

Chart No 2 and 3

Question 51

Aircraft Identification: VT-LMO

Type of Aircraft: ATR

Departure Aerodrome: VAKJ

Time 1345

Level: 210 IFR 120 VFR

Route W40 VFR W85

Aerodrome destination: VIPT

Flt Rules-Y

Other Information: VHF only

Alternate

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to "Go to next question".

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q1 (a) You have just taxied out that the flight crew informs you that one passenger has locked herself in the bathroom and refuses to come out.

(b) You are airborne at 1415 h. Passing 2500 ft ATC calls you.

Q2 30 DME out for KKJ at assigned flt level, you are informed that VILK ATC is off the air. Plan segmented flight.

Q3 You reach overhead LLK, Show compliance to continue as per flt plan.

Q4 You reach O/H Pantnagar at FL 50.

Q 5. Expand and write the following-

(a) AIRAC are given by DGCA.

(b) CPDLC stands for _____

(c) RENL are opr normally.

(d) PCN is _____

(e) PIB has been issued.

1(a) KHAJ TWR VTLMO ON 122.3, TXWY A, STOPPING SLOWLY, ONE PAX HAS BARRICADED HERSELF IN THE TOILET, RQST TAXI BACK TO APRON, SEND SECURITY PERS TO THE ACFT, NO DEMANDS MADE SO FAR

NEXT q

1(b) KHAJ TWR VTLMO CMBG PASSING 2500 FT FOR FL 210, PASS YOUR MSG

VMO CMB O/H FL 90 AND THEN SET COURSE CMBG TO FL 210

WILL CMB O/H FL 90 AND THEN SET COURSE CMBG TO FL 210 VMO

NEXT q

2. VARANASI CONT, VTLMO ON 124.55, KHAJ TO PANTNAGAR , POSN 30 DME OUTBOUND KKJ,1435,FL 210, W 40, EST KA 1445, LLK 1455, COPIED LLK ATC OFF THE AIR, WILL MAINT FL 210 AND CONTACT DL CTRL O/H LLK FOR FURTHER VFR PLAN TO PANTNAGAR

RGR, RECIPROCAL TFC VTEDC ABT TO X YOU FL 220, NOT IN CONTACT, CHECK POSN

WILCO VTLMO

VTEDC VTLMO, REQ YOUR POSN REPORT

VTLMO, VTEDC POSN 50 DME INBOUND KKJ1440, FL 220

COPIED BREAK BREAK VAR CTRL VTEDC POSN 50 DME INBOUND KKJ AT TIME 1440, FL 220, VMO

3. DEL CTRL, VT LMO ON 124.55, KHAJ TO PANTNAGAR, POSN LLK 1455, FL 210, W85, CANCELLING IFR, CHANGING TO VFR AS PER FLT PLAN, RQST DESCEND TO FL 120, ETA PANTNAGAR 1530

4.PANTNAGAR TWR VT LMO ON 122.3, POSN HW, FL 50 ,VISUAL WITH RUNWAY,RQST DESCEND TO CCT ALT AND VISUAL APCH

VTLMO IS CLR TO DECEND TO CCT ALT,JOIN LEFT HAND DOWNWIND R/W 22

NEXT q

AERONAUTICAL INFORMATION REGULATION AND CONTROL

CONTROLLER PILOT DATA LINK COMM

RUNWAY END LIGHTS

PAVEMENT CLASSIFICATION NUMBER

PRE FLIGHT INFORMATION BULLETIN

Chart-6

Question 52

Aircraft Identification: G8-675

Type of Aircraft: BOEING

WAKE TURB-HY

Departure Aerodrome: VOPB

Time 0230 Level: 320

Route P761

Aerodrome destination: VOMM

Flt Rules-I

Other Information: VHF only

Alternate VOVZ

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to “Go to next question”.

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 You are on take off roll, see a buffalo ahead.

(b) You are 70 DME PPB climbing passing FL 140, ask for further clearance.
ATD 0300

Q 2 You are near SADAP. You had RCF earlier. Thereafter you deviated 30 nm north of track, no contact with ATC. You hear on RT, VT-PBC in contact with Chennai. You want to maintain deviated track due continued turbulence. Relay your msg.

Q3 (a) You are entering control area flying deviated track. Experience severe turbulence and want to descend immediately. Chennai is busy, take action.

(b) After descent to FL 280, turbulence still exists and you want to descend by another 2000 ft.

Q4 You are on finals and you experience wet microburst and lose altitude 300 ft.

Q 5. True or false:-

- (a) Readings taken from magnetic north is true bearing.
- (b) Code for distress is 7600
- (c) C Band is from 2-4 MHz
- (d) The positive ion particles are due to UV rays in the ionosphere.
- (e) In signal, radiotelegraphy, SOS (..._ _ ...) is transmitted.

