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VT-ASM

Time allowed - 25 min Total marks - 100

Acft identification - VT-ASM Flight Rule - I Type of flight - N

Type of A/c - Airbus Wake turbulence - H Equipment - S

Dep Aerodrome - VOCB Time - 0430 Level - 360.

Route - W119 CLC W15 GGO W15N KARASO FL350.

Dest Aerodrome - VABB Alt. Aerodrome - VAPO

Other information = ——

NOTE:- 2 - FIS in VOMM FIR Provided by designated unit on 123.8

1.a. You are preparing for a flt and every time you try to Contact ATC that one VT-KLP jamb your frequency. Give advice on this to the A/c as you get a chance.

b. Time is 08:29:32 IST Give time check to VT-FRJ Without stating numerals.

c. You want to know existing Px at the begining of Runy 23.

2. ATD 04:40 At 23 nm to VOCL, Passing FL90 you see a widespread bad Wx and decide to proceed via VOBG Seek Permission

3. You are Passing FL240 at OPAMO that one of the Primary altimeter fails.

4. At 70 DME you are ready for descent, due strong HW your ETA changes to 08:10. Comply to instruction.

5. Transmit the following sentences Containing abbreviation in full form.

1 VT-RES WS wrng at OM Runy 18.

2. AIP has section GEN, MAP, FAL.

3. X-Rdl 156 3000 or Abv.

4. SAR is being Carried out by IAF RH.

5. A1889 Req ETO & your spd.

— x — x —

SUMMARY

1. We don't say Call sign with the Read back of Px.
   If ATC don't say Correct word in reply, then we will again Confirm the Px without saying Call sign.

2. Always use data, which is given in Question.

	Tx	Rx
a)	VT-KLP VT-ASM make sure before transmission frequency not occupied.	GTNQ
b)	VT-FRD VT-ASM Time now on the hour	
c)	Coimbtore twr VT-ASM Rel QFE THR Ruy 25.	QFE 1010
	QFE 1010	Correct GTNQ.

We don't say call sign. If they won't say correct, then, we will say.

Cfm QFE 1010	Correct, GTNQ.
Calicut twr VT-ASM PSN 23nm to CLC 0450 W119 Passing FL90 for FL360 will alter Course from Present psn due WX ahead. Will Reroute via DCT UGABA W18 BIA W56N to BBB est Xng R461 0500 est UGABA 0510 est BIA 0520 Rev ETA BBB 0750 TEET 0300 End 0400 TAS 200kt Rel Permission.	

Tx	Rx
3. Banglore APCH VT-ASM PSN OPAMD 0540 W56N passing FL 240 for FL360 una RVSM due eqpt Req ↑ to FL280 ept BBI 0550 eot MINIT - 0600.	
4. Mumbai ACC VT-ASM PSN 70D to BBB 0730 W56N FL280 Rex ETA BBB 0810 due strong HW Req descend. leaving FL280 for FL150 VSM.	VSM mumbai ACC clr ↓ to FL150

5.

1. VT-RES Wind shear warning at outer marker Runway 28.
2. Aeronautical information Publication has Section- General, Aeronautical chart Publish, facilitation.
3. Cross Radial 156 3000 ft or Above.
4. Search and Rescue is being carried out by Indian Airforce Rescue helicopter.
5. A1889 Request estimated time over next significant Reporting Point & your Speed.

VT-CCL

Aditya Kumar

Time allowed - 25 min Total marks - 100.

Acft identification - VT-CCL Flight Rule - V Type of Flight - G

Type of Acft - Citation Wake turbulence - M Equipment - S

Dep. Aerodrome - VOMM Time - 01:10 Level - FL150

Route - Local flying 50nm around VOMM.

Dest. Aerodrome - VOMM Altn Aerodrome - VOBG

Other info :- Training flight

Q1.a) on apron you want to carry out exercise for abonding T/O during T/O Run for training purpose. seek permission at appropriate time as it will increase Rwy occupancy.

b) As you start gathering speed for T/O your Right engine actually fails. Take action as A/c can taxi.

2. a) ATD 02:30 for circuit and landing. At down wind ATC asks you to orbit to your Right due tfc on ILS. Give another suggestion to ATC to adjust yourself behind the tfc

b) Subsequent to the above clearance ATC gets busy with other tfc. It is time for you to Act.

3. You are carrying out general flying FL70 at 60nm from VOMM. you faintly hear an A/c calling chennai, obtain full info. from A/c to pass on to ATC and take action as you contact subsequently.

4. ATC calls you, answer the call and show inability to comply with ATC. Instruction stating reason and give suggestion to which you can comply to.

