



NAME: VIKAS SHROTRIYA STD.: SEC.: ROLL NO.: SUB.: RTR A

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VTUIJ

Boeing 737

VILH - VIGR

ETO 06:00

FL 300

ROUTE W39, DPN W20S; Akela Oct GWL FL 250

Alternate: VIDP, VICA.

Contact Alpha Cont'd outside ATZs &amp; CTAs. North of VIDP.

Q1a)	During Taxing, calm crew informs you of a pilot showing symptoms of lack of oxygen	PAN PAN (3) Leh TWR: VTUIJ/ONE PAX has become a case of Hypoxia/ Returning to Aspm / On Taxing B/Rg instructions and immediate medical assistance.	(Go to next question)
Q1b)	During taxiing out for dep, you want to know effect of brakes on the runway.	Leh TWR VIJ Reg Braking action Medium to Poor copied VIJ	Breking action medium to poor. (Go to Next Question)
Q1c)	Dep Runway 26 s/w Calm. As you line up white snow covered mountains give a blinding glare. Take action for a safe Toff.	Leh TWR VRT During strong blizzard / Reg Runway 08 for dep. Leh TWR VIJ will return to s/w / Reg instructions.	VIJ Wx Weng Blizzard approaching Leh, east in 5 min. (Go to next Question)
Q2	ATO 06:50 You are abeam BNR, that you see on your right water deluge due to bursting Sutlej River reservoir. Take action with app str for min action as you anticipate	PAN PAN (3) Bhutan TWR VTUIJ on 123.3/ Post Abeam BNR/ W39/0720/ Observe Sat by river reservoir bursted / water gushing out in huge deluge / adjoining areas & villages in great danger. This will be a major calamity Tomorrow action reqd.	(Go to next question)

Q3a) Alpha control calls you. Answer the call and take in an appropriate action.	Alpha Ctrl VTUJ Go ahead. Leaving W39 / turning left by 90 degrees (VTUJ).	Leave W39, turn left by 90°.
Q3b) Subsequent to above action as you don't hear (approx) reg instructions to return anything from A Ctrl take follow up action at 0750 / will cross SP FL300 or above.	Alpha Ctrl VTJ / On Hdg 085deg (approx) reg instructions to return Setting course to SP / eat SP at 0750 / will cross SP FL300 or above.	VTJ from you present posn set course det to SP Cross SP FL300 or above.
Q4) Over SP you have made an orbit to loss ht during your descent to FL150 and have set course to DPN ETA DPN 0750 EAT given 0815.	DPN Acc VT-UJ PSN SP orbit completed passing F240 for FL150 / setting course due to DPN	No reply due to RCF
	Delhi App VTUJ do you read me.	DL Ctrl VTJ Orbit completed/ setting course to DPN / passing F240 continuing des to FL150.
	Delhi Ctrl VTUJ To blind posn over SP orbit completed passing FL220 for FL150 set course to DPN ETA 0750 will reach FL150 till overboard DPN and eat in hold and start descend to FL50 at EAT 0815 in hold over VOR for ILS approach Runway 09 Will Tx again reaching FL150 ISA X 2	DL Ctrl VTUJ To blind passing FL220 for FL150 / On route will reach DPN & Hold / At 08:15 will leave FL150 & desc over the VOR & F(50) for ILS approach Runway 09 / will tx on reaching FL150 ISA X 2 DL Ctrl VTUJ Will reach FL150 and will tx again reaching DPN ISA X 2 (no to next question)
		DL Ctrl VTJ To blind over DPN Entry Hold / will tx again at 08:15 Runway FL150 / ISA VTJ X 2

- Q5. 1. In RT 'stand by' means. Authorized to proceed under the condition specified.
2. In RT Altitude 10000 ft is given as. One Zero Thousand.
3. Visibility is ability to see and identify prominent lighted objects by night.
4. VHF emergency freq are 121.5, 123.1 and 243 MHz
5. In India for SAR, LUT are Bangalore & Lucknow & MCC at Bangalore.
6. In RT msgs DF msg has priority over Flight Safety Msg and MET over Flight Regulatory Msg

VT AJ1 / VTAZA ATC

V1BB - VIJS

FTD 08:30

ROUTE WION BPL A791 F180 IFR

Altitude VIDP 140

Training Flt-

FL140

(Q1a)

You are flying for dep  
that on the adjoining  
taxiway you see  
vultures gathered  
around dead body of  
a dog. Give detailed  
report and suggest  
an action.

Mumbai Grand VT AJ1  
Taxiway A, observe on Taxiway  
B 06 vultures around dead  
body of a dog, on the taxiway  
suggest close the taxiway  
and get it cleared.

(Q1b)

You are applying  
Runway pt U that  
you decide to  
carry out ILS app  
in pract, before  
flying out.

Mumbai TWR VJT Reg permission  
to carry out a practice ILS  
App / (and then set course)  
heading to F140

VJT ILS not approved  
due to traffic

ILS not approved due to traffic.  
VJT

Q2

ATO 08:50

You pass F70  
Report

BBB App VT AJ1 / passing  
F70 for F140 setting course  
heading to F140 est.  
Dotup 0915 Apans 0925

BBB App do you read?

BBB clc do you read

ve contact with BBB App / passing  
F90 for F140 setting course clearly to  
F140, est dotup 0915 apans 0925  
Est roll 003 BBB

VJT go ahead

VJT report on the err

<p>Q3- 15NN from VABP at your cruise but you start experiencing turbulence. You decide to descent by 2000 ft. ATC channel is nearly occupied. To the clearance obtained shows progressive Rho Amphora.</p>	<p>Pan Pan (3) Ngn Ctrl VTAJ1 / 15 DME from BPL / F180 neg, F160 due severe turbulence. Radial Q92 BPL</p> <p>Tiny left by 90 deg F180 go deg turn completed <sup>leaving</sup> F180 for F160</p> <p>Passing F170 / returning to track to resume Nml Nsl</p> <p>On track F160 VJI</p>	<p>VJI report radical maintaining. Turn left by 90 degrees leave F180 passing F170 resume Nml Nsl.</p> <p>VJI desc to F170 due to and contact opp authy.</p>
<p>Q4 At 120 NM from VEJS Reg descent to land</p>	<p>Ngn Ctrl VJI 120 DME to JJS/F160 neg desc. Contact KOL Ctrl VJI KOL Ctrl VJI / 120 DME to JJS/F160 est ARIVD 0945 / ETA JJS 1005 leg desc / Ngn has -ve traffic Lung F160 fm FL 90 VJI KOL Ctrl VJI, ARIVD 0945 / passing F 130 KOL Ctrl VJI F 90 neg further descent Contact Janakdipan TWL VJI</p>	<p>VJI Neg to Ngn contact Neat ATC VJI descend to F 90 VJI contact near ATC</p>

1. XLR has Xmt & Rec : Transceiver has Transmitter & Receiver.
2. A/c ch for PSL, ws on Tjogath. A/c Cleared for Full Stop landing Wind shear on Tjogath.
3. Co-ords are given in Lat & Long not in dist: Coordinates are given in Latitude and Longitude not in distance.
4. Aerodrome VEJT is closed till TFN. Aerodrome that is closed till further notice.
5. LLZ is left of RCL: Localizer is left of Runway Center Line.

Chart 7

G8 163 CRJ

VOCG - VOHY

0630

FL 290

W118, CCB, RYGI, FL300 BEM W120 FL280

Altitude WML

Charter Jlt.

(Q1a)

Obtain Route  
Clearance.

VOCG TWR GO AIR 163

Req. Route clearance.

Go Air 163 after

Dep ↑ Rwy 14R till  
3000', then TR

to intercept Roll 158 CIA

↑ FL 100 RNN

then after climb HIA

as filed.

(Go to next)

(Q1b)

Show compliance to  
route clearance.

VOCG TWR GO AIR 163 3000'

on T/O Rwy turn & to intercept  
Roll 158

VOCG TWR GO AIR 163 fast

Roll 158 FL 30 4D CIA continue  
climb to FL 100

VOCG TWR GO AIR 163 200

on Roll 158 CIA ~~at~~ FL 100

continuing climb G to FL 160 RNN  
to (HIA as filed).

(Q2)

You are passing FL  
130 but you lost  
contact with VOCG.

Decide to continue on  
Jlt estimate as 0700

announce your plan to join R461 to join R461 will turn again at 0700  
18°. ~~~~.

VOCG Acc / GO AIR 163 X running Wind

30 NM O/B CIA 0650 Est.

CCB 200MS 0705 at FL 160

near PEKAG ETA HIA 0830

TAS 250± will climb to FL 280

18°. ~~~~.

Q3. 30Nm to BBM VOML Acc / Go Air 163 30Nm  
 you get information to BBM 0730 F 300, R 461  
 from your company to fly to alt due to Hyd ATC  
 of the air. Plan  
 the flt according with necessary permission.  
 HYD ATC OFF The air. Diverging to  
 VOML via W17 F1280 Est  
 BBM 0740 NXT IKATI ETA VOML  
 0815 IMC/IFR TAS 450 Kts  
 Reg to set course and going  
 clearance will spot BBM.  
 Go to next

Q4a) You are descending to FL 280. In further descend  
 recogniz Tc V70Wx ahead of you, but  
 able to cross the tc earlier. Take descend  
 permission. V70Wx.  
 VOML Acc / Go Air 163 75 Miles to MML  
 0755 FL 190 reported traffic insight  
 will be able to cross earlier. Reg descend  
 to FL 70  
 Wilco call you ready FL 70 Gain 163  
 Wilco chd to land will go for a  
 visual appch.  
 Go to next

Q4b) while landing down wind cold ceiling falling below Instash  
 appch initiate action.  
 VOML Turn Go Air 163 on off  
 abandoning VA due to cold ceiling  
 falling below 1A. Reg ILS appch  
 Go to next question

Q5	VOLMET	Voice Weather Broadcast
	SPECI	Aviation Selected Special weather report
	Rofor	Route Forecast
	GS	Ground station
	PB	Push back
	ABM	Abeam
	XDR	Transceiver
	WXR	Weather Radar
	PRK	Parking
	PJE	Paradise Jumpy Fo.