PB twr Go air 675, hy, on 123.5., on take off roll, r/w 27, I see a buffalo on runway, abandoning take off, stopping slowly on runway abeam link P, rqst instrs to vacate runway, AI 530

Go Air 675 ,rgr, vacate via P, return to dispersal, await further instrs

Next q

PB twr, Go air 675,,departed rw 27 time 0310, cmbg passing FL 170 for 320, rqst further climb

Go air 675,, PB twr, continue cmb to FL 220, change over to chen cont on 118.9 and take permission

Continue cmb to FL 220, further with chen cont, chng to 118.9, Go air 675

Chen cont Go air 675, on 118.9,departed PB time 0310, cmbg passing FL 220, request further cmb to FL 320,AI 530

Go air 675 chen cont,Cld cmb to FL 320, report reaching

Cld cmb to FL 320, est TOC 0340, will call reaching Go air 675

Next q

VTPBC, Go air 675 interpilot on 123.45

Go air 675 VTPBC pass your msg

VTPBC Go air 675, unable to contact Chennai cont, kindly relay, Port Blair to chennai ,P761, posn 30 nm North of SADAP, 0400,FL 317, had deviated at time 0345 due weather, will maintain deviated track for 15 mins more due continued turbulence,est IDASO 0430, eta Chennai 0500

NEXT Q

PAN PAN X3,Chen cont Go air 675, on 118.9, experiencing severe turbulence, rqst imdt descent to FL 280,unable RVSM due weather posn 30 nm North of IDASO,0430,FL 317, had deviated towards North at time 0345 when near SADAP,rqst rejoin P761

Go air 675, rgr your pan pan clr descent to FL 280 and report reaching, clr rejoin P761

Next Q

Chen cont Go air 675, air report, posn 180 nm inbound MMV, 0435, FL 280, Eta chen 0500, air temp -20 deg cent, spot wind 180 deg 20 knots, experiencing turbulence, rqst descend to FL 260

Next Q

Chen twr , Go air 675 on 118.1, wet microburst report, on finals r/w 30, 2 nm from touch down, 2000 feet, experienced heavy rain and loss of alt by 300 ft, initiating go around and missed apch procedure.

Go air 675 Chen twr copied, report OH MMV at 3000 ft

Will report OH MMV at 3000 ft AI 530

Q 5. True or false:-

- (a) Readings taken from magnetic north is true bearing.F
- (b) Code for distress is 7600 F
- (c) C Band is from 2-4 MHz F
- (d) The positive ion particles are due to UV rays in the ionosphere. F
- (e) In signal, radiotelegraphy, SOS (..._ _ ...) is transmitted. T

Chart No 6

Question 53

Aircraft Identification: AI 530

Type of Aircraft: Airbus

Departure Aerodrome: VOPB

Time 0300

Level: 320

Route P761

Aerodrome destination: VOMM

Other Information: VHF only

Alternate VOVZ

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to “Go to next question”.

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 (a) You are on take off roll that you see a buffalo on runway.

(b) You are at FL 170, request further climb.

Q 2 Near SADAP, you deviated 20 nm North of ATS route due weather and RCF occurs.

Q3 Comm is back to normal. You want to rejoin P 761 at IDASO.

(b) At IDASO, You experience turbulence and want to descend to FL 220.

Q4 At Chennai you experience microburst on finals of runway 30. Take action.

Q 5. True or False

(a) 7600 is the code for HIjack.

(b) Positive ions are in the ionosphere.

(c) Radio Regulations are issued by DGCA

(d) In VFR, visibility below 10000 ft is 8 Km

(e) Ctrl Area is a

controlled airspace extending upwards from the surface of the Earth to a specified upper limit.

PB twr Go air 675, hy, on 123.5,, on take off roll, r/w 27, I see a buffalo on runway, abandoning take off, stopping slowly on runway abeam link P, rqst instrs to vacate runway,AI 530

Go Air 675 ,rgr, vacate via P, return to dispersal, await further instrs

Next q

PB twr, Go air 675,,departed rw 27 time 0310, cmbg passing FL 170 for 320, rqst further climb

Go air 675,, PB twr, continue cmb to FL 220, change over to chen cont on 118.9 and take permission

Continue cmb to FL 220, further with chen cont, chng to 118.9, Go air 675

Chen cont Go air 675, on 118.9,departed PB time 0310, cmbg passing FL 220, request further cmb to FL 320,AI 530

Go air 675 chen cont,Cld cmb to FL 320, report reaching

Cld cmb to FL 320, est TOC 0340, will call reaching Go air 675

Next q

VTPBC, Go air 675 interpilot on 123.45

Go air 675 VTPBC pass your msg

VTPBC Go air 675, unable to contact Chennai cont, kindly relay, Port Blair to chennai ,P761, posn 30 nm North of SADAP, 0400,FL 317, had deviated at time 0345 due weather, will maintain deviated track for 15 mins more due continued turbulence,est IDASO 0430, eta Chennai 0500

