Instructions: -Take RTF action for situations given below in ascending order. Use hypothetical data, for message that required to be transmitted at specific time, candidates should write that specific time against question Not 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.

Question: - 1 (Chart No.: - 2 and 3)

Pre-requisite: - Aircraft Identification: VT-LMO, Type of Aircraft: ATR, Departure Aerodrome: VAKJ, Aerodrome destination: VIPT, Level: 210 IFR 120 VFR, Time: 1345, Route: W40 VFR W85, Flt Rules: Y, Other Info.: VHF only Alternate.

1. You have just taxied out and the flight crew informs you that one passenger has locked herself in the bathroom and refuses to come out. (KHAJ TWR VT-LMO, TAXIWAY IS A, CHANNEL NO. 122.3)

Answers: - 1

Pilot: - KHAJ TWR VTLMO ON 122.3, TXWY A, STOPPING SLOWLY, ONE PAX HAS BERRICADED HERSELF IN THE TOILET, RQST TAXI BACK TO APRON, SEND SECURITY PERS TO THE ACFT, NO DEMANDS MADE SO FAR

ATC: - Go to next question

1. You are airborne at 1415h. Passing 2500 ft ATC calls you. ((KHAJ TWR VT-LMO))

Answer: - 2

Pilot: - KHAJ TWR VTLMO CMBG PASSING 2500 FT FOR FL 210, PASS YOUR MSG.

ATC: - VMO CMB O/H FL90 AND THEN SET COURSE CMBG TO FL 210.

Pilot: - WILL CMB O/H 90 AND THEN SET COURSE CMBG TO FL 210 VMO.

ATC: - Go to next question

1. 30 DME out for KKJ at assigned flt level, you are informed that VILK ATC is off the air. Plan segmented flight. (FLIGHT NO: - VT-LMO, FREQUENCY: - 124.55)

Answers: - 3

Pilot: - VARANASI CONT, VTLMO ON124.55, KHAJ TO PANTNAGAR, POSN 30 DME OUTBOURD KKJ, 1435, FL210, W40, 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.

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

Pilot: - WILCO VTLMO, VTEDC VTLMO, REQ YOUR POSN REPORT.

ATC: - VTLMO, VTEDC POSN 50 DME INBOND KKJ1440, FL220.

Pilot: - COPIED BREAK BREAK VAR CTRL VTEDC POSN 5- DME INBOUND KKJ AT TIME 1440, FL 220, VMO.

ATC: - Go to next question

1. You reach overhead LLK, show compliance to continue as per flt plan. (FIGHT: - VT-LMO, FREQUENY: - 124.55)

Answer: - 4

Pilot: - 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

ATC: - Go to next question

1. You reach O/H Pantnagar at FL 50. (FLIGHT: - 122.3, FREQUENCY: - 122.3)

Answer: - 5

Pilot: -

PANTNAGAR TWR VT LMO ON 122.3, POSN HW, FL50, VISUAL WITH RUNWAY, RQST DESCEND TO CCT ALT AND VISUAL APCH

ATC: - Go to next question

1. AIRAC are given by DGCA. What is the full form of AIRAC?

Answer: - 6

AERONAUTICAL INFORMATION REGULATION AND CONTROL

ATC: - Go to next question

1. CPDLC stands for?

Answer: - 7

CONTROLLER PILOT DATA LINK COMN

ATC: - Go to next question

1. RENL are operating normally. RENL stands for?

Answer: - 8

RUNWAY END LIGHTS

ATC: - Go to next question

1. PCN stands for?

Answer: - 9

PAVEMENT CLASSIFICATION NUMBER

ATC: - Go to next question

1. PIB has been issued. Here, what PIB stands for?

Answers: - 10

PRE FLIGHT-INFORMATION BULLETIN

ATC: - Go to next question

Question: - 2 (Chart No.: - 6)

Pre-requisite: - Aircraft Identification: G8-675, Type of Aircraft: BOEING WAKE TURB-HY, Departure Aerodrome: VOPB, Aerodrome Destination: VOMM, Time: 0230, Level: 320, Flt Rules: I, Other Information: VHF only Alternate VOVZ, Route: P761.