Go to Next Question

Ans 2

VTGTI

VIGR (Cavation) to VFGY (Gaya)

DCT KKJ, W33, BBN R460

Other info Charter flt.

0530

F 270

ATC

VIBN

Q1 ATD 05:30

Passing 3500 Gpdt  
inform that no  
FOTL will expire  
mid flightInform ATC of your  
proposed action  
giving reason. Agree  
to the suggestion  
of ATC.Cavitation Tower VTGTI/FOTL of  
co pilot will expire during  
flight / will return to GWA.  
Passing 3500 / 120 GWA/Reg  
instructions.Will carry out Visual App  
VTGTIGuide Tan VTI Rng in sight/  
Req Visual app.VTI chd to  
GWA 3500 m  
Carry out a visual  
app due to the

Go to next Quest

Q2 You are passing F90  
Heavy w/ out  
est KKJ 08:40  
F 130 cloudy altain  
necessary clearance  
from appropriate  
author.Khajurao Tower VTI / INC/  
RDL 150 GWA 70 DME out  
Pdg F90 for F270 Est KKJ  
0840 / Pdg F130 / W33 / ETA  
GAYA 0940 TAS 450 kts  
Req joining instructions.VTI chd to  
join W33  
cross KKJ F250  
or abv.

Will X KKJ F250 or above VTI

Go to next Quest

Q3 You are 50 nm from  
VIBN (Varanasi) but  
you start experiencing  
severe turbulence and  
transponder Mode  
C stops working.PAN PAN x(3) / Varanasi Ctrl VTI  
Experiencing severe turbulence 50  
DME from BBN) FL270 0900  
Req desc to FL 230VTI Est RDL 0900  
BBN leave F270  
for F230 pdg FL  
return to tip.Varanasi Ctrl VTI on  
BBN long FL220 for F230.

VIGN ATC OR  
is heavily occupied  
Take off action  
and show compliance  
to requirement of  
ATC.

Varanasi Ctrl VTI F25°  
returning to track.

(Go to next Question)

- Q4. You are holding over VEGY P70 waiting for runway to get cleared of a disabled APC that you are left with 7 minutes to fuel exhaustion limit at the dest.

Gray Tower VTI continuing on the hold over AAC F170/ 7 min left to fuel exhaustion limit / Reg est of runway availability.

VTI delay not determined due to

Ground of tractor bkn down.

Gray Tower VTI will divert to Varanasi F180 / IFR Total ECT 0100 Endurance 0200 Reg clearance

Ctrl to Varanasi F180.

Setting course for Varanasi / leaving F18 for F180 ETA 030 N030

(Go to next question.)

- Q1. In RT Std by means Wait and I will call you.  
 Q2. In RT Control it's suffix to Area Control Centre.  
 Q3. GW is RT designation of Jet airways.  
 Q4. In AIP section of RAC deals with Rules of Air & Air Traffic Services  
 Q5. Airway is Control area in the form of a corridor having navigational aids.  
 Q6. In AIP section VIAP relates to Aeronautical Charts Published.

Chart 9.

S24607 BOEING

VA888 (MUMBAI) To VILK (LUCKNOW)

ATN VANP (Nagpur ETD 1730 FL 350 I

Route: G450 NNP W55 JJB W66 FL340 KKJ W50 FL350.

Only VHF on board.

Note: VVIP arrival schedule flt between 1740 &amp; 1755 will be delayed.

Q.1a) You are ready to start vry quick expedition departure without any delay.

Mumbai Grd Litejet 4607 std 05  
1730 POB 120 Sec Ck Cleared  
Info V Reg M/sup for expeditions  
Slop before 1740 due to  
VVIP movement.

Reg Runway 35 for departure.

Wlko VTI cleared to depart

Runway 35 taxi via R Runway  
09 & C Hold due to VVIP  
arrival.

Litejet 4607/888  
due to down  
wind on Run  
17 Reg intention.

Cleared to depart  
Runway 35 taxi via

B Runway 09 ad

C C Runway 09

Hold due to VVIP  
arrival

Report runway 09 held per mt cns.

Go to next.

Q.1b) While you are held received wind shear warning on DATIS you initiate rescheduling your departure.

VA888 LITEJET 4607 Runway 09

Hldg pt 1750 received wind shear warning on DATIS. To go to system reschedule departure ETD 1800 1840

EAT OPAKA 1900 AGV next

ETA LLK 2100 Request clearance.

Go to next.

Q2 On reaching shows  
 low hyd pressure  
 you deviated 10NM  
 off of track when  
 20 NM to SABAB  
 you see hyd pr  
 normal deviate  
 re-enter ATS route  
 but ATC off the  
 air prevent with  
 action.

All a/c in vicinity of SABAB W99  
 Litejet 4607 Boeing on 121.5, 20Nm  
 to SABAB, 2000, F353 deviated  
 10 NM RT due low hyd pressure  
 for 15 min.  
 Hyd pressure very normal  
 Rejoining ATS Trk. at SABAB  
 F350 all external lts  
 s/w on TCAS on keep a sharp  
 look out.

Q3 While you reach  
 VA KJ you are  
 permitted to  
 descend on route  
 rate of descent  
 600 feet or less  
 per minute due  
 G8432 descent  
 ahead you seek  
 to descend fast seek  
 permission

V1BN ACC/Litejet 4607 over K1KJ  
 2040 FL340 key pressure  
 inc ROP 800 ft/min  
 will CTC G432 Litejet 4607

G8432/Litejet 4607 want to  
 increase 200 to 800 ft/min, key  
 you to inc more.

Litejet 4607/V1BN  
 -ve contact with G

Litejet 4607 to G432  
 Unable to inc 200  
 due hold turn max  
 600 ft/min

(Go to next)

Q4 On final you experience  
 wet microburst.

V1K Tower/Litejet 4607 on final  
 2100 experienced Wet micro  
 burst, heavy rain, thunderstorms  
 lightning strong down draft  
 losing ht with 50 mtrs. hardly  
 diff cult guy around will  
 calling out a MAP.

Go to next

OS

Heading → The direction of longitudinal axis of ac.  
MAP → Procedure to be followed in case approach  
can not be continued.

Threshold → Beginning of runway usable for landing.

MDA → Below which descent may not be made  
without visual reference.

Climbing level → Max level during flt.

VT LMO

ATR

Z

VAKJC (Khyam) → VIPT (Pantryal) ATC VILK (Lucknow)  
 W40 LLK W85 F120 VFR 03:30 F210

Q167 As you are taking out cabin crew informs that a passenger has barricaded herself in Toilet and simply refusing to come out.

Khyam Tower / VT LMO /  
 Toiletry C / One person locked  
 herself in Toilet / refusing to  
 come out / No demands made  
 so far / Returning to Operator / Key  
 informed security.

Go to Next Question

Q167 You get airborne 03:15, You are passing level 2500 ATC calls you. Answer the call.

Khyam Tower VMO go ahead.

Will climb OH F90 / thereafter  
 S/c climbing to F130 / VMO .

VMO climb over  
 head F90 thereafter  
 set course climbing  
 F130

Khyam Tower VMO 0/H KJMO F90  
 s/c climbing to F130.

Go to next question

Q2 You reach your cruise level at 37000 feet from KKJ ATC informs you that VILK ATC has gone off the air. Average to continue your flight on route segment.

Nagpur Ctrl VT LMO reg F210  
 Recd 015 from KKJ / 37000ft

Report to VT EDC ATR F140  
 Est to X at 55000ft KKJ  
 Contact you -

VT EDC VT LMO Reg 37000ft  
 VDC Reg you DME from KKJ  
 33000ft KKJ VMO

Nagpur Ctrl VDC is 33000ft KKJ  
 Reg F210  
 Avg F130 / a F200 VMO

VT LMO or VT EDC 39000ft  
 ZKN  
 33000ft KKJ  
 VMO climb to F210

Go to next Question

Q3 You reach VILK at Curvy Lvl. Anna your plan to comply with flt plan.

Delta Ctrl VMO/LRN 0500  
ETA Pantnagar 0610 Reg 5  
W FL 210 fm F120. ~~1000~~  
~~Pantnagar~~ will fly VFR from F120.  
Leng 210 fm F120 VMO.

VMO descent to F120

Oli Ctrl VMO/F120/Comply my IFR this time.

Oli Ctrl (Ans to next question)

Q4 You reach VPT at F50.

Pantnagar Two VMO/overhead Pantnagar F50 / fly close to cut alt.

VMO descent to cut alt QNH 1004 Regt down wind left hand cut Reg 22.

Leng F50 fm cut alt will report downwind / left hand cut Reg 22 QNH 1004

Pantnagar Two

Cabin QNH 1004?  
VTLMO

Affirm  
(Ans to next question -)

Q5 (1) Aeron is issued by DGCA

~~Aeronautical Inform~~ Regulation & Ctrl is issued by Air Gen Com Avn.

(2) A/c up to curv by 17 NM due LSq.

(3) A/c requesting deviation by 17NM due line squall.

(4) Hldg over NOB DP Max wd 3500 m/s permitted.

Holding Non-direction Beam below True Toward five hundred not permitted.

(5) N/C in RNL Ops →

No day in runway cross lights operation.

(6) Maintain L00 600 till alt 5000

Maintain L00 600 six hundred feet/min till altitude five thousand

VT YAB

ATR

0130

F 140

V EOS (Bluebell) (Bluebell)

VIP (Delhi Palace)

W43 KKI W40 LK RSG4 F180 IFR

Chartered Flt.

