---|
| A. The direction of magnetic north | B. The aircraft's fuel-flow cycle |
| C. The period of a radio carrier wave | D. Daily cycles in alertness and physiological function |

04. A pilot describes a successful flight after knowingly ignoring a limit as proof that the limit is unnecessary. This reasoning is flawed because:

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| A. Limits apply only after an accident | B. Any successful outcome validates every preceding action |
| C. A favourable outcome does not establish that the decision was safe | D. Risk disappears when a pilot gains confidence |

05. In a safety assessment, risk combines consideration of an event's likelihood with its:

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|----------------------------------|-------------------------------|
| A. Passenger ticket price only | B. Potential severity |
| C. Number of words in the report | D. Popularity on social media |

06. A pilot moves attention repeatedly between instruments and outside references appropriate to the conditions. The main benefit is:

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|---------------------------------------|--|
| A. Elimination of all sensor failures | B. A more complete and continuously updated picture of the situation |
| C. Removal of every need for planning | D. A guarantee that weather will remain unchanged |

07. In standard radiotelephony, STANDBY means:

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|----------------------------------|---------------------------|
| A. Cancel the entire flight plan | B. Yes |
| C. Wait and I will call you | D. Permission to take off |

08. The phrase CORRECTION signals that:

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| A. The entire transmission is cancelled without replacement | B. The aircraft is cleared to cross a runway |
| C. The frequency must always be changed | D. An error was made and the correct version follows |

09. NEGATIVE in standard radiotelephony can mean:

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| A. No, permission not granted, or that is not correct | B. I have received all your last transmission |
| C. I will comply with your instruction | D. Please repeat the last transmission |

10. AFFIRM is used to convey:

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|---------|------------------------|
| A. Wait | B. Unable to comply |
| C. Yes | D. Repeat your message |

11. When transmitting a critical clearance readback, including the aircraft callsign helps:

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| A. Identify which aircraft is acknowledging the clearance | B. Replace all clearance details |
| C. Guarantee that every instrument is serviceable | D. Eliminate the need to listen for corrections |

12. A pilot hears a clearance for a similar callsign. The safest response is to:

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| A. Assume it applies because the numbers sound close | B. Ignore all subsequent transmissions |
| C. Act first and clarify after take-off | D. Verify the intended recipient before acting |

13. A pilot has acknowledged an instruction but later discovers it was misunderstood. The correct action is to:

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| A. Hide the error because ROGER was already transmitted | B. Promptly clarify and correct the misunderstanding |
| C. Assume silence will correct it | D. Continue with the misunderstood instruction indefinitely |

14. The 'startle effect' can temporarily:

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| A. Increase oxygen concentration in the cabin | B. Guarantee better judgement |
| C. Disrupt attention and decision-making after an unexpected event | D. Eliminate the need for training |

15. Fixation on one faulty instrument is hazardous mainly because it:

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|---|---|
| A. Always improves situational awareness | B. Removes workload automatically |
| C. Reduces attention to other information needed to understand the aircraft state | D. Makes every other instrument more accurate |

16. A pilot who cannot reconcile two conflicting indications should first seek:

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| A. A passenger vote | B. A random average without checking the instruments |
| C. Independent corroborating information using the appropriate procedures | D. The indication that best matches personal preference |

17. The somatogravic illusion during strong forward acceleration can create a false sensation of:
- A. Pitching nose-up
 - B. The aircraft being stationary
 - C. Yawing exactly 180 degrees
 - D. Descending vertically at constant speed
18. After a prolonged turn, abruptly rolling level may create the sensation of:
- A. Turning in the opposite direction
 - B. Increased blood oxygen
 - C. A guaranteed correct perception of level flight
 - D. No possible vestibular response
19. Night vision is particularly dependent on the retina's:
- A. Rods
 - B. Optic disc as a light-sensitive area
 - C. Cornea alone
 - D. Cones alone
20. Looking slightly to one side of a dim object at night can improve detection because:
- A. The blind spot provides the best night vision
 - B. Cones work only with eyes closed
 - C. The object emits more light when viewed indirectly
 - D. Rod-rich areas outside the central fovea are more sensitive in low light
21. Bright cockpit lighting at night can impair outside dark adaptation by:
- A. Permanently changing magnetic variation
 - B. Reducing retinal sensitivity to dim light
 - C. Increasing atmospheric visibility
 - D. Making every distant light closer
22. Dehydration during a long duty period may adversely affect:
- A. Only the aircraft's compass
 - B. Atmospheric pressure
 - C. Only the colour of the uniform
 - D. Concentration and physical performance
23. A checklist challenge-and-response process is most effective when the response confirms:
- A. That the pilot is senior enough
 - B. The actual required aircraft state or completed action
 - C. Only that the words were memorised
 - D. That the item was completed on yesterday's flight
24. A crew member reports an error during a debrief. A learning-focused response is to:
- A. Examine contributing factors and ways to prevent recurrence
 - B. Discourage future reporting
 - C. Ignore the event because the flight ended safely
 - D. Assume reporting itself proves incompetence
25. A pilot's workload is increasing rapidly during an unexpected event. Which approach best supports effective management?
- A. Stop communicating indefinitely
 - B. Attempt every task simultaneously without prioritising
 - C. Focus exclusively on completing paperwork
 - D. Prioritise aircraft control, use applicable procedures and allocate tasks clearly