PRERNA AVIATION

DGCA CPL Practice Paper 16

Air Regulations - Communications & Human Factors

ANSWER KEY & EXPLAINED SOLUTIONS

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

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

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

Answer: B. Missing relevant information outside the immediate focus

Stress can narrow attention and reduce the ability to process competing information. Structured procedures, task sharing and appropriate workload reduction support performance.

Topic: Stress and attention | Study reference: HF

02. Working memory is especially vulnerable when a pilot:

Answer: A. Must retain several unfamiliar items while handling interruptions

Working memory has limited capacity. Multiple unfamiliar items and interruptions can cause omissions or substitutions, which is why suitable recording and verification are valuable.

Topic: Memory limits | Study reference: HF

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

Answer: D. Daily cycles in alertness and physiological function

Circadian rhythms influence sleepiness, alertness and other functions over roughly a daily cycle. Shift work and time-zone changes can place duty periods at biologically unfavourable times.

Topic: Circadian rhythm | Study reference: HF

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

Answer: C. A favourable outcome does not establish that the decision was safe

Outcome bias judges a decision mainly by its result. A risky decision may have a favourable outcome by chance; decisions should also be assessed against the evidence and limits available at the time.

Topic: Outcome bias | Study reference: ADM

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

Answer: B. Potential severity

Risk assessment considers both how likely an event is and the seriousness of its consequences. A low-frequency event can still warrant strong controls if consequences are severe.

Topic: Risk assessment | Study reference: ADM

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

Answer: B. A more complete and continuously updated picture of the situation

An effective scan integrates relevant information and helps detect changes or inconsistencies. It supports situational awareness but does not guarantee that every threat will be detected.

Topic: Situational awareness | Study reference: HF

07. In standard radiotelephony, STANDBY means:

Answer: C. Wait and I will call you

STANDBY asks the other station to wait. It is not an approval, clearance or indication that a request will necessarily be granted.

Topic: Phraseology | Study reference: RT

08. The phrase CORRECTION signals that:

Answer: D. An error was made and the correct version follows

CORRECTION identifies an error in the transmission and introduces the corrected information. Clear correction prevents an incorrect value from remaining unchallenged.

Topic: Phraseology | Study reference: RT

09. NEGATIVE in standard radiotelephony can mean:

Answer: A. No, permission not granted, or that is not correct

NEGATIVE denies or rejects the relevant proposition or request. ROGER, WILCO and SAY AGAIN have different meanings.

Topic: Phraseology | Study reference: RT

10. AFFIRM is used to convey:

Answer: C. Yes

AFFIRM is the standard affirmative response. It does not replace any required full readback of a clearance.

Topic: Phraseology | Study reference: RT

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

Answer: A. Identify which aircraft is acknowledging the clearance

The callsign ties the readback to the intended aircraft and helps the controller detect callsign confusion. Critical clearance details still need to be read back as required.

Topic: Readback discipline | Study reference: RT

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

Answer: D. Verify the intended recipient before acting

Similar callsigns can create a serious misidentification risk. Explicit clarification prevents an aircraft from acting on another aircraft's clearance.

Topic: Callsign confusion | Study reference: RT

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

Answer: B. Promptly clarify and correct the misunderstanding

Acknowledgement does not make an error harmless. Timely clarification and an accurate readback can prevent the misunderstanding from developing into an operational problem.

Topic: Communication recovery | Study reference: RT

14. The 'startle effect' can temporarily:

Answer: C. Disrupt attention and decision-making after an unexpected event

Unexpected events may provoke a startle response that interrupts cognitive processing. Familiar procedures and appropriate training can help regain a structured response.

Topic: Human performance | Study reference: HF

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

Answer: C. Reduces attention to other information needed to understand the aircraft state

Attention narrowed to one cue can cause other important information to be missed. Cross-checking and workload management support a more complete picture.

Topic: Attentional fixation | Study reference: HF

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

Answer: C. Independent corroborating information using the appropriate procedures

Independent information helps distinguish a sensor failure from a real aircraft condition. Applicable procedures and training guide the diagnosis and response.

Topic: Instrument cross-check | Study reference: HF

17. The somatogravic illusion during strong forward acceleration can create a false sensation of:

Answer: A. Pitching nose-up

Linear acceleration can tilt the perceived vertical sensed by the otolith organs, producing a false nose-up sensation. Instrument reference is important when outside visual cues are inadequate.

Topic: Spatial disorientation | Study reference: HF

18. After a prolonged turn, abruptly rolling level may create the sensation of:

Answer: A. Turning in the opposite direction

The semicircular canals adapt during sustained motion. On stopping the turn, their response can create a false opposite-turn sensation, illustrating why bodily sensations can be misleading.

Topic: Vestibular illusion | Study reference: HF

19. Night vision is particularly dependent on the retina's:

Answer: A. Rods

Rods are more sensitive in low light and support peripheral night vision. Cones provide detailed colour vision mainly under brighter conditions.

Topic: Night vision | Study reference: HF

20. Looking slightly to one side of a dim object at night can improve detection because:

Answer: D. Rod-rich areas outside the central fovea are more sensitive in low light

The central fovea is dominated by cones. Slightly off-centre viewing uses more rod-sensitive retina, which can improve detection of dim targets.

Topic: Off-centre viewing | Study reference: HF

21. Bright cockpit lighting at night can impair outside dark adaptation by:

Answer: B. Reducing retinal sensitivity to dim light

Bright light exposure reduces dark adaptation. Appropriate lighting levels support reading instruments while preserving useful sensitivity to the outside environment.

Topic: Dark adaptation | Study reference: HF

22. Dehydration during a long duty period may adversely affect:

Answer: D. Concentration and physical performance

Inadequate hydration can contribute to fatigue, headache and impaired performance. Personal fitness and suitable hydration are part of managing human limitations.

Topic: Physiological fitness | Study reference: HF

23. A checklist challenge-and-response process is most effective when the response confirms:

Answer: B. The actual required aircraft state or completed action

The value of the process lies in verifying current actions or states. Automatic verbal responses without checking can conceal omissions.

Topic: Checklist verification | Study reference: HF

24. A crew member reports an error during a debrief. A learning-focused response is to:

Answer: A. Examine contributing factors and ways to prevent recurrence

A structured debrief examines actions, conditions and defences. A safe outcome does not mean there was nothing to learn from the error.

Topic: Safety learning | Study reference: HF

25. A pilot's workload is increasing rapidly during an unexpected event. Which approach best supports effective management?

Answer: D. Prioritise aircraft control, use applicable procedures and allocate tasks clearly

Prioritisation, procedure use and clear task allocation reduce the risk of overload. The exact actions depend on the event, aircraft and approved training.

Topic: Workload management | Study reference: HF

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

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.

Reviewed and prepared: 30 October 2026. Official session instructions and syllabus pointers were checked; exact current subject-wise question counts and durations were not independently verified.