Q1a You are taxying out  
that you see one  
of parked or slowed  
very very slowly  
veh damaging its  
wing tip fully  
Details to ATC.

Bluebell Tax VT YAB /  
On Taxway C 0120  
One Buoy of Indigo has hit  
a parked Air India Boeing  
on its left wing tip / Vehicle  
did not stop and is continuing  
towards you.

Go to next Question

Q1b You are lined up  
and holding due  
another jet having  
taken off just in  
front of you.  
Seek permission  
for T/O as you  
see the flt.

BBS two VAB holding on Ray 14 /  
Ready for dep / We have  
the departing flt in sight  
and can maintain own  
separation.

VAB maintain  
your own separation

Cleared for T/O.

Will maintain own separation  
cleared for T/O VAB.

Go to next Question

Q2 ATD 0225. You  
reach OTABA  
and experience  
turbulence. You  
decide to change  
your cruising lvl.

Kol Ctrl VAB Pnr OTABA 0245/F140  
est 1BUNA 0255/KKJ next  
Reg F120 due to turbulence ( A/c cannot  
climb above F140 as its VFR )

VAB negative for cont  
Kol. Ctrl next auth.

rely with Kol entering Ngr Ctrl

Ngr Ctrl VAB / Pnr OTABA 0245/F140  
Est 1BUNA 0255/KKJ next  
Reg F120 due to turbulence / Kol has no flt.  
Lving F140 for F120 VAB

VAB ↓ F120

Go to next Question

<p>Q3- You have crossed VERC VABB FIR Boundary, show compliance to make reg.</p>	<p>Kjao Tm VAB Crossed 1B00A 0255 W 45 F 120 / est Chl bdy Kjao 0300 / KKJ 0315 / est C/C bdy 0325 / Reg transit clearance.</p>	<p>VAB report your Radial. Roll 130 to KKJ VAB.</p>
	<p>We are VFR flt / unable to climb to F 160 / To enter Kjao a/c space at KKJ Roll 145 / change alt to Nagpur Chrt.</p>	<p>Due to enter Gyrn a/c space at F 160 Enter KKJ a/c space on KKJ Roll 145</p>
	<p>Nagpur Chrt VAB / Gyrn wants us to enter Khajuwaa a/c space KKJ Roll 145</p>	<p>Go to next question.</p>
<p>Q4a) You need VILC seek permission to effect your flt plan.</p>	<p>Lucknow app VTYAB / Posn Lucknow 0350 R594 F120 / est JAL 0410 SSB react / Reg F180 / IFR / vry F120 for F180 comply my VFR at 0350</p>	<p>VAB Chrt G F180</p>
<p>Q4b) 10 NM to SSB, reg F60 for P50 one part joints. You want to make direct ILS landing.</p>	<p>PAN Panaji Roll app VAB / one part faulted posn 10M to SSB Reg sti in ILS approach / and req help on bdy.</p>	<p>- Go to next question</p>

### 5 (1) NPC holds exam for RTR (A) COP.

1. When planning coordination holds examination for Radio Telegraph Restricted (Aeronautical) Certificate of Proficiency.
- (2) Pilot is pass b/w the two A/C
- (2) Parley is possible between the two A/C.
- (3) RCL on which Intensity is low.
- (3) Runway End lights are serviceable but intensity is low.

4. Maintain rate of descent 600 ft till Alt 5000  
5. Maintain Rate of Descent 600 ft till Altitude of 5000 ft

(S) AIREPs is an important publication.

(S) Aeronomical Information Regulation (Control) is an important publication.

VTAZA Z ATR VA3B(MUMBAI) TO VEJS (JAMSHEDPUR) ALT V10P  
 0830 F 140 W10N BPL A791 F180 IFR Chattered Jt.

Q1a) You are taxiing  
 for your departure  
 on your adjoining  
 taxiway you see a  
 fuel tanker being driven  
 with fuel leaking non  
 stop from one of its  
 outlet. Give detailed  
 report and show your  
 concern.

Mumbai Grid VTAZA/ on taxiway C/  
 Observe on Taxiway B / One Indian  
 Oil tanker / spilling fuel continuously  
 or ground / from one of its outlet,  
 moving in Northerly direction towards  
 terminal / This is a major  
 Fire Hazard / Reg take  
 immediate action.

(Go to next question)

Q1b) You are approaching  
 runway but you  
 decide to reach  
 F70 above the  
 airfield before flyout.

Mumbai Tax VTAZA pass Runway  
 Hdg 14 / Reg permission to climb  
 to F070 overhead and then  
 set course / further climb to F140

VZA climb over head  
 to F70.

Climb 0/n F70 Ready for dep.

(Go to next question)

Q2. ATD 08:50. You pass  
 F70.

Mumbai App VTAZA passing F70 in FL140  
 setting course / climbing to (F140) Est  
 00TIP 0910 Apna Next ETA  
 Rest JS 1120.

No reply.

Mumbai App VTAZA do you read.  
 Mumbai Ctrl VTAZA do you read  
 -ve contact with Mumbai App  
 Passing F80 setting course / Climbing  
 to U F140 est 00TIP 0910  
 Apna Next

No reply.  
 VZA go ahead.

00TIP Est Roll 004 BBB VZA.

VZA repeat you're on  
 Roll.

Go to next question

Q3.	15 NM from VABP at your cruising level you start experiencing severe turbulence. You decide to descend by 2000ft ATC clearance is heavily oxygened. To the clearance obtained show your RVR compliance.	PAN PAN (3) Ngpa Ctrl VTAZA 15 DME from BPL/F180 Reg, F160 due severe turbulence.  Rdl 092 BPL Turning left for Rdl 077 BPL Exit Rdl 077 BPL using F180 for F160 desc to F160 passing P170 turning right to RWY 160 leave NM now On track A791 F160 VZA	VZA Reg your radial maintaining.  Leave F180 on Rdl 077 BPL then desc to F160 passing 160 leave NM now Go to next question.
Q4.	O/H 1800A at 120 NM to VEJS Reg descent to land.	Ngp Ctrl VZA 120 PME to JJS/F160 Reg desc. Contacting Kol Ctrl VZA  Kol Ctrl VTAZA / 120 PME to JJS/F160 est ARRIVO 1100 Dest JJS 1120/ Reg Desc / Ngp has no traffic.	VZA - vertifc with Ngp Ctrl next ATC  VZA desc to F50

- Q5(a) XCVR has Xmt & Reciever.  
Transceiver has Transmitter and Receiver
- 2 A/c ch for FSL. WS in T/O path.
- Aircraft cleared for full stop landing. Wind Shear in T/O path.
- (3) Coord are given in Lat (long) not in Dist.
- Coordinates are given in latitude & longitude not in distance.
- (4) AO VEJT is closed TPN : Aerodrome Torque is closed till further notice.
- (5) LLZ is left of RCL. LOCator is left of Runway Centre Line.

VTKOP

VAKJ (Khajurao)

01:10

Y

to VEJC (Janakpur)

F210

ATC

PLN VIBN (Vibhav)

W40 LKN R40 CEN W73E VFR F110.

Q1 Due technical reason there is a change of aircraft at H/C last moment with Reg VTLOP. You are ready to start eng and want to carry out these actions before passing for your flt.

Kjao tower VTLOP / One tech reason

we are generating VTLOP instead of VTKOP / RT callsign is VTLOP /

Stand 02 / Security checks completed P0B 52 / wx obtained / Reg permission to carry out 03 acts & ldy before proceeding on flt.

VOP OBSI

enforced Reg intstn

Cancel reg for act app & ldy reg proceed as per flt plan

Go to next question  
OBSI (IFR competency)  
wx unfit for vldg.

Q2a) ATO 01:50 passing F50 on T, through cld for F210 100ME from KJ, passing F50 for alt 3000 ft that you notice one H/C 012 passing 70ME at RDL 025 to KJ, reg F50 for alt 3000ft necessary action.

Kjao Tur / Airport / Safety not assured VTLOP / ATC / IMC / TAS 300kt

At time 02:00 when reg F50 climbing to F210 / RDL 015 from KKJ / monitored H/C 012 / passing F50 for 3000 ft / descending on RDL 025 to KJ.

VOP H/C 012 is a VFR flt.

(Go to next question)

Q2b) Reply given by ATC with regards to the above act is not acceptable to you. Give reasons with reference to class of airspace & info that should have been provided by ATC.

You reply not accepted / This is class B airspace / You should have been given traffic info abt H/C 012.

Q3	<p>At 10NM from LKX you want to maintain F170 due turbulence.</p> <p>At VIBN you decide to give part ILS let down to trainee.</p>	<p>Delhi ctrl VTLOP / Reg F170 due turbulence.</p> <p>Ctrtg LKO App.</p> <p>(know APP VTLOP / ATC / K10 to JS crossed LKO to F210 est Noida 0250 Reg F170 due turbulence / other live trc.)</p> <p>Will leave F210 at 200ME LKN and reach F170 by 450ME VOP</p> <p>Lkn app VOP 200ME leaving F210 for F170</p> <p>Lkn App VOP F170 450 LKN.</p>	<p>VTLOP - ve trc with DLI ctrl contact by eg ATC.</p> <p>VOP At 200 ME LKN leave F210 at next F170 by 450ME</p> <p>Lkn App.</p> <p>Lkn App.</p> <p>Go to next one</p>
		<p>BBN Acc VTLOP posn 100ME from LKX 0220 R460 F210 Reg denied &amp; maintain F170 due turb and permission to part ILS let down for training purpose at Varanasi est BBN 0240 pupam 0250</p> <p>Ctrtg BBN App VOP</p> <p>BBN App VTLOP posn 100ME from LKX 0220 R460 N F210 - ve trc with BBN Acc Reg J to maint F170 due turbulence and part ILS let down for training purpose at BBN</p>	<p>VOP - ve trc ctrct next ATC</p> <p>Go to next one</p>

- Q4. At V15N you carry out last ILS app and on lining 1/1B you decide to land without a full stop, take off to proceed after flight plan with permission.
- BBN Twt VTLOP lining 1/1B for final ILS app Run 14 Reg TGL & set as 1st dest as per flt plan thereafter.
- Q5 (1) AIP is published by AAJ contains General info of lasting character essential for Air Navigation.
- (2) International Notams are issued by International Notam Off.
- (3) Pos<sup>n</sup> reports should be made when requested by ATC or as soon as poss. receiving New Ad (VOR/NDB) etc or compulsory reporting pt.
- (4) Operational info on ~~route~~ routine Air report contains ETA & Endurance.
- ✓ (5) QNE is ~~atm pressure~~ above sea level of atmospheric pressure and is called Standard.
- (6) AOM is Aerodrome operating manual.

