DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA) PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. Which section provides airport contact and entry information?

A. GEN 1.3

B. GEN 1.2

C. GEN 2.2

D. GEN 3.1

2. Which transponder mode is required in controlled airspace?

A. Mode A/C or Mode S

B. Mode A only

C. Mode C only

D. Mode S only

3. What may be required due to urban proximity at certain airports?

A. Noise abatement procedures

B. Special wake turbulence procedures

C. Noise reduction flights

D. Extended hold patterns

4. Which publication may announce route closures?

A. AIP SUP

B. NOTAM

C. AIP ENR

D. AIP VOL II

5. During navigation failure, what should be maintained until new instructions are issued?

A. Last ATC clearance

B. Assigned altitude

C. Filed flight plan

D. Current heading

6. Which statement best describes a Category C aerodrome?

A. High operational complexity

B. Low traffic and simple operations

C. Long runways

D. Minimal terrain considerations

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7. Under IFR, who must be informed immediately after GNSS failure?

A. ATC

B. Pilot In Command

C. Flight Dispatcher

D. Airport Manager

8. In case of navigation failure, which instruction should be followed until further notice?

A. Last ATC clearance

B. Filed flight plan

C. Current weather briefing

D. Assigned altitude

9. Identify the correct trio that comprises the AIP's main sections.

A. Gen, Enr, Ad

B. Gen, Enr, Sur

C. Enr, Ad, Sur

D. Gen, Ad, Notam

10. Which system manages air traffic flow in Europe?

A. ATFM

B. SMS

C. AOC

D. NOTAM

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Answers

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1. A
2. A
3. A
4. A
5. A
6. A
7. A
8. A
9. A
10. A

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Explanations

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1. Which section provides airport contact and entry information?

A. GEN 1.3

B. GEN 1.2

C. GEN 2.2

D. GEN 3.1

The information about who to contact at an airport and what entry requirements apply is published under GEN 1.3. In the AIP structure, GEN sections cover general information applicable across aerodromes, and GEN 1.3 is the part that specifically lists airport-specific contact details and entry procedures. This makes it the go-to source when you need to know whom to reach for arrival clearance, security access, or any local entry rules. Other GEN sections address different general topics, but they do not provide the airport contact and entry details needed for ground handling or entry permissions.

2. Which transponder mode is required in controlled airspace?

A. Mode A/C or Mode S

B. Mode A only

C. Mode C only

D. Mode S only

In controlled airspace, air traffic control needs to know both who you are and how high you are. That requires a transponder that reports altitude. A transponder that only uses Mode A gives identity (squawk) but no altitude, so it doesn't meet the requirement. A transponder that provides altitude can be either a Mode A with C (often spoken as Mode A/C, meaning the transponder reports altitude as well as identity) or Mode S, which also includes altitude information plus more data. So, the best answer recognizes that any altitude-reporting configuration satisfies the rule: either Mode A with C or Mode S. The other options fall short because they don't guarantee altitude reporting (Mode A only), or they imply an incomplete/less common setup (Mode C only), or are not as inclusive as the needed combination.

3. What may be required due to urban proximity at certain airports?

A. Noise abatement procedures

B. Special wake turbulence procedures

C. Noise reduction flights

D. Extended hold patterns

When an airport sits close to populated areas, reducing the impact of aircraft noise becomes a priority. This leads to noise abatement procedures, which guide departures and arrivals along specific, quieter flight paths, often require higher or differently shaped climbs, preferred runways, and sometimes limits on operations during certain hours. These measures are designed to minimize overflight of residential zones while maintaining safety and efficiency. Other options aren't primarily about lowering noise in urban settings: wake turbulence procedures relate to safe separation between aircraft, extended hold patterns are used for traffic sequencing and weather or congestion management, and the term "noise reduction flights" isn't the standard designation for this purpose.

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4. Which publication may announce route closures?

A. AIP SUP

B. NOTAM

C. AIP ENR

D. AIP VOL II

Understanding how route information is updated is key. When a route becomes temporarily unavailable, the official channel used to publish this change between regular AIP cycles is the AIP Supplement. The AIP Sup is specifically designed to carry urgent updates that modify the published AIP content, including temporary route closures. It ensures pilots and operators have the authoritative, current record of which routes are usable, even before a full AIP revision is issued. NOTAMs cover real-time operational notices about conditions affecting a specific flight or a small set of flights, and they're important for immediate awareness, but they're not the formal publication used to announce temporary changes to the published route structure themselves. The AIP ENR is where the route information is described in the AIP, and AIP VOL II contains supplementary procedural and administrative material; however, the formal mechanism to announce a route closure between AIP cycles is through the AIP Sup.