1. You are on take-off roll, see a buffalo ahead. (Flight: - GO AIR 675 PB-TWR)

Answer: - 1

Pilot: - 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.

ATC: - Go Air 675, rgr, vacate via P, return to dispersal, await further instrs.

ATC: - Go to next question

1. You are 70 DME PPB climbing passing FL 140, ask for further clearance ATD 0300. (Flight: - GO AIR 675 PB-TWR)

Answer: - 2

Pilot: - PB twr Go air 675, departed r/w 27 time 0310, cmbg passing FL 170 for 320, rqst further climb.

ATC: - Go Air 675, PB twr, continue cmb to FL 220, change over to chen cont on 118.9 and take permission.

Pilot: - 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.

ATC: - Go air 675 chen cont, Cld cmb to FL 320, report reaching.

Pilot: - Cld cmb to FL320, est TOC 0340, will call reaching Go air 675.

ATC: - Go to next question

1. 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. (Flight: - GO AIR 675 PB-TWR)

Answer: - 3

Pilot: - VTPBC, Go air 675 interpilot on 123.45.

ATC: - GO air 675 VTPBC pass your msg.

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

ATC: - Go to next question

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

Answer: - 4

Pilot: - PAN PAN X3, Chen cont Go air 118.9, experiencing severe turbulance, rqst imdt descent to FL 280, unable RVSM due weather posn 30nm North of IDASO, 0430, FL317, had deviated towards Noth at time 0345 when near SADAP, rqst rejoin P761.

ATC: - GO air 675, rgr your pan pan clr decent to FL 280 and report reachingm clr rejoin P761.

ATC: - Go to next question

1. After descent to FL 280, turbulence still exists, and you want to descend by another 2000ft. (Flight: - GO AIR 675 PB-TWR)

Answer: - 5

Pilot: - 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 20knots, experiencing turbulance, rqst descent to FL 260.

ATC: - Go to next question

1. You are on finals, and you experience wet microburst and lose altitude 300 ft. (Flight: - GO AIR 675 PB-TWR)

Answer: - 6

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

ATC: - Fo air 675 Achen twr copied, report OH MMV at 3000ft.

Pilot: - Will report OH MMV at 3000 ft AI 530.

ATC: - Go to next question

1. Reading taken from magnetic north is true bearing.

Answer 7: -

False

ATC: - Go to next question

1. Code for distress is 7600.

Answer 8: -

False

ATC: - Go to next question

1. C Band is from 2-4 MHz

Answer 9: -

False

ATC: - Go to next question

1. The positive ion particles are due to UV rays in the ionosphere.

Answer 10: -

False

ATC: - Go to next question

1. In signal, radiotelegraphy, SOS (…\_ \_ \_...) is transmitted.

Answer 11: -

True

ATC: - Go to next question

Question: - 3 (Chart No.: - 8)

Pre-requisite: - Aircraft Identification: AI-830, Type of Aircraft: BOEING, Departure Aerodrome: VTBS, Aerodrome Destination: VEPT, Time: 0630, Level: 320, Flt Rules: I, Other Information: VHF only Alternate VEBS, Route: P646 RRC W106.

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

Answer: - 1

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

ATC: - Go to next question

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

Answer: - 2

Pilot: - Kol Cont AI 830, posn 30 nm South of DOPID, 0718, FL 323, unable to rejoin ATS route P646 at DOPID due to bad weather, rqat permission to continue deviated track 30 nm South till JSS, est at 0750.

ATC: - Go to next question

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

Answer: - 3

Pilot: - MayDay x 3, Kol cont, AI 830, Boeing, struck by lightning, all instruments off, one pasngr 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.