GE-GGC

I

Airbus

VILX - VAB3B

Alt VANP

02:30 F 200

W40 - KKJ F 270 JJB W99 F 320 NNP G 450

A/C VLS CAT II VHF 0/B.

Q1a)

Time is 08:05:30

VNWGT IFLY GGC Go ahead.

Reg time ch.

1ST One VTWGT all

Time is 02:35 and left  
you.

Go to next question

Q1b)

You are tuning out  
that ATC calling you.

Lucknow TWR IFLY GGC Go ahead.

VIS low, very rain

Answer the call and  
take action.

- Lucknow ten IFLY GGC are well  
want for ATC improvement

Reg today back to option.

Go to next question.

Q2.

ATO 02:50 Passing

F 70 in filed but

250M dist VICK

Changes your to next ATC

VANP ACC IFLY GGC passing

F 70 for F 200 / cat KA

0300 / 1GONA next ~~ETA 00~~ GOFIR

0330 / KKJ 0335

IFly GGC climb to

F 140 expect further

climb over Kyao.

Climbing to F 140 / expecting  
further climb over Kyao.

Go to next question.

You reach VAKJ

Kyao TWR IFLY GGC pass over  
KKJ 0335 / F 140 W99

Reg F 270.

Contacting NNP cat G.

IFly GGC Kyao has

-ve if be contact next

ATC.

Go to next Question

<p>Q3. At F270 30Nm to JJB SKC you sight an IAF Ju at your Ld, about 10Nm to left It overtakes you and then makes sharp left turn towards very rate rudder input.</p>	<p>VISN Acc 1FLY 700 AIRPROX / Safety net ensured / Airbus / VMC Po coll 350 JJB / 30 DME Rst / Hdg 176 / W 99 / FL 270 / TAS 400 Kts AT time 0325 / an IAF FL case on our left / at 10Nm / at F270 flew 11 for 05 min then took sharp left turn in direction 050 deg / Righted at 7 o'clock.</p>	<p>Go to next due</p>
<p>Q4. You crossed opaca F80 ATC calls you. Answer the call and take action.</p>	<p>VABB Turn 1FLy CCC GA A/c ILS 11 compliant will continue to land. WILCO call you IAF Ju ILS App Rng 27</p>	<p>Report IAF Ju Acc ILS Opp Rng 27.</p>
	<p>BB 701 CE - 666 170ME BBB turning left descending 3700 Commanding 15 DME b/c Ld 3700 Crossing Headwind 082 Turn at best IAS</p>	<p>Continue opp. BB 702 (h. to next Ques)</p>
<p>Q5 (1) Class A hearing is accurate within <math>\pm 2</math>deg and pos' is accurate within 5Nm. (2) Medium Wake Turbulence is MCTOW of an a/c between 7000-13000 kg. (3) The word SUPER is to be included after the call sign on initial contact for Airbus A380. (4) In case of Hijack a grave violation s/w top priority mode to code 7600 (5) During night D layer disappears and elevation density decreases in E layer.</p>		

VT AQQ Citator I  
 VAAU (Amravati) to VRCC (Kolkata) Det VENZ (Vizag)  
 W218, HIA w41, KM W29; VVZ A465

Note MEL (Minimum Enroute Level) W218 F100

Q1.	ATD 0355 ATC has cleared you initially F90 and to stay for further clear	AAU APP VT-AQQ on 122.3 FL 90 Ray further climb to F230 HIA ACC VT-AQQ How do you read.	RCF <no reply>
		AAU APP VT-AQQ Transmitter Blvd FL 90 will maintain FL 110 with GGB and item ↑ to FL230 est GGB at 0425 HIA 0435 will tx again at GGB ISAX2	RCF <no reply>
(Q2a)	Overs GGB you descend to land VOMY. To not fly higher announce your plan.	HIA ACC VT-AQQ Tx Blvd pos "G" GGB 0425 W218 FL 110 will maintain FL110 till HIA will land at HIA ETA HIA 0435 ISAX2	Go to next que.
(Q2b)	You reach over VOMY announce your action.	HIA ACC VT-AQQ Tx Blvd pos "O/H" VOMY established hold 0435 leaving FL110 for F50 for ILS oppn Rwy 14. will tx again nearby FL50 ISAX2	Go to next que.

Q3	<p>Comm gets restored and you are on your flt to VECG. You need ISMON</p>	<p>BBS Ctl VTAQD pos' ISMON 0500 A465 F230 Est KAXID 0510 CHARLIE NEXT ETA Destination Kalkutta 0540</p>	Go to next one.
Q4	<p>You are restored clear of wx &amp; IAF FL 50, C460 for NS App Ray 19L and Slagdowns to VECG TWR. Show prog Conphns.</p>	<p>CEA TWR VTAQD pos' 15 DME FL 50 R460 for 150pp Ray 15L Ray for the descend as per procedure.</p>	VTAQD direct descend as per procedure.
		<p>Descend approved as per procedure leaving R460 for 4000' TL VTAQD</p>	Roger
		<p>Kol TWR VTAQD est 13 DME ARC 4000' Call you again on LR002</p>	Roger
		<p>CEA TWR VTAQD Xng LR002 TR to intercept Final App as 191' leaving 4000' for 2000'.</p>	Roger
		<p>Kol TWR VTAQD report FAF 2000' established turn and glide slope</p>	Roger
			Cr. to next Question

- 1 Prior Approach Radar available on request.
- 2 On India 889 request your rate of climb.
- 3 Watch how ~~be~~ available from sunrise to sunset.
- 4 Ray 28/10 closed with Immediate effect.
- 5 Unselected TWR VTS-SEW request Touch & Go
- 6 Wind shear warning in App path.
- 7 Clear runway Immediately
- 8 V7 MJU proceed to isolated bay.
- 9 Pavement Classification Number is lower than Aircraft Classification Number
- 10 Monitor Automated Terminal Information Service, 125.4

VT JIM I Citation  
 VOMO - VABB  
 Route R461 VAGO WISN 0300 PL 320  
 Chariot f/t foreign dignitaries on board.

(Q1a) You are taxing out for departure that ATC calls you. Answer the call & take appropriate action? Madurai TWR VTJIM GA  
 Madurai TWR VTJIM reg hold till birds clear off. Reg. deploy bird scanner. Waiting for birds to clear off. 

(Q1b) Operators get reward  
 You are taxing out  
 Make request for your expedition  
 departure giving reasons. Madurai TWR VTJIM H.S Taxy  
 B Reg priority departure due to foreign dignitaries on board.

(Q2a)ATO 03:55 At 35  
 DME from VOMO, passing F120 wx Radar shows hwy development over docs spreading southwards Plan for f/t avoiding VOB by at least 28Nm seek permission TVM ACC VTJIM on 120.1 pos 35  
 DME from MOI 0410 pos F120 will alter crs, due wx ahead, from present pos. Will return via Out APGUN W18 BIA W81 Rajamal Pexay Eta Apagun 0420 BIA 0430 revised ETA BBB = 0530 TEE7 0300 hrs Frd 0400 hrs TBS 40065 Reg permission.

<p>Q3: Pg FL270 over Appear that all about SNN you see an IAF F/A overtaking you from left and turn very sharply towards you. clarity Rdo details Maj.</p>	<p>Chennai CTL VTJIN station VMC Approach Risk of collision TD 1000ft. One IAF F/A overtaking from left and break BIA climb. Pos 690ME BIA Roll 190 Pg FL 270 TAS 350 kts</p>
<p>Q4 You are on short final ILS approach knowing that you see an aircraft on Runway.</p>	<p>→ B00 Turn VTJIM pos short final ILS approach Lay 09, a/c on runway. Initiate GAA MAP Up st ahead TR to hold 120 to st take 110' level 2600'. → B00 TWR VTJIM est track 110' level 2600' climbing TR to join hold at 3700'. Lay 09.</p>
	<p>B00 TWR VTJIM est hold over B00 level 3700' Inbound leg further in.</p>

- (Q5) VT-RCF NC info: VTCF No change in visibility
- (i) ATA 04:15: Actual time of Arrival 04:15.
- (ii) ATS route G705: Air Traffic Service route G705 is on air way.
- (iii) Comin' up next: COM up must be taken.
- (iv) Mumbai TWR read auto light: Mumbai Tower Runway edge 15 are too bright.
- (v) Watch hours HJ: Watch hour sunrise to sunset.
- (vi) VT KJN RTN due TCR: VT KJN returning due to technical reason.
- (vii) VT ESX req yr TOC: VT ESX request your Top of Climbr.
- (ix) You must land before SJ: You must land before sunset.
- (x) AD BCN to SV(CB): New home base is serviceable.

VT SAC BOEING

FL 330

I

VERC (RANCHI) TO VOPB (Port Blair) alt VOMM (Chennai)

W100 JJS CEA W112

Q1a) Upon carrying out Tx  
 Radio JJS  
 Rmch. Tower VT SAC Receiving chk 122.3  
 Rmch. Tower VT SAC reading  
 you strength three.

Background noise.  
 Go to next question -

is with background  
 sound and you have  
 difficulty in understanding  
 your response.