NEXT Q

PAN PAN X3,Chen cont Go air 675, on 118.9, experiencing severe turbulence, rqst imdt descent to FL 280,unable RVSM due weather posn 30 nm North of IDASO,0430,FL 317, had deviated towards North at time 0345 when near SADAP,rqst rejoin P761

Go air 675, rgr your pan pan clr descent to FL 280 and report reaching, clr rejoin P761

Next Q

Chen cont Go air 675, air report, posn 180 nm inbound MMV, 0435, FL 280, Eta chen 0500, air temp -20 deg cent, spot wind 180 deg 20 knots, experiencing turbulence, rqst descend to FL 260

Next Q

Chen twr , Go air 675 on 118.1, wet microburst report, on finals r/w 30, 2 nm from touch down, 2000 feet, experienced heavy rain and loss of alt by 300 ft, initiating go around and missed apch procedure.

Go air 675 Chen twr copied, report OH MMV at 3000 ft

Will report OH MMV at 3000 ft AI 530

Q 5. True or false:-

- (a) Readings taken from magnetic north is true bearing.F
- (b) Code for distress is 7600 F
- (c) C Band is from 2-4 MHz F
- (d) The positive ion particles are due to UV rays in the ionosphere. F
- (e) In signal, radiotelegraphy, SOS (..._ _ ...) is transmitted. T

SOLUTION

PB twr AI 530, hy, on 123.5,, on take off roll, r/w 27, I see a buffalo on runway, abandoning take off, stopping slowly on runway abeam link P, rqst instrs to vacate runway,AI 530

AI 530 ,rgr, vacate via P, return to dispersal, await further instrs

Next q

PB twr, AI 530,departed rw 27 time 0310, cmbg passing FL 170 for 320, rqst further climb

AI 530, PB twr, continue cmb to FL 220, change over to chen cont on 118.9 and take permission

Continue cmb to FL 220, further with chen cont, chng to 118.9

Chen cont AI 530, on 118.9,departed PB time 0310, cmbg passing FL 220, request further cmb to FL 320,AI 530

AI 530 chen cont,Cld cmb to FL 320, report reaching

Cld cmb to FL 320, est TOC 0340, will call reaching AI 530

Next q

All ac, All ac, AI 530 transmitting blind on 118.9,in the vicinity of SADAP, AI 530, PB to Chennai on P761,deviated 20 nm north of ATS route P761 near SADAP, 0400,FL 317, will fly deviated route for 20 mins, all ext lts on , keep look out.

I say again.....

Chg to 121.5

(Repeat the call)

Chen cont AI 530 on 118.9, posn 30 nm into IDASO,0420,FL 317, had deviated 20 nm towards North at time 0400 when near SADAP, rqst rejoin P761 at IDASO at FL 320, est at time 0430

AI 530, Chen ctrl ,Clear rejoin P 761 at IDASO,FL 320

Next Q

Chen cont ,AI 530, posn IDASO 0430, FL 320, exp turbulence, unable rvsm due weather, rqst imdt descent to FL 220

Next Q

Chen twr AI 530 on 118.1, microburst report, on finals r/w 30, 2 nm from touch down, 2000 feet, experienced loss of alt by 300 ft, initiating go around and missed apch procedure

AI 530 Chen twr copied, report OH MMV at 3000 ft

Will report OH MMV at 3000 ft AI 530

Q 5. True or False

- (a) 7600 is the code for HIjack. (F)
- (b) Positive ions are in the ionosphere.(F)

Tough Paper

Chart 8

Question 54

Aircraft Identification: AI 830

Type of Aircraft: Boeing

Departure Aerodrome: VTBS

Time 0615

Level: 320

Route P646 RRC W106 ATD 0630

Flt Rules-I

Aerodrome destination: VEPT

Alternate VEBS

Other Information: VHF only

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to "Go to next question".

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 You are 20 nm short of IBITA, estimating Yangon Kolkatta FIR at 0705, flg parallel 30 nm deviated track left of P646 due bad weather. You now decide to rejoin at DOPID Call approp auth.

Q 2 You are 30 nm south of DOPID,,Due to continuation of bad weather,you want to extend your deviated track till JJS.

Q3 (a) You are struck by lightning. All instruments went off, one passenger fainted. You want to divert to BBS and land.

(b) 50 nm inbound KAKID, you experience one eng failure and start losing height, take action.

Q4 (a) You reached O/H BBS,passing FL 80, Take permission to land when able.

(b) While making apch you lost too much height and unable to make it safely to runway, take action to return for landing.(You have power to go round at restd rate of climb)

(c) You have landed safely at VEBS at 0810. Give report on above incident.

Q 5. Questions

(a) What was your position in Q1

(b) Why did you deviate to BBS

(c) What call do you give in distress/urgency?

(d) What apch did you do at VEBS and why?