ATC: - Go to next question

1. 50 nm inbound KAKID, you experience one eng failure and start losing height, take action.

Answer: - 4

Pilot: - May Day x 3, 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 350knots, end 4hrs fuel 2000, est BBS 0800, POB 120.

ATC: - Go to next question

1. You reached O/H BBS, passing FL 80, Take permission to land when able.

Answer: - 5

Pilot: -May Day x 3, 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.

ATC: - Go to next question

1. 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)

Answer: - 6

Pilot: - May Day x 3, 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 fighter svcs.

ATC: - Go to next question

1. You have landed safely at VEBS at 0810. Give report on above incident.

Answer: - 7

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

ATC: - Go to next question

1. What was your position in Q1.

Answer: - 8

30 nm south of P646, flg parallel, FL323, short of IBITA.

ATC: - Go to next question

1. Why did you deviate to BBS.

Answer: - 9

Due instrument failure caused due lighting strike and psngr fainted (Distress)

ATC: - Go to next question

1. What call do you give in distress/urgency?

Answer: - 10

May Day/Pan Pan

ATC: - Go to next question

1. What apch did you do at VEBS and why?

Answer: - 11

Visual apch due instr failure and loosing height. After landing safely on runway and ascertaining safety of ac.

ATC: - Go to next question

1. Radio Regulations are issued by DGCA. (T/F)

Answer: - 12

False

ATC: - Go to next question

1. In VFR, visibility below 1000 ft is 8Km. (T/F)

Answer: - 13

False

ATC: - Go to next question

1. Ctrl Area id a controlled airspace extending upwards from the surface of the Earth to a specified upper limit. (T/F)

Answer: - 14

False

ATC: - Go to next question

Question: - 4 (Chart No.: - 3)

Pre-requisite: - 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.

1. Passing FL 150 call approp auth for further climb.

Answer: - 1

Pilot: - A/c Del cont AI 530 On 124.55, departed Jaiput 0700 destn Amritsar posn 35 nm out of JJP on R218, 0715, Passing FL 150, rqst further cmb to FL 230.

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

Pilot: - A/c WILCO will hold over DIPAS at FL 230.

ATC: - Go to next question

1. You are in hold at DIPAS as per instrs and you encounter turbulence and what to descend to FL 170.

Answer: - 2

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

ATC: - Cld descend to FL 170 for hold, Del Cont.

ATC: - Go to next question

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

Answer: - 3

Pilot: - 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.

ATC: - Go to next question

1. Ask permission from approp auth to fly from yout hold posn direct to BUTOP.

Answer: - 4

Pilot: - A/c Del cont AI 530, in hold over DIPAS 0745, FL 170, rqst permission to process 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.

Pilot: - A/c cld to proceed to BUTOP, cmb to FL 280 before Xng G452, leaving Fl 170 for 280 will report reaching AI 530.

ATC: - Go to next question

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

Answer: - 5

Pilot: - AMR twr 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, AMR twr 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.

Pilot: - AMR twr AI 530 transmitting blind overhead AAR 0910, FL 50 entering hold, I say again, AMR twr AI 530 transmitting blind overhead AAR 0910, FL 50 entering hold.

Pilot: - AMR twr AI 530 transmitting blind leaving AAR hold at 0915 for ILS approach runway 18, I say again, AMR twr AI 530 transmitting blind leaving AAR hold at 0915 for ILS approach runway 18.