ATO 02:25 you are  
 pug F100 for F330 that  
 you have a background  
 sound with a voice that  
 is not understandable  
 assuming it is VERC  
 you try repeatedly  
 to get the message  
 clearly but fail. Take  
 steps to change to apparently.

ATO 02:25 Ranchi TWR VT SAC  
 Read you I due heavy crackling  
 sound pug F100 for F330. Change  
 over to Rmch Ctrl. Press mic twice  
 to acknowledge.

get next Ques.

Q2 Subsequent to sit above  
 in chg over to next  
 ATC unit and pass your  
 msg. To the query of  
 ATC unit you give  
 a reasoning reply.

Rmch Ctrl VT SAC on 132.45 pug F100  
 for F330 est JJS Rmch

VT SAC ↑ F200 due  
 to ffc at JJS  
 were you not  
 restricted to F200

Chg to TP20. Initially Contact F330. When by Ranchi  
 pug F100 tried Contacting Ranchi but  
 readability was 1. Could not  
 understand Tx hence changed over to you.

Q3

You have deviated from the left of W112 as you became non-compliant to RVSM due to failure to obtain clearance from ATC at 150Nm from DOPED. You monitored A1889 and CTI with VCC ACC to return to the left with help from A1889.

A1889 this is VTSAE reg. relay to VCC ACC on deviated left 15Nm to W112 F335

150Nm from DOPED. UNA RVSM due to CTI failure. Reg. CTI with VCC ACC to rejoin W112 at Charlie F270!

VTSAE A1889  
Will relay.

Q4a)

At 70Nm to VOPB you are ready for descent from F270.

PB TWR VTSAE 70NM to PPB F270 Reg. J. ETA PPB Q430  
Radial 345 PPB VAC.

VAC report your radial.

J. F110 due to

converging the ATC F56. Reg.

Q4b) Passing 160 you engine R/C announces your plan!

PB TWR VTSAE Tx Hold pag F130 for F110 on reaching will maintain F110 with PPB Jammed established on hold. Will have F110 for PBO over VOF in hold ETA Q430 for LS gallery 14 will TX again reaching F110. ISA x2.

pag F130.

1. All off & requested descent by 17 NM due line Squall
2. Holding over Non directional Beacon DP over level 3000ft until
3. No change in runway light operations
4. Maintain ROD 600 till altitude 5000
5. Aeromedical Information Registration and control is issued by Director general Civil Aviation.

## VT-APL

01a) VFU10 this is VTAPL Time now  
0100 and a half.

Confirm it is on UTC or  
IST.

Time is in UTC V TAPL

01b) AAU Two abandoning T/o due to  
Indigo vehicle entering Runway from  
L to R could have been a  
major accident.

Q2 ATO 01:35

HIA ACC VTAPL on 118.33 passing F70  
for F110, will alter as per present  
pos' due weather ahead, will reroute  
via BUSBO DC7 and RNN thereafter

VTAPL approved

est Xmg W19 0150 BUSBO 0200

HIA 0210 Revised ETA MMU 0300

TEET 0300 End 04:00 TAS 250 kts

-ve t/c with AAU Reg permission.

Q3. Approved VTAPL

Q3. HIA ACC VTAPL pass BUSBO 0200  
W20 F110, Cancelling VFR changing to IFR  
long F110 for F270 est HIA 0210, RODEL  
0230 Reg permission.

Cllr ↑ FL270

IFR Appr.

IFR approved VTAPL.

VTAPL if you have  
cts with HIA ACC  
cts HIA Tower.

Wiles VPL

HIA ACC VPL pos<sup>n</sup> HIA 0210 W 20 F270 est  
B0DEL 0230 ETA MMV 0300

HIA TWR VPL on R22.5 Neg ctc with HIA ACC  
Pos<sup>n</sup> HIA 0210 W 20 F270 est B0DEL 0230  
ETA MMV 0300

Q4. MMV ACC VTAPL Tx Blind Pos<sup>n</sup> to DME

MMV pos F230 for F90 on reaching F90 will  
match full overhead MMV and establish  
in hold. Revised ETA 0340 will be  
F90 for F50 in hold over VOR at EAT 0355  
for ILS Appr Run 14, will Tx again ready  
F90. ISA X2.

Q5-1. Weather Radar showing Cumulonimbus

2. Aircraft to go around due glide or Final
3. Line Squall approaching aerodrome from North North East
4. Monitor Traffic for Safety
5. Landing weight should not be more than Pavement Classification Number

AI 8895 Boeing

I

0500

F 310

VECC TO VOPB alt 100MM

W112

NOTAM : TWR Eng not avail TFN

**Q1a)** You are tracking out for dep approaching an intersection you see fuel leaking from underside of left wing of another a/c proceeding on your trajectory ahead of you. Considering fire risk make evasive action for safety.

May Day x 3 CEA Gd AI 8895 on runway B  
 Opposite intersection P1 sited fuel leak from  
 aircraft ahead, its a major fire hazard. Take  
 evasive action. Reg leave two route for intersection.  
 POB 70.

Roger your Mayday TRT  
 fm intersection ahead.

**Q1b)** Nearing holding pos Runway 01L ~~you~~ to take off without delay.  
 Ans. CEA gd AI 8895 April HS Turn  
 B for Runway 01L Ready for imm dep.

AI 8895 Turn ~~your~~

Rg will contact Twa AI 8895

**Q2a)** Do you start rolling for T/o that a/c lands ahead of you and you are in situation (try turning off to a taxiway during your roll. Note a slow sport about - the incident could have been a major one).

Ans) CEA Twa AI 8895 you declared for T/o  
 and during T/o roll one a/c landed  
 ahead of us we abandoned T/o and  
 took off on Turn C. We could have  
 collected with the a/c Request full investigation  
 of the incidence.

We have re contact with  
 the helicopter

**Q2b)** Subsequent to above act you get hot tire indication:  
 Rollkatto ground AI 8895 on turn C getting  
 hot tire indication stopping on Turn VC  
 Reg fire fighting service do not take.

Q3. Avion OC35 from Lucy OIL, you are pay F60 that you decide to climb to F350

CEA App AT 8895 pay F60 for F310 Est Doperid 0650 Charlie 0700 key ↑ F350	AT 8895 exp FL350 from Next ATC.
--	-------------------------------------

Will do CEA ACC A I 8895

AT 8895 reach FL350

CEA Ctl AT 8895 on 132.45 pay  
F70 for F310 key ↑ to F350

by DOPID.

Will reach F350 by DOPID AT 8895

CEA ACC AT 8895 pay DOPID 0650 W112  
F350 est c 0700, ETA PPB 0730.

Q4. You reach DOPID F350 that due to an ahead you decide to reroute from DOPID and proceed via P1200 and P208.

CEA ACC AT 8895 pay DOPID 0650 W112  
F350 will alter as present pos due Wx  
ahead. Will re route via OCT P1200 F340  
A 465 LARIK P 628 F350 to PPB // est key  
M 770 0700 key N895 0710 PALCO  
0720 ISM on 0720 // reroute ETA  
PPB 0820. TEE7 0300 End 0400 TAS 250  
key permission.

Rerouting approved  
as M 770 at  
F240 due tje.

Rerouting opr will cross M 770 at F240 AT 8895

- 1. An aircraft has initial approach segment, intermediate segment and final approach segment.
- 2. Runway strip comprises of runway & stopway of landing aerodrome.
- 3. ATC service to aerodrome traffic is provided by Aerodrome Ctrl Tower.
- 4. Annex 10 Volume II relates to Aeronautical Telecommunications procedure.
- 5. Approach control service is provided by Approach Ctrl Office.
- 6. Anweshet FIR is from Ground level to AF 285.

(VT-ASM) 0430 F360 AURUS  
VOGB - VASB alt VASO  
W119 CLC W18G0 W15N KASBO F350

CLASSMATE

Date \_\_\_\_\_  
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NOTE: FIS in vomm FIR provided by designated unit on 123.8.

Q1(a) You are preparing for the flight and every time you try to contact ATC that the VTKLP has your freq. Give advice on this to the pilot as soon as you get a chance.

Ans) VTKLP this is VTASM before making Tx ensure that the channel is not occupied.

Q1(b) Time is 08:29:32 IST Change time due to VR-FRO without stating reason.  
Ans) VT FRO this is VTASM Time now is on the hour.

Q1(c) You want to know existing pressure at beginning of Runway 23  
Ans(c) CCB VTASM e.g. QFE threshold Runway 23.

Q2. At 0440 At 23NM to VOCL passing F90 you see wide spread of bad weather decide to proceed via VOCL, seek permission?  
Ans.) ATO 0440

Cahuit Tower VTASM Ph 123.35 psy  
F90 for F360 23 DME to CLC with  
altitude 6000 ft from present pos will be workload.  
request via dcl UGABA F350 W18N BIA  
W5CN F360 to BBB est X R461 0455 est  
UGABA 0510 BIA 0520 Revised E7A BBB  
0800 TET 0300 End 0400 TAS 250 est  
Reg permission

Q3. You are psy F240 at 0400 the time of the passing altitude is 6000 ft  
Ans) BIA APP VT-ASM psn 0400 0710  
psy F240 for F310 W5CN  
UNA RVSFM due Egypt will maintain  
F220 est BBB 0730

MINTI 0740 Reg permission  
will ctc MMU ACC VSM

04

70 DME ready to descend. One strong head wind your ETA changes to 0810 comply to instructions

Ars

BBB ACC VT ASM 70 DME 800 0740

TOD 1B 800 WSN F 290

Req. descend Rev ETA 800 0810 Monitored  
Info B.

05. 1. VTRCS : WS wrong at 08 Aug 28.

VTRCS : WS warning at Outer Marker Aug 28

2. AIP has sector - GEN MAP FOR

AIP has sector - General , Aeronautical Charts published, Facilitation.

3. ✗ RDL 186 , 3000 ft above .