- (c) Radio Regulations are issued by DGCA(F)
- (d) In VFR, visibility below 10000 ft is 8 Km(F)
- (e) Ctrl Area is a controlled airspace extending upwards from the surface of the Earth to a specified upper limit. (F)

Wk relation

SOLUTIONS

Answer 7/8/235

Answer 1

Kol Cont AI 830, Boeing on 132.45, from Bangkok to Patna on P646, posn 20 nm short of IBITA, 0700, FL 323, deviated 30 nm towards South due weather at time 0650, est Yangon Kolkattta FIR bdy 0705, will fly deviated track for another 15 mins, TAS 450 knots, request rejoin at DOPID, FL 320 est at 0720

(Next Q)

Ans 2

Kol Cont, AI 830, posn 30 nm South of DOPID, 0718, FL 323, unable to rejoin ATS route P 646 at DOPID due bad weather, rqst permission to continue deviated track 30 nm South till JJS, est at 0750

(Next Q)

Ans 3

(a) May Day x 3, Kol cont, AI 830, Boeing, struck by lightning, all instruments off, one psngr fainted, will alter track and divert to BBS, posn 30 nm South of LEGOS, 0740, FL 323, rqst descend, Course 230 deg, speed 350 knots, end 4 hrs, fuel 2000, est BBS 0800, POB 120

(Next Q)

(b) May Day x3, Bhub apch, AI 830 on 123.5, one engine failure, instruments failure due lightning strike, losing height, will attempt force ldg at Bhub, rqst visual apch, posn 50 nm inbound KAKID, 0750, passing FL 240, course 220 deg, spd 350 knots, end 4 hrs fuel 2000, est BBS 0800, POB 120

(Next Q)

Ans 4

(a) May day x3, Bhub twr, AI 830 on 123.5, eng failure, losing height, will force land r/w 25, posn O/H BBS, 0800, passing FL 80, airfield in sight, rqst visual apch and assistance on landing

(Next Q)

(b) May Day x3 Bhub twr, AI 830, on finals r/w 25, lost too much height on finals, will attempt go around with restd ROC and return for landing, visual apch, rqst assistance on ldg and fire fighting svcs

(Next Q)

(c) May Day, Bhub twr, AI 830, CANCEL MAY DAY, landed safely r/w 25, 0810, lost height on finals 2nm from touch down, 2000 ft due downdraft and flame out of one engine, detailed incident report later.

Ans 5

(a) 30 nm south of P646, flg parallel, FL323, short of IBITA (FIR bdy)

(e) When did you cancel distress call?

- (b) Due instrument failure caused due lightning strike and psngr fainted (Distress)
- (c) May day/Pan pan
- (d) Visual apch due instr failure and losing height
- (e) After landing safely on runway and ascertaining safety of ac

Chart 3

Question 55

Aircraft Identification: AI 530

Type of Aircraft: Airbus

Departure Aerodrome: VIJP

Time 0700

Level: 230DPN 270

Route R218 W13N DPN W30W

Aerodrome destination: VIAR

Other Information: VHF only

Alternate VIPK

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to “Go to next question”.

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 (a) Passing FL 150 call approp auth for further climb.

(b) You are in hold at DIPAS as per instrs and you encounter turbulence and want to descend to FL 170

Q 2 Thai 3455 calls you on interpilot. Respond to him and mention freq. He transmits asking for weather at Delhi and you give him.

Q3 Ask permission from approp auth to fly from your hold posn direct to BUTOP.

Q4 You are 30 nm inbound AAR and passing FL 200 Del shifts you to Am twr. Amr gives you clear to descend as per profile for ILS apch . You read back and comm failure takes place.

Q 5. Full forms

(a) ATIS

- (b) PAPI
- (c) TAS
- (d) FOD
- (e) ROD
- (f) GNSS
- (g) Top
- (h) GPWS
- (i) CPDLC
- (j) GAGAN

SOLUTION

A/c Del cont AI 530 On 124.55, departed Jaipur 0700 destn Amritsar posn 35 nm out of JJP on R218, 0715, passing FL 150, rqst further cmb to FL230

ATC Cld cmb to FL 230 Del reporting vis below 300m hold over DIPAS at FL 230

A/c WILCO will hold over DIPAS at FL 230

(next Q)

Del cont AI 530, in hold over DIPAS at FL 230, encountering turbulence, rqst descend to FL 170

ATC Cld descend to FL170 for hold, Del Cont

(next Q)

A/c Thai 3455, Air India 530, interpilot on 123.45, pass your msg

Air India 530, Thai 3455, inbound to delhi rqst weather at Delhi

Thai 3455 AI 530, Del reporting vis of 300 m in smog

(next Q)

A/C Del cont AI 530, in hold over DIPAS 0745, FL170, rqst permission to proceed DCT BUTOP and cmb to FL 280, rqst joining clearance W30W, est Xng G452 0800, G333 0805, ETA BUTOP 0815, BOLUX 0845, ETA Amritsar 0910, airbus, TAS 450 knots, revised EET 0210, end 4 hrs.