ATC: - Go to next question

1. Full form of ATIS.

Answer: - 6

AUTOMATED TERMINAL INFO SERVICE

ATC: - Go to next question

1. Full from of PAPI.

Answer: - 7

PRECISION APPROACH PATH INDICATOR

ATC: - Go to next question

1. Full form of TAS.

Answer: - 8

TRUE AIR SPEED

ATC: - Go to next question

1. Full form of FOD.

Answer: - 9

FOREIGN OBJECT DAMAGE

ATC: - Go to next question

1. Full form of ROD.

Answer: - 10

RATE OF DESCENT

ATC: - Go to next question

1. Full form of GNSS.

Answer: - 11

GLOBAL NAVIGATION SATELLITE SYSTEM

ATC: - Go to next question

1. Full form of TOP.

Answer: - 12

ATC: - Go to next question

1. Full form of GPWS.

Answer: - 13

GROUND PROXIMITY WARNING SYSTEM

ATC: - Go to next question

1. Full form of CPDLC.

Answer: - 14

CONTROLLER PILOT DATA LINK COMN

ATC: - Go to next question

1. Full form of GAGAN

Answer: - 15

GLOBAL POSITIONING SYSTEM (GPS) AIDED GEO AUGMENTED NAVIGATION

ATC: - Go to next question

Question: - 5 (Chart No.: - 3)

Pre-requisite: - Aircraft Identification: AI 320, Type of Aircraft: Airbus, Departure Aerodrome: VISR, Time: 1515, Level: 190/180, Route: W34 PKW30, Aerodrome Destination: VIAR, Other Information: VHF only, NOTAM-VISR airspace closed after 1600 h, outside controlled airspace call Vector Cont on 123.5, Alternate VIPK.

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

Answer: - 1

Pilot: - 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 1515 h, drizzle with trend rain after some time.

ATC: - Go to next question

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

Answer: - 2

Pilot: - VTABC, air india 320 on 123.45, crossed MESAR at time 1545 h FL 180, Srinagar airspace closes at 1600, will relay your posn.

ATC: - Air india 320 VTABC kindly request for extn of watch to 1630Z.

Pilot: - 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 estimatinf Sri at 1630 h, requesting extn of watch to 1630 Z.

ATC: - Go to next question

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

Answer: - 3

Pilot: - Victor cont, AI 320 on 123.5, Srinagar to Amritsar on W 34 and 30, posn 25 nm est 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.

ATC: - AI 320 vict cont, rgr rejoin at BOKAD FL 180.

ATC: - Go to next question

1. You cross BOKAD, rqst descend onto VIAR and ask for cusual apch.

Answer: - 4

Pilot: - Vict Cont Ai 320 hy, crossed BOKAD 1650, FL 180, destn Amritsar, eta 1710, TOD 1655, rqst descent.

ATC: - AI 320 Vic cont, cld desc to FL 50, contact Amritsar twr on 118.3.

Pilot: - Leaving Fl 180 for 50, changing to Amritsar twr on 118.3, AI 320 Amritsar twr AI 320 on 118.3, posn 25 nm into Amr passing FL 160 for 50, rqst further descent and visual apch.

ATC: - AI 320 Amr twr, rgr, vis apch not permitted, LVP ops taking place at the airfield.

Pilot: - 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.

ATC: - AI 32, Am twr, report over AAR 4000ft for ILS apch

ATC: - Go to next question

1. Full form of TA.

Answer: - 5

Transition altitude

ATC: - Go to next question

1. Full form of Tail.

Answer: - 6

Tailwind

ATC: - Go to next question

1. Full form of WIE.

Answer: - 7

With imdt effect

ATC: - Go to next question

1. Full form of Wpt.

Answer: - 8

Way point

ATC: - Go to next question

1. Full form of WS.

Answer: - 9

Wind shear

ATC: - Go to next question

1. Full form of Wx.

Answer: - 10

Weather

ATC: - Go to next question

1. Full form of X.

Answer: - 11

Cross

ATC: - Go to next question

1. Full form of Xng.

Answer: - 12

Crossing

ATC: - Go to next question

1. Full form of XMtr.

Answer: - 13

Transmitter

ATC: - Go to next question

1. Full form of LW

Answer: - 14

Landing Weight

ATC: - Go to next question

Question: - 6 (Chart No.: - 5)