5. During navigation failure, what should be maintained until new instructions are issued?

A. Last ATC clearance

B. Assigned altitude

C. Filed flight plan

D. Current heading

When navigation equipment fails, the safe approach is to continue to fly as ATC last instructed. Maintaining the last ATC clearance (which defines your route and altitude) keeps your aircraft on a predictable path, preserves separation from other traffic, and avoids introducing new risks while you're unable to determine your precise position or reestablish navigation. You should adhere to that clearance until ATC issues new instructions or you regain navigation and communications. The other options are not as reliable in this situation: a fixed altitude or current heading aren't guaranteed to align with the last clearance, and a filed flight plan isn't a live directive to fly the number and route you're currently following.

6. Which statement best describes a Category C aerodrome?

A. High operational complexity

B. Low traffic and simple operations

C. Long runways

D. Minimal terrain considerations

In this context, aerodrome categories are about the level of operational complexity, not just size or runway length. A Category C aerodrome is defined by high operational complexity, meaning it handles a lot of traffic, has intricate ATC procedures, and often a challenging airfield layout with multiple or intersecting runways and complex taxiways. This requires more coordinated ground and air operations, stricter procedures, and greater pilot and controller workload. Because of these factors, the best description is that Category C aerodromes have high operational complexity. Features like long runways or minimal terrain considerations aren't what define the category, and low traffic with simple operations describes a lower category rather than Category C.

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7. Under IFR, who must be informed immediately after GNSS failure?

A. ATC

B. Pilot In Command

C. Flight Dispatcher

D. Airport Manager

Losing GNSS in IFR removes the primary, authoritative position reference for navigation and sequencing. Because Air Traffic Control is responsible for managing traffic and maintaining safe separation, they must be told right away so they can adjust routing, issue vectors, or switch you to non-GNSS navigation procedures (like VOR/DME or ILS) as needed. The goal is to keep the flight safe and properly integrated into the flow of traffic while you establish alternative navigation sources. The other roles aren't the point of contact for real-time navigation interruptions, so immediate notice to ATC is the crucial step.

8. In case of navigation failure, which instruction should be followed until further notice?

A. Last ATC clearance

B. Filed flight plan

C. Current weather briefing

D. Assigned altitude

When navigation equipment is not available, the safe and orderly thing to do is to follow the last ATC clearance you were given until you hear otherwise. That clearance is the authoritative instruction you rely on to stay on a known route and altitude, which helps ensure separation from other traffic and avoids improvising a course you might not be able to verify without navigation aids. The filed flight plan is only a guide for planning and initial routing and may no longer reflect ATC's current instructions once you're airborne. A weather briefing, while important for planning, doesn't dictate what you should do when navigation is down. Relying only on the assigned altitude ignores the complete directive of the last clearance, which includes both route and altitude together.

9. Identify the correct trio that comprises the AIP's main sections.

A. Gen, Enr, Ad

B. Gen, Enr, Sur

C. Enr, Ad, Sur

D. Gen, Ad, Notam

The primary structure of an AIP is built around three core parts that cover general information, en-route details, and aerodrome data. General contains broad, non-location-specific information about how the AIS operates, contact details, administrative data, and general guidance that applies countrywide. En-route holds the material needed for planning and conducting flights between aerodromes—route descriptions, airspace structure, route restrictions, navigation aids, and other en-route considerations. Aerodromes focuses on data for individual airports and heliports—runway specifics, lighting and aids, available services, communications frequencies, and emergency procedures. NOTAMs are separate from these main sections, providing time-sensitive information that can affect operations but isn't part of the standard GEN, ENR, and AD structure. So the trio GEN, ENR, and AD are the main sections of the AIP.

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10. Which system manages air traffic flow in Europe?

A. ATFM

B. SMS

C. AOC

D. NOTAM

Air Traffic Flow Management (ATFM) is the system that coordinates air traffic demand with the available capacity across Europe, keeping the network safe and efficient. In this European setup, EUROCONTROL acts as the network manager, forecasting how many aircraft will need to pass through sectors and airports and comparing that with what the airspace can handle. When demand could exceed capacity, flow directives and allocated time slots are issued to airlines and flight crews, guiding departures, routing, and speeds so aircraft are sequenced and spaced properly. This balancing act reduces congestion, minimizes delays, and improves predictability for operators. Safety Management System is about organizing safety within an organization, not directing traffic flow. An Aircraft Operator Certificate authorizes an airline to operate but isn't a flow-management system. NOTAMs are notices about temporary changes to flight operations or airspace, not a mechanism to manage overall traffic flow.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://dgca.examzify.com

We wish you the very best on your exam journey. You've got this!

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