ATC AI 530 del cont, cld to proceed DCT BUTOP cmb to FL 280 before Xng G 452, report reaching.

A/C Cld to proceed to BUTOP, cmb to FL 280 before Xng G 452, leaving FL 170 for 280 will report reaching AI 530 (NEXT Q)

AMR TOWER AI 530 TRANSMITTING BLIND, POSITION 30 DME AAR RADIAL 160 , 0855, descending passing FL 200 for 50, WILL REPORT OVER AAR at 0910 AND HOLD TILL 0915 , I SAY AGAIN.....(repeat)

AMR TOWER AI 530 TRANSMITTING BLIND OVERHEAD AAR 0910,FL 50 ENTERING HOLD, I SAY AGAIN,(repeat)

AMR TOWER AI 530 TRANSMITTING BLIND LEAVING AAR HOLD AT 0915 FOR ILS APPROACH RUNWAY 18, I SAY AGAIN.....(repeat)
(NEXT Q)

Q 5. Full forms

(k) ATIS AUTOMATED TERMINAL INFO SERVICE

(l) PAPI PRECISION APPROACH PATH INDICATOR

(m) TAS TRUE AIR SPEED

(n) FOD FOREIGN OBJECT DAMAGE

(o) ROD RATE OF DESCENT

(p) GNSS GLOBAL NAVIGATION SATELLITE SYSTEM

- (q) Top CLOUD TOP
- (r) GPWS GROUND PROXIMITY WARNING SYSTEM
- (s) CPDLC CONTROLLER PILOT DATA LINK COMM
- (t) GAGAN GLOBAL POSITIONING SYSTEM (GPS) AIDED GEO AUGMENTED NAVIGATION

Chart No 3
Question 56

Aircraft Identification: AI 320

Departure Aerodrome: VISR

Route W34 PKW30

Aerodrome destination: VIAR

Other Information: VHF only

NOTAM-VISR airspace closed after 1600 h

Outside controlled airspace call Victor Cont on 123.5

Alternate VIPK

Type of Aircraft: Airbus

ATD 1515

Level: 190/180

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to "Go to next question".

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 It is drizzling and forecast to rain after some time. You are passing FL 100 that VTKMI calls you and requests weather at VISR, ETA VISR 1530. Pass on required info.

Q 2 You crossed MESAR, you hear VTABC trying to reach VISR but unable; VTABC ETA VISR 1630. Take action. .

Q3 You are 25 nm East of Pathankot, deviated earlier due weather. Request permission to rejoin ATS route.

Q4 You cross BOKAD , rqst descend into VIAR and ask for visual apch.

Q 5. Expand

TA

Tail

WIE

Wpt

WS

Wx

X

Xng

XMtr

LW

SOLUTION

1. VTKMI , air india 320 interpilot on 123.45, POSN 30 NM out of srinagar on W34, cmbg passing FL 100, weather at srinagar at time of departure 1515h, drizzle with trend rain after some time.

(next Q)

2. VTABC, Air India 320 on 123.45, crossed MESAR at time 1545 h FL 180, Srinagar airspace closes at 1600, will relay your posn

Air India 320 VTABC kindly request for extn of watch to 1630Z

Wilco, chg over to sri twr AI 320

Srinagar twr AI 320 on 122.7, posn crossed MESAR 1545, FL 190, relaying for VTABC, posn 40 nm inbound to MESAR at time 1555, FL 210 estimating Sri at 1630 h, requesting extn of watch to 1630Z

(next Q)

3. Victor cont, AI 320 on 123.5, srinagar to amritsar on W 34 and 30, posn 25 nm east of PATHANKOT, deviated towards E when O/H BIKUX by 25 nm at time 1615 due weather, FL 187, all ext lights sw ON, rqst rejoin W 30 at BOKAD FL 180 estimating at 1645

AI 320 vict cont, rgr rejoin at BOKAD FL 180

(next Q)

4. Vict Cont AI 320 hy, crossed BOKAD 1650, FL 180, destn Amritsar, eta 1710, TOD 1655, rqst descent

AI 320 Vic cont, cld desc to FL 50, contact Amritsar twr on 118.3

Leaving FL 180 for 50, changing to amritsar twr on 118.3, AI 320

Am twr AI 320 on 118.3, posn 25 nm into Amr passing FL 160 for 50, rqst further descent and visual apch

AI 320 Amr twr, rgr, vis apch not permitted, LVP ops taking place at this airfield.

LVP ops copied, cancel visual apch, pilots and a/c IFR certified, cancel VFR for IFR at time 1708, rqst ILS apch for r/w 02

AI 320, Am twr, report over AAR 4000 ft for ILS apch

Next Q

5.