Cross Radial 186 3000 ft or above.

4. Search and rescue is being carried out by Indian Air Force Rescue helicopter

5. Air India 889 Req. est time over next enroute point

(VT-XCV) Bombardier F310  
VOHY TO VOTV VRMM (alt)  
LW20 MNV W25 F300.

classmate

Date \_\_\_\_\_  
Page 66

Q9 Your copilot calls up ACC and asks for S/yp. You as PIC take immediate corrective action?

A9 HIA ACC VT-XCV disregard start up will contact HIA TWR for start up.

Ch change over.

Changing over to HIA TWR VT-XCV

HIA TWR VT-XCV on 123.55, std 02  
SAC Pob 10 Info C reg, S/yp.

Q10 ATIS broadcast QNH 1005, but tower gives you QNH 1003. Actually the correct one.

Ano QNH 1003 VT-XCV

Q10 ATD 03:50 Reg F170 est LIMA 0400, one of the alternate becomes unusable. You decide to continue climb to F310. The action.

Ano ATD 03:50

HIA ACC VT-XCV on 118.3 reg F170 est LIMA 0400. UNA RVSM due Egypt Reg ↑ F310 under Non RVSM Appr category.

VT-XCV F230 expect further climb from next ATC RVSM not approved.

Will T and maintain F230, for further T will do MNV ACC. RVSM not app VT-XCV

Q2 You reach Lima and are cleared over to next ATC. You est BQAS 0415. You monitor A14556 reporting of reaching F230 Reg further climb to cruise level.

MMV ACC VT-XCV per LIMA 0400

No reply

W20 F230 est B00EL 0420, MMV 0430

Rep ↑ to F270

A1455C this is VT-XCV -ve alt with MMV

ACC per LIMA 0400 W20 F230 est

B00EL 0420 MMV 0430 Rep ↑ F270 Rep,  
relay msg to MMV ACC

Stand by.

Stand by VT-XCV

VT-XCV neg from MMV  
ACC ch ↑ F250

Leave F230 for F250 Rep relay to  
to MMV ACC VT-XCV

Q3 You inadvertently climb to F220 Take corrective action.

MMV ACC VT-XCV inadvertently ↑ F220 Rep ↓ to  
F250

VT-XCV ↑ F250 due  
Emergency

Confirm F250 Non RVSM Compliant VT-XCV.

Offim F250 Xg B00EL & F250

Leave F220 for F250. Xg B00EL will ↓ F250 Neg RVSM  
VT-XCV

MMV ch1 VT-XCV per B00EL 0420 F250 leaving  
F250 for F250 est MMV 0440 TVM 0600 Neg RVSM

Q4. VORMM has cleared you to descend to F120 or pass F220 raise app ABO to <sup>neg</sup> 5000

MMV ACC VT-XCV pass F220 for F120 est TANG 0450 TTR 0500

No reply.

TTR TWR VT-XCV do you read me.

MMV ACC VT-XCV Tx Blind pass F220 for F120  
est TANG 0450 TTR 0500 ISA x 2

Q46 You reach TTR F120?

Ans TTR line VT XCV do you read me  
Pos overhead TTR 0500 F120 W25  
est MOI 0530 ETA TUM 0600

Lead you AT

Q5(i) VFR Flt can not be flown more than 100Nm seawards from shore line in Controlled Airspace.

(ii) EAT is the time following a delay, an a/c will leave its holding pt for opp to land.

(iii) Aircraft in the vicinity of aerodrome when it is leaving or entering ~~aerodrome traffic~~

(iv) Taxiway is when an a/c moves under its own power excluding take off and landing.

(v) VMC relate to met conditions in terms of vis, dist funds and ceiling

VT-CCL  
0110

Ataturk V  
VOMM - VOMM

Local Flying

Training.

F150

alt VOBG

classmate

Date \_\_\_\_\_  
Page 70

Q1a) You are on option and want to carry out exercise of abandoning T/O during T/O run for big purpose. Set permission for app time as it will increase your big capacity.

MMV Ad VT CCL on 121-9 Stand 02

Request Taxi will carry out exercise of abandoning T/O during T/O Run for Training purpose. Tg B.

Taxi via Taxi way B  
HS for Run 14

Will Taxi Via Taxi way B HS for Run 14

Q1b) As you start gathering god for T/O at eng actually fail take action as per controller.

MMV TWR VCL abandonment T/O due to actual failure of Eng No.2. Not a practice drill Reg Taxi back to option.

Q2a) ATD 0230 for at & Idg. At devind ATC ask you to adapt to your self due to on LS. Give another suggestion to ATC to adjust yourself behind the Idg.

ATD 0230

MMV TWR VCL will extend the downwind to adjust behind the Idg etc.

VCL extend your D/W.

Extend my D/W VCL

Q2b

Subsequent to ab clearance ATC gets busy with other T/O. It is time for you to act?

Ans

MMV Turn VCL on extended D/W Reg to turn base now.

VCL std by to turn base.

Standing by for turning base VCL  
Turning base VCL.

VCL did turn base.

Q3. You are carrying out general fly F 70 at Govt from VOMM. You just heard an ATC calling VOMM. Obtain full info from ATC to pass onto ATC and take full action as you have contact subsequently.

In calling MMV call them VRCCL.

Say again your call sign & msg

VT BHY say you route, FL, pass on which side of route you would like to deviate and duration of deviation

VCL this is VT BHY (ATC)

In Vizag to Vomm entered  
Wx want to deviate 30 NM  
from track request relay.

Mayday x 3 MMV Ctl VT-CCL relayed Mayday  
VT BHY ATC entered Wx having it rapidly from  
Vizag to Chennai F110 Neg Ctl now.

Mayday x 3 VHY entered  
Wx having it rapidly  
F110.

Q4 ATC calls you answer the inability to comply to instruction of ATC  
stating reasons and give suggestions to which you comply  
MMV ACC go ahead.

VCL proceed 120 East  
and climb to F170

This is a VFR FIT and cannot proceed  
120 NM <sup>East</sup> NM can 1 to F170  
Can restrict climb to F150 and 100  
miles from shore only.

AI 292 AIRBUS 01:00 F510  
VIOP to VNKT alt VIBN  
R 460 BBN W44 PPT G336

classmate

Date \_\_\_\_\_  
Page 74

Other info reg / VTEC

Q15 While the embarkation of Pass in progress ATC calls you. Answer the call and take action in compliance to rules and inform ATC  
Ans Delhi grad AI 292 GA.

AI 292 suspected Pass with  
severe flu has boarded the  
plane.

Will stop further embarking of pass,  
send health officers and security to offload the  
infected Pass.

Q16 You are approaching Runway holding point you sight leg 4 Boeing on  
short final. ATC permits you to line up after the leg. Acknowledge the  
clearance!

Ans Will line up after the leg 4, Boeing on final  
in sight. Air India 292.

Q17 You are ready for T/O.

Ans Delhi Tower AI 292 lined up Runway 10  
Ready for departure.

Cleared for T/O Runway 10.

Cleared T/O Runway 10 AI 292.

Q2a ATD 0230 psg wt 3500 you want to return to VIOP and hold  
due to tech reason.

Ans ATD 0230

Delhi APP AI 292 psg wt 3500 req return  
to DPN and hold due to tech reason.

AI 292 ↑ on tick to F70

AI then set to DPN

↑ or tick to F70 to AI then set to DPN  
AI 292.

Q2b In compliance to ATC clearance above you reached DPN. You want to  
climb to F100?

Delhi APP AI 292 F70 inbound holding over DPN, leg 1 F100  
Leaving F70 for F100 in hold over DPN AI 292

Ch ↑ F100

Q3. You reach KADAS ATC calls you. Answer the call and take action to continue the Jt.

Delhi ACC AI 292 Go ahead.

AI 292 R 460 closed beyond LLK

Copied R 460 closed beyond LLK. Will alter course from LLK will reroute via G 598 and rejoin at SIN RNN est LLK 0320 LIKA 0340 Revised FTA KTM 0415  
TEET 0300 End 0400 TAS 350 kts, revised Alt Patna (PPT) / Reg permission.

Q4. You have crossed KADAS, take necessary action with app ATC co per rule.

As BBN ACC AI 292 on 120.75 pnr X KADAS  
0300 R 460 F 310 Will Transit on G 598 F 310  
through BBN Airspace # Est LLK 0320 LIKA  
0340 FTA KTM 0400 Reg perm to Transit.

AI 292 F 310 not avail  
enter BBN airspace  
F 350.

Will clk F 350 with Delhi ACC. AI 292

Roger.

A1292

Delhi ACC F 310 not avail with BBN ACC leg F 350

F 350 Not avail with Delhi  
ACC you can ↓ to F 290.

Will clk F 290 with BBN ACC AI 292.

G0545 I BOEING FL 210  
VECC TO VEGT VE KU 0050  
CEA R472 RAJ R472 GAT

CLASSMATE

Date \_\_\_\_\_  
Page 78

Tx

Rx

Q1 ATD 0050

CEA APP G0545 psg F50 for F120 Reg ↑ F120

G0545 ↑ F120 and maintain  
Jc Reg 1C857 Boeing ↓ F120  
last reported 45 PMC re do

↑ F120 and maintaining close reciprocal traffic  
1C857 Boeing ↓ F120 last reported W450ME  
G8545.

CEA APP G0545 pm 450ME CEA 0110 FL 120  
R472 Reg ↑ F210-

CH ↑ F210

Leaving F120 for F210 G0545

Q2 CEA ACC G0545 GA

G0545 Heavy Thunderstorms  
ahead in Bangladesh air

Will alter our course from present position and  
will re route via DCT KH F200

W69 [REDACTED] F210 BBD W45 GAT est

KH 0130 KC 0140 Revised ETA GAT

0240 TEET 0300 Endurance 0400.

TAS 250 kts Reg permission.