5. Transmit the following -

1) VFR flight can't be flown more than 100nm seaward_

from _____ in _____.

2) EAT is the time _____ a delay an A/c will leave its _____ for its _____ to land.

3) A/c is in vicinity of aerodrome when it is leaving or entering _____.

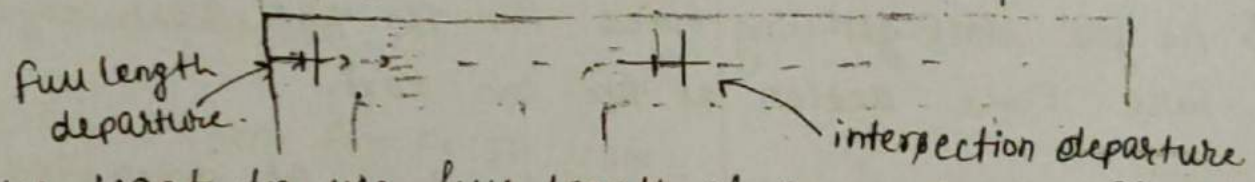
4) Taxi is when A/c moves under its own power excluding _____ & _____.

5) VMC relate to met condition _____ & _____.

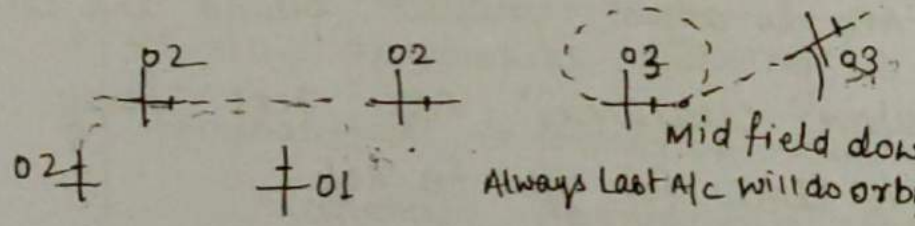
—— x —— x ——

SUMMARY

· If ATD is given it means there is some kind of delay.



→ If we want to use full length of Runy, so we should notify ATC at the time of Taxi Request



A/c should join circuit at the angle of 45° with downwind trk at same level.

· If the flight Rules are VFR and the Question says "Req dep" we should make a request descend to circuit altitude

Number one engine.

L

R

Number 02 engine

	Tx	Rx
a)	Chennai Gd VT-CCL on stand-03 Req taxi for full length of Rwy will carry out practice for Aborting T/o during T/o Roll. info B.	VCL Taxi via E, D HS Rwy 27.
	Taxi via E, D H.S Rwy 27 VCL.	GTNQ.
b)	Chennai TWR VT-CCL on T/o Roll Rwy 27 aborting T/o due number 02 engine failed this is not practice drill. Req taxi back to Apron.	GTNQ.
a)	Chennai TWR VT-CCL on downwind Rwy 27 we can extend downwind to adjust behind the the on ILS.	VCL clr to extend downwind.
	clr to extend downwind VCL.	
b)	Chennai twr VCM on extended downwind Rwy 27 Req turn to base leg.	VCL clr turn to base leg.
	Turning to base leg VCM.	
3.	station calling chennai VT-CCL say again your call sign and msg will Relay.	VT-CCL this is VT-BHY Requesting 30 nm dev due wx.
	VT-BHY Report your Psn, lvl side of ATS route you want to deviate and the duration of dev.	(Mayday) x3 VT-BHY ATR entered CB looking height Rapidly.

	(Mayday)x3 Chennai ACC VT-CCL Relaying mayday for VT-BHY ATR entered CB loosing height rapidly Neg ctc now.	GTNQ.
4	Chennai ACC VT-CCL Go ahead. Una to ↑ FL170 and to proceed 120 nm E-ward due VFR flight we can ↑ up to FL150 and can proceed 100nm E-ward VCL.	VCL ↑ to FL170 and proceed 120 nm E-ward.
5.	1) Shoreline, Controlled Airspace 2) Following, holding, Approach 3) Aerodrome the circuit 4) Take off, landing 5) visibility, cloud ceiling	

VT-LMO

Aditya kumar 9

Time allowed - 25 mins Total marks - 100

Acft identification - VT-LMO Flight Rule - Y Type of flight - N

Type of A/C - ATR Wake turbulence - M Equipment - S

Dep Aerodrome - VAKJ Time - 03:30 Level - FL210

Route - W40 LLK W85 FL120 VFR

Dest Aerodrome - VIPT Altn Aerodrome - VILK

Other info - ——

NOTE2-> ——

---