TA	Transition alt
Tail	Tailwind
WIE	With imdt effect
Wpt	Way point
WS	Wind shear
Wx	Weather
X	Cross
Xng	Crossing
XMtr	Transmitter

Chart No 5

Question 57

Aircraft Identification: AI 541

Departure Aerodrome: VOMM

Route W20/20N

Aerodrome destination: VIDP

Other Information: VHF only

Alternate VANP

Type of Aircraft: Airbus

Time 0300

Level: 320

Note:

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to "Go to next question".

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 (a) While taxiing you see an aircraft being towed and crossing your taxiway.
Take action.

(b) While on end of take off roll, REDLs suddenly become inoperative. Take action after departure.

ATD 0330

Q 2 Over BPL you experience CAT. Give a weather report and take action.

Q3 You are holding over BPL, turbulence now reduced, call appropriate authority and proceed as per flt plan at current FL.

Q4 You are doing a visual approach, Number 2 on downwind. Number 1 is very close to you, You want to space out,,(you are at minimum speed).
Take action.

Q 5. Fill in the blanks(a) 7500 is the code for _____

(b) During specified wind conditions, specified path of aircraft on manoeuvring area is called the _____

(c) UTC time of 24 hours begins at mid night and written as _____

(d) SAR service is provided by _____

(e) Transponder Code for emergency is _____

(f) Loc designator allotted to _____ by ICAO.

(g) ATC is _____ of ATS.

(h) EET is from _____ to _____

(j) Radio Regulations are issued by _____ with its HQ at _____.

LW = Landing Weight

SOLUTION

chennai Grnd, Air India 541, heavy on 121.9, taxiway A, one a/c being towed and crossing my taxiway, stopping and holding posn, rqst further instrs
(next Q)

Chen twr, AI 541 on 118.1, departed runway 30, while on take off roll, runway edge lights suddenly became inoperative, rqst take action

Rgr, chen twr

Next Q

Nagpur cont AI 541 On 123.9, AIRREPORT, posn overhead BPL time 0430, FL 320 est BUKLO 0445, OSRAM 0500 ETA Del 0530, air temp -20 deg centi, spot wind 180 deg 20 knots sky clear, experiencing clear air turbulence ,unable RVSM due weather, rqst descent to FL 280

AI 541 Nag cont, rgr your air report descend to FL 280 and hold over BPL till further instrs

Wilco, leaving FL 320 for 280 will report in BPL hold, Ai 541(next Q)

Nagpur cont AI 541 On 123.9, overhead BPL in hold at FL 280, turbulence now reduced, rqst permission to proceed as per flt plan, revised estimates BUKLO 0455,OSRAM 0510, ETA Del 0540

(next Q)

Del twr AI 541, heavy on 118.1, on downwind Number 2 for visual apch runway 28, number 1 ahead is very close, rqst permission to orbit towards right to space out

(next Q)

Q 5. Fill in the blanks

- (a) 7500 is the code for **Hijack**.
- (b) During specified wind conditions, specified path of aircraft on manoeuvring area is called the **taxis circuit**
- (c) UTC time of 24 hours begins at mid night and written as **0000 Z**
- (d) SAR service is provided by **Alerting Service**
- (e) Transponder Code for emergency is **7700**

Loc designator allotted to **each airport and every aeronautical station connected to AFTN** by ICAO.

ATC is **part/service** of ATS.

EET is from **time of departure to estimated time of arrival over nav aid of destination for commencement of an instr apch**

Radio Regulations are issued by **ITU** with its HQ at **Geneva**.

PANS stands for **Procedures for Air navigation services**.

Chart No 3

Question 58

Aircraft Identification: VT MKI
Departure Aerodrome: ABUDHABI
Route G452

Aerodrome destination: VIDP
Other Information: VHF only
Initially outside indian airspace.

Type of Aircraft: Airbus
Time 0300
Level: 310

Alternate VIAR

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to “Go to next question”.

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

Q 1 (a) You are 40 nm short of TIGER. ETA TIGER is 0345.

Call approp auth and request for entry into Del TMA at FL 310.

(b) You are at TIGER. Take action.

Q 2 You are on G 452. LKA goes off the air, take approp action including your radial report.

Q3 You are holding at your last cleared holding point (CHI) due bad weather at Delhi. You are at your holding limit, call Delhi for further info and take action.

Q4 Over VIAR you are at FL 70, ask for descend to FL 50 and visual apch.

Q 5. Expand

ACAS

PN

Psn

Ptn

RCF

RCL

REDL

RENL

RLCE

RNN

SOLUTION

Q 1 (a) a/c Delhi Cont VT MKI ,Airbus on 124.55, from Abu Dhabi to Delhi on G 452, posn 40 nm inbound TIGER, time 0330, FL 310, IMC, TAS 450 knots, Est TIGER 0345, request permission to enter Indian airspace

atc **VTMKI cleared to enter at FL310, report TIGER**

next q

(b) a/c Delhi cont , VTMKI, posn TIGER time 0345, FL310, estimating LKA 0400, CHI 0430, ETA Delhi 0500

next q

Q 2a/c DEL CONT VT MKI, Abu Dhabi to Delhi on G452, posn 20 nm short of LKA time 0350 FL 310, LKA has gone off the air, mtng radial 265 ex CHI request instrs.