Q3 GAT ACC G0545 GA

All ops of GAT AD due  
worst wx cond TPN.

Copied worst wx cond TPN. Will divert to  
alternate VEKU via W53 F210 est BPN

0250 ETA KKU 0330 TEET 0100

End 0200 TAS 250 kts Reg permission

Q4. KKU TWR Go 545 GA

~~No 545~~ we can take  
you for a visual approach.

Visual approach not acceptable IFR leg key  
not approach Q0 545.

ILS off the A4

leg VOR appd Q0 545

Report over KKU VOR  
you are no. 3 in leg seq

Will report over KKU, No 3 in sequence Q0 545.

Q5 a) Frequency band 30 - 300 MHz is VHF Band. **True.**

b) Ground waves are the waves which travel along the surface of the earth **True**

c) Freq Range 4-8 GHz is L Band. **False it is 1-2 GHz**

d) The height of ionosphere apparently decreases during night. **False**

e) VOR stands for Visual Omni Range **False.**

DHAKA TO BBS  
I BOEING JET AIR 273  
A462 CEA LEGOS W41 BBS

0020

F320

CLASSMATE  
Date \_\_\_\_\_  
Page 82

Tx

Rx

Q1. 0020 ATD

CEA Acc Jet Air 273 on 132.45 Hwy Psn

40 DME To BEMAK 0020 F320.

Est BEMAK 0030 CEA next 0045 ETA

BBS 020 TAS 350 KTS with authy

num A4262 Reg permission to

enter your airspace.

Q2. CEA Acc 9W273 per 40 DME to LEGOS

0110 W41 F320 est xmg P646 at

Legos 0120 est KAKID 0130 Reg

xmg permission

Q3. PAN PAN x3 Victor contd 9W273

Pas 20 DME to KAKID 0130 W42 F320

UNA RVRM due to turbulence Reg F280

Q4. BBS TWR Jet Air 273 on finals Hwy 14

experiencing wet MB. Strong DD, Hwy

Rain, Lightning level 0500', lost

Ht 0500' vis reduced to 50m in MB

Initiating GA & MAP.

Q5. QRM is interference due to egpt or man

interference.

52-480

I F340

BOEING

VE ~~PAK~~ - VEC  
DRG - W51 - GAT - R472 - RAJ - R472 - CFA

VEJT Note: Outside controlled airspace. Victor Ctrl

classmate

Date \_\_\_\_\_  
Page 86

Ty

R=

ATO 0850.

1a) DRG Tuy 52480, Tuy B approaching Intersection P1  
stopping due to Indigo a/c stated spacing  
from Tuy C on rt. will give way to Indigo  
a/c on rt.

1b) DRG Tuy 52480 GA

Vis Nil by Intent.

Will not depart and wait for improvement.  
Req taxi instructions to option 52480

Taxitaxi, take left  
turn taxi via F8, M7

Taxiing to option turning left, taxiing via F, B  
stand 02. 52480.

c) DRG Tuy 52480 stand 02 sec, P0B70, e, S/o Monitor  
by F

52480 your FIC  
has engaged.

Disregard S/o you will call you with Fresh  
FIC & ADC. No revised ETO 0850 52480.

Q2a) PAN PAN x3 Victor Arc 52480 pass VEJT 0910  
W51 F340 UNAS RUST due turbulence.  
Req J F280

52480 J F280

Leaving F340 for F280 52480

Victor Ctrl 52480 F280 still encounter turbulence  
Req J F280

Ch J F280

Leaving F280 for F240 52480

T

R

Q3. CEA ACC S2480 GA

~~CBA~~ will also co present pos  
 Route via OCT Dukum N45 BBD N49  
 K4 f330 regn at Rg f340 et Dukum  
 0950 est X by R 598 1000 Revised CTA  
 CEA 1100 TEE T 0300 End 0300 TAS  
 2nd hrs reg permission

BAN Bayace closed TAN  
 Reg intention

Q4. CEA ACC S2480 GA

S2480 we can take you  
 for visual app reg  
 intentions.

IPR flt vis app not acceptable reg  
 Inst Appch Jet Konnect 480

IIS off the air

reg, NOR appd S2480

report over CEA 03 in  
 sequence

will report over CEA No 3 in <sup>by</sup> sequence S2480.

I fly 458

VEAT - VEGT  
AAT - W55 - KKU - W53 - GAT

I F 150

AT VEKU

Date \_\_\_\_\_

Page \_\_\_\_\_

90

Tx

R

1a) AAT TWR I fly 458 posn apch intersection PI.  
suddenly sighted a traffic in front of us  
applied hard brakes could have  
been a major incident.

b) VT-MOV this is I fly 458 GA.

Request Time CL.

Time now is 0430 and a half I fly 458

2. KKU TWR I fly 458 posn 300ME KKU  
0520 W55 F130 est KKU 0530  
W53 F120 FTA GAT 0600 Reg Transit decon

3 GAT Appt I fly 458 GA

GAT AP all go cl  
TFN.

Will divert to alternate KKU via W53  
F130 from preset posn. ETA KKU 0620  
TET 0020 END 0200 TAS 263kt  
Reg permission.

4 KRUT WR I fly 458 GA.

We can take you for  
visual apch.

PPR fit visual apch not acceptable  
request Inst Appt I fly 458

JLS off the air

Reg VOR Appt I fly 458

Report KKU, No. 3 in reg I fly 458.

Will report KKU, No. 3 in reg I fly 458.

G8162

Boeing

VERBS TO VLT alt VAKJ  
0030

F 320

W49 KKJ W40 F310.

CLASSMATE

Date \_\_\_\_\_  
Page 94.

Chart 5.

Q1 ATO 0050, you depart in dayligh with few cast of rain. Passing F 120  
 one VT Y10 calls you. (Answer the call & provide necessary info.)

Ans ATO 0050

VT Y10 This is G0162 GA

UNA to get BBS ATIS key  
 give the latest

BBS ATIS Info B. Time of Observation 0030

Hwy in use 140 Wind 130/15 Kt vis 500m in

rain. Temp 24 dew pt 24 QNH1009 Trend

Rain G0162

Q2 You reached at filed level over GUT10. Answer the call & continue to the destination?

CEA ACC G0162 GA

Leg f/sn.

Psn GUT10 0110 W49 F 320 est OTABA 0120  
 IBUDA Next ETA LK 0300 G0162G0162 BBN airport chd  
 say intentions.

Reg to ↓ & mtn F240 from OTABA till KKJ  
~~to avoid BBN airport~~ & thereafter ↑ & mtn F250  
 from KKJ to avoid BBN Airport est OTABA  
 0120 IBUDA 0150 ETA LK 0300 TAS250  
 G0162

Q3 You est IBUDA 0200 Take action.

NNP ACC G0162 on 123.9 Hwy pos

30 DME to IBUDA 0150 W49 F 240

well cross Mumbai Z01 FIR at IBUDA F240

est Xmg PR Brdy 0200 KKJ Next 0220

Psn ETA LK 0330 Reg Xmg permission

Q4. You had been holding over VILK at F80 for a long time and are reaching fuel exhaustion limit. Take further action ?

Ans LLK APP GO 162 (PSN Holding over LLK  
inbound F80 reaching fuel exhaustion limits

Q5 True False.

In VOR, both signals are interlocked at 000 magnetic north with zero phase difference. (T)

2 LORAN stands for 'Low Range Nav'. False

3 Free Space 4-8 GHz is known as C Band (T)

4 Radio waves are reflected by objects commensurately with their wavelength (F)

5 GSM stands for Global System for mobile. True.

(VT-AWG)

JJP To BBB alternate AAU

0350

FL 210

JJP - A474 - BBB.

CLASSMATE

Date \_\_\_\_\_

Page \_\_\_\_\_

98

(VT-AWG)

Tx

1a) JJP TWR VTAWG GA

Rx

VTAWG A/c Tail on fl

Monitored stopping present position switching off aircraft, evaluating pass through emergency slides or port side. Reg for fighting services and coaches for VTPR POB 70 VTAWG.

b) JJP TWR VTAWG Stand 2 SCC POB 70  
Reg S/U Monitored Information C

2. JJP APP VTAWG Tx Blind, Psn 30 DME  
from JJP 0350 FL 80 A474 will maintain  
FL 80 for 7 min then will climb & maintain  
F200 Est GUDUM 0400 IDOLA 0410  
ETA BBB 0500 will Tx again after 7 min  
before climb. ISA x2

3. Delhi ACC VTAWG Psn GUDUM 0400 A474  
F200 will alter course from present pos'  
due ACC (Ahmedabad) Airspace closed. Will  
reroute via DCI 12AN1F210 W005 BPL DCI DUBX  
F200 A450 TO BBB est 1BANI 0410 BPL Next  
0420 Revised R/T A BBB 0530 TEF 0200  
End 0330 TAS 240 Kts Reg permission.

4. BBB APP VT-AWG pos' overhead BBB  
in hold inbound F90, reached fuel  
limits. Reg priority 1dg else will divert  
to alternate AAU.

(AI 111)

VA BB -VOMM

BOEING

BBB - W28 PUN CAB I HIA W20 MMV

FL 320

classmate

Date \_\_\_\_\_  
Page \_\_\_\_\_

TOZ

Tx

Rx

Q1a BBB Ad AI 111, Stand 02, switching off, One Pass  
intoxicated behaving rudely, will disembark  
the pass as it is not safe to fly with him.  
Reg security.

b) BBB Ad AI 111, Std or sec PoB5g Now Reg  
S/P Monitored Info D

Q2a) PAN PAN x3 BBB Twt AI 111 BOEING Reg FCO  
Flaps stuck. Reg permission to hold over BBB for  
20 min at F60 to burn excess fuel and land at 0800  
hereafter.

6) BBB Twt Air India 111 cancelling urgency flps ops now  
now po<sup>n</sup> overhead BBB inbound F60 early  
to RNN as per Flt plan est Pne 0230 ATAFU  
0240 revised ETA VOMM 0400.