Atc VKI, Del cont, roger, maintain course and route via CHI, on reaching hold over CHI at FL 310

Next q.

Q3 a/c Del cont VTMKI, posn overhead CHI ,0445, FL 310, reaching limit of hold over CHI, request weather at Delhi improved for landing permission

VTMKI, Del cont, negative permission for Delhi as weather still poor

Del cont VTMKI, will alter track and divert to Amritsar,
Will route via dct BUTOP W 30W, FL 300, est BUTOP 0500, BOLUX 0530, ETA Amritsar 0600, EET 2 hrs 30 mins, end 4 hrs, VTMKI

VKI, del cont, Diversion appvd, descend to Fl 300 and set course

Next q *for route*

Am twr VTMKI on 118.3, posn overhead AAR FL 70, diverted from Delhi due weather, request descend to FL 50 and visual apch for r/w 18, runway in sight.

VKI Am Twr, cleared descent to FL 50, visual apch not cleared, report in AAR hold for ILS apch r/w 18

Will report in AAR hold for ILS apch VKI

Next q

Q 5. Expand.

ACAS Airborne collision avoidance sys

PN Prior notice reqd

RENL - Runway End Light

Psn Position

RLCE - Request Level Change Enroute

Ptn Procedure turn

RNN - Resume Normal Nav

RCF Radio comm failure

RCL Run way centre line

REDL Run way edge light

Chart No 6

Question 59

Aircraft Identification: AI 8895

Type of Aircraft: Boeing

Departure Aerodrome: VECC

Time 0500

Level: 310

Route W112

Aerodrome destination: VOPB

Other Information: VHF only

Alternate VOMM

Take RTF action for situations given below in ascending order.

Use hypothetical data, for message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.

Continue answering till you are told to "Go to next question".

Usage of Aviation Language and prescribed Phraseologies is mandatory.

Call out freq of your txn on first contact and as and when required

NOTAM Twr freq not available TFN

Q 1 (a) You are taxiing out for dep, approaching an intersection, you see fuel leaking from underside of left wing of another ac proceeding on your taxi route ahead of you. Considering fire risk, make immediate action for safety.

(b) Nearing holding posn r/w 01 L you decide to take off without delay.

Q 2 (a) As you start rolling for take off that a helicopter lands ahead of you and you save the situation by turning off to a taxiway during your roll. Make a stern report about the incident that could have been a major accident.

(b) Subsequent to the above situation, you start getting hot tyre indication

Q3 Airborne 0635 from Rwy 01 L, you are passing FL 60 that you decide to climb to FL 350.

Q4 You reach DOPID 0650,F 350 that due weather ahead you decide to re-route from DOPID and proceed via PALKO and P628.

Q 5. Transmit the following sentences with appropriate missing aviation words

(a) An instrument approach has _____ segment, _____ segment and _____ segment.

(b) Runway strip comprises of _____ and _____ of _____ aerodrome

(c) ATC service to Aerodrome traffic is provided by _____

(d) Annexure 10 Vol 2 relates to _____

(e) Approach control service is provided by _____

(f) Guwahati FIR is from _____ to _____

Day 3

1.(a) Pan Pan x 3, Kol grnd Ai 8895 on 121.9, approaching intersection A and L, I see a boeing ahead on txwy L with fuel leaking from underside of port side wing, dangerous fire risk, stopping slowly short of intersection, rqst take action (Next Q) *hold*. *AI 8895*

(b) Kol apch, AI 8895, heavy on 127.9 ,holding r/w 01 L, rqst immediate departure for port blair FL 310.

(Next Q) *(Don't call tower because NOTAM says so)*

2.(a) Pan Pan x3, Kol apch, AI 8895 heavy, Boeing , on take off roll r/w 01 L, one helicopter suddenly landed ahead of me, avoided accident by turning off into txyway K, incident report being filed, rqst take stern action, AI 8895.
(Next Q) *(It'll be a normal call, because situation is already resolved).*

(b) Pan Pan x 3 Kol apch, Ai 8895,getting hot tyre indication, stopping slowly, txwy K, rqst send fire fighting svcs to check tyres imdtly.

(Next Q)

3.Kol apch AI 8895, departed r/w 01 L, 0635, cmbg passing FL 60 for 310, rqst FL 350 for port blair, est TOC 0655

AI 8895 Kol apch change over to Kol ctrl on 132.45 for further clearance

Rgr chng to Kol ctrl on 132.45 AI 8895

Kol Ctrl AI 8895 on 132.45, cmbg passing FL 80 for 310, rqst FL 350 for Port Blair,est TOC 0655

AI 8895 Kol ctrl recleared to FL 350 report reaching

Recleared FL 350, wilco AI 8895

(Next Q)

4.Kol Cont ,AI 8895 on 132.45, posn DOPIP 0655,FL 350, rqst alter track and reroute due weather ahead on W112 , DCT PALKO A 465,LARIK P628, est PALKO 0720, LARIK 0740,FL 340 till LARIK,FL 350 thereafter, dest Port Blair 0935,revised alt VOVZ, revised EET 3 h endurance 4 h , AI8895

(Next Q)

Initial,Intermediate and Final

Runway and stopway of every

Aerodrome control service(Tower)

Communication procedures (*Aeronautical tele communication procedures*)

Apch cont svc or ACC/AD Ctrl svc if no separate unit established

Grnd to FL 265

Time allowed 25 minutes

Refer Chart No 8

Total Marks 100

Aircraft Identification: VT ATB	Flight Rules: I	Type of Aircraft: Citation
Departure Aerodrome: VEIM	Wake Turbulence: M	Type of Flight: G
Route: W55, W53, R472	Time: 1600	Level: FL 320
Destination Aerodrome: VECC	Equipment: S	
Other Information: Chartered Flight		Alternate Aerodrome: VEBS

Note 1

1. Answer all situations/questions in ascending order.
2. Use hypothetical data of procedural control. Usage of RDL and DME dist is recommended.
3. For message that require to be transmitted at specific time, candidate should write that specific time against question No on answer sheet.
4. Continue answering till you are told to “Go to next question”.
5. Usage of Aviation Language and prescribed Phraseologies is mandatory.

Note 2. FIS provided by designated unit on 124.7

- 1 a. You have started up and plan to carry out cockpit checks after entering R/W.
- b. During Taxi, brakes have become hot. Take action.
- 2 ATD 1625. Approaching GGT at cruising level, you see a Boeing crossing your flight path from left to right and going towards North. Take action.
3. You reach RAJ, ETA Kolkata is 1730. Take action.
4. You are on finals for R/W 19L. At MM you see another aircraft entering R/W. Take action. (Refer to chart AD2-VECC-VOR19L)
5. Transmit the following in aviation English.
 - a. VIBN aerodrome control VT ATT R/W 27 colour has changed due to recent rain.
 - b. 6E 702 VOBZ tower be careful, work is going on at end of R/W 33.
 - c. AI 7765 VARP tower set transponder code to 4200.
 - d. VORY tower VT ATT I want to lift up and taxi in air.
 - e. VAAU approach IT 756 I cannot comply with clearance due to TCAS resolution advisory.

1 a 6 UL 6	<u>Imp Twr VT ATB Stand 2 Will be carrying out cockpit checks after lining up req Taxi</u>	VTB Clr taxi for R/W 27, Taxi Via A & G Imp Twr
6	<u>Clr taxi for R/W 27, Taxi Via A & G VTB</u>	VTB confirm you will be increasing R/W occupancy time (Go to the next question)
	<u>Affirm VTB</u>	
1 b 2 Bld 8 3 UL 6 14	PAN x 3 Imp Twr VTB on Taxiway A Brakes have become hot Stopping slowly <u>Req Fire fighting services</u>	Sending fire fighting services (Go to the next question)
2 2 Bld 12 4 UL 8 20	<u>Guh Ctl VT ATB Airprox Safety not assured</u> <u>Psn GGT FL320 TAS 350 IMC see a Boeing crossing your flight path from left to right and going towards North.</u>	(Go to the next question)
3 1 Bld 10 5 UL 10	<u>Kol Ctl VT ATB Psn RAJ -----time, FL 320</u> <u>ETA CEA-----time) Info B Req descend</u>	VTB Clr descend FL 150 Kol Ctl
20	<u>R/B</u>	(Go to the next question)
4 4 Bld 12 8 UL 8	<u>Kol Twr VT ATB passing MM for ILS R/W 19 L see an aircraft entering R/W initiating Missed App Proc</u>	Rgr Kol Twr
20	<u>Kol Ctl VTB on passing 2000 TL for CEA</u>	Rgr hold CEA 2000 Kol Twr
	<u>Kol Twr VTB CEA 2000</u>	Clr ILS App R/W 19
	<u>Kol Twr VTB leaving CEA 2000 Rdl 011</u>	Rgr Kol Twr
	<u>Kol Twr VTB 5.8 DME CEA commencing PTN Right</u>	Rgr Kol Twr
	<u>Kol Twr VTB PTN completed</u>	Rgr Kol Twr
	<u>Kol Twr VTB on Finals</u>	(Go to the next question)

Key 34

5 X 4 20

- a. Varanasi aerodrome control VT ATT R/W 27 surface damp.
- b. IFLY 702 Vijaywada tower exercise caution work in progress at end of R/W 33.
- c. Airindia 7765 Raipur tower squawk 4200.
- d. Rajmundry tower VT ATT request air taxi.
- e. Aurangabad approach Kingfisher 756 unable TCAS RA.