3. BBB ACC Air India 111 po<sup>n</sup> GGB 0250 W28 F320  
Est X W120 at 0255 est HIA 0300 LIMA  
0315 Reg crossing permission.

4. Seawave x3 MMV ACC Air India 111 sighted severe  
cyclonic storm at sea proceeding towards north  
reg uniform opp authy as it is a major hazard  
for Ocean & natural po<sup>n</sup> 300MFL BORDER  
0345 W20 FL 320 TAS 300Kts.

as i AFS is a part of AFTN

Aeronautical fixed service is a part of Aeronautical Fixed Telecommunication network.

2. VTRRF confirm ready to RNN

VTRRF confirm ready to resume Normal Navigation.

3. CnO of VA is oppd.

Cloud of Volcanic Ash is approaching

4. G/A ch is u/s

Ground to Air channel is unserviceable.

5. RRMM

Report searching Michelle Marker.

6. There is GLD in VCY

There is glider in vicinity

7. Mtns JNTA

Mountain Initial Approach.

VERE TO VERE alt VERE  
W100, KINKI, G450, NNP, N895, F170

NOTE MEL G450 F 120

Tx

Rx

Q1a) You are app Runway pt, ready for T/o, obtain ATC Clearance from approach

RANCHI Tower VT-HYU applying Holdway point  
Runway 14, Request level off and departure

1b) You are on W100 F80 est Kinki 0735.

CFA ACC VT-HYU pos<sup>+</sup> FL80 W100 est  
KINKI 0735 OTASA 0745 Reg ↑ F260

NNP ACC VT-HYU Do you read me?

CFA ACC VT-HYU Tx-Blind position

F80 W100 Time 0725 will ↑ & mtn F 120

for 7 min then will climb and mtn F 260 est  
KINKI 0735 OTASA 0745, will Tx again  
reaching F 120 ISA × 2

2. So NNP to NNP, Pax faint

PAN-PAN X3 NNP Ctl VT-HYU Obj pax  
fainted pos 50 DME to NNP 0800 F 260  
Reg priority descend and land at Nagpur  
ETA NNP 0820 FND 0300 POR 70 Reg  
med assist area on arrival

3. Over IKATI

at flight level, you are experiencing turbulence  
A1 789 above you, you decide to climb to its  
level, take action on app freq.

NNP ACC VT-HYU pos<sup>+</sup> IKATI 0830 N895

F170 est IKATI 0840 FTA 835 0930  
descent due A1 789 ahead & above

no reg climb to F 150.

Q4. You are maintaining FL100 due reciprocal IFR, you sighted reciprocal traffic, make a leg further descent as you are able to maintain visual separation.

Ans BBC ACC VTHYU per FL110 Rpt If you site, will be able to descend Rpt if before it crosses. Leg further instruction to descend.

Q5. of Aeroborne forecast, Aviation Routine Weather Report

TAF

METAR

b) Immigration, High Ferry direction finding Sfn.  
IMG HOF

c) Aeronautical Information Regulation & Ctrl.  
AIRAC

d) Landing Direction Indicator, Taxing Link, Water spray, Yellow Customs  
LDI TWYL WTSP YCTZ

e) Tail Wind.

Tail

VT AOT (BOEING) Z 0400  
VOBR - VOML alt 1000  
WIG VB W120 BBM, W17 F250

classmate

Date \_\_\_\_\_  
Page 110

NOTE 2 NOTAM F 255 - F400 closed B/w 0430G 0600.

Rx

To

Q1c)

You are on Twyfa Hwy 28 Reg reversal & TGL

1a) Bidar Tower VTAOT on Twy B HS for Hwy 28  
Reg enter runway Bl 70 and hup Hwy 10  
to practice TGL before setting up.

b) After carrying out TGL request G/F F10 over VOBR, advice suggest return

Bidar Tower VTAOT Reg GF after carrying out  
TGL on sector ROL 100 to RDLB0, 10 to  
25 DME FL70

Q2

S/C (Set Course) 0450 you crossed VB @ F70

HIA TWY VT AOT posn crossed VB

0500 W120 F70 → for F140 with ~~cross~~

~~F140~~ will cross W28 at 0510 at F110 est

BOGAT 0520 BBM 0530, Reg Xing permission.

Q3

You reach VABM, continue as per flt plan.

MML ACC VTAOT on 127.55 posn BBM F140

0530 W17 Cancelling VFR flying over to IFR

leaving F140 for F250 due NOTAM est

1KATI 0540 FTA MML 0550 Reg permission

Q4.

15 NM I18 (KATI) Wx extending eastward, take action.

MML ACC, VT AOT posn 15NM to 1KATI F250

will alter crs fm ALDIN due Wx ahead

will reroute via DCT ALDIN W15 FL240

to MMK est 1KATI 0540 ALDIN 0550

Revised ETA MML 0600 TEET 0700 END 0300

TAS 306Kts. Reg permission

VTAYI

VIDP - VABB

Only VHF on Board

A474

I

F340

chat I

Note Due AP fly best rehearsal  
aspects of following classmate  
will continue Date closed between  
0030-0430 Page 114  
Radius of 20NM from Delhi airport GATEFLY  
within circle area 20-40NM rad. Delhi airport  
AC F150.

Tx

Rx

Q1a) Time is 01:10:30 BT one VTFRF call you  
VTFRF this is VTAYI GA

Time now is 1940 and a half

Q1b) ATC 02:20 you are climbing to FL280 initially due reciprocal traffic Time  
02:25 you are 25 DME east OPN by F10 ATC Ghatkopar Providing  
ensuring compliance.  
Delhi ( ) App VTAYI GA

Report your

for 25 DME OPN Party FL70 to FL280 with  
cross F150 before 0230

Q2 You are our TKAJA that one VTRCF is repeated calling ~~you~~ Delhi  
Lander Left & advice.

VT-RCF (to) VTAYI GA with your msg

We crossed JTP at 0200 F110  
set DIPAS 0215 ETA OPN 0255  
JTP Not answering.

Will relay your msg to Delhi for GL to FL150  
upto radius of 40 NM OPN will be closed  
for 0230 till 0430 advise you to land at  
some other aerodrome.

Q3 After crossing PPA you start experiencing severe turbulence and want to descend to 4000ft VFM  
is heavily request upon inability of ATC request alternate way without any route msg.  
PAN PAN+3 DAE ACC VTAYI position closed.

PPA 0310 A474 FL340 UNA FUSM due  
Turb Reg L ~~F2000~~ ft leg permission

VTAYI UNA + App 4000ft  
A474 due Turb tc.

Will receive via dit 002 A3475 B88 at F1300  
est by 0422 0300 est 002 0350 APANO  
0340 Request ETA BPP 0400 TEE 0200 And  
0300 TAS 350 Kts leg permission

Q

T →

6x

You are east on 1LS enroute and receive 04 that via goes below your AOTAs. Show flying compliance.  
(Mixed App) Refer to 31st app plate.

GS

Tx full from

1. VTRFS was wrong at Approach Path.

VTRFS Wind shear warning at Approach Path.

2. AIP contains COM, RAC, FAL

Com - General Information      RAC - Aerometrical Automation      FAL - Facilitation

3. SAR being carried out by IAF RH

SAR being carried out by Indian Air Force Rescue Register.

4. AI 888 by spot & present ~~head~~ speed.

AI 889 neg spot with ad present speed.

VT AJI Z F140 ATC  
VABB to VAEJS alt 110P F140  
WION BPL A791 F180 18R

classmate

Date

Page

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To

RJ

Q1a) You are tracking for your dep that on the advisory ~~you are~~ ~~vultures gathered around dead body of a dog~~ ~~(Give detailed Report)~~ ~~lossing you are~~

1a) BBB track VT AJI on Turq B, sighted vultures gathered around the dead body of a dog on adjacent Turq C. Suggest to close the Turq and get it cleared.

Q1b) You are app being likely pt that you decide to carry out ILS approach practice before flying out.

BMI) BBB Take VT AJI on 118.1 Turq 5 Approach Hdg 090° point runway 09, will practise ILS approach for big purpose before setting course by permission

ILS not going due to VJI

VJI Not approachable.

Q2. ATD 0850, you pass F70, Report.

ATD 0850

BBB App VT AJI on R7.5 posn → F70 fm F140 WION setting Eas est DOTIP 0910 APANO 0920

No reply.

BBB ACC VT AJI, do you read me?

GA

Pilot passing F70 for F140 WION sety eas est DOTIP 0910 APANO 0920 VT AJI.  
-ve contact with BBB APP.

VJI Report on the ROL

Rdt 004, BBB VJI

Q3. 15nm from VABB at your current loc you start experiencing several power bank x 3 NWP ACC VT AJI pos 15 DME fm BPL FL180 W751 en route Reg J F160

VJI Report 6d1 Mtn

Roll 002 RBL VJI

TX

Pax  
TL by 90° left F180 psy  
F170 RNN

TL by 90° will line F180 for F160 psy F170  
with RNN, VJI

NNP ACC VJI intercept Roll 002 by F180  
for F160

NNP ACC VJI psy F170 for F160 RNN

Left F140.

F140 VJI

04. At 120 NM to VJ 35 by descent & land.

NNP ACC VJ AJI for 190 DME JJS F140

VJ 35 by descent

A791 1010 est ARIN 1020 ETA JJS 1030

NNP ctc Nest ATC

Top Reg descent

Will ctc CEA ACC VJI

VJI 35 F50.

CEA ACC VJ - AJI on 132.4° from 190 DME

JJS 1010 A791 F140 est ARIN

1020 ETA JJS 1030 Reg T. with NNP

Reg permission to descend

by F140 for F90 VJI

CNA acc VJI F90 Reg further descend.

CNA Nest ATC

will ctc JJS TWR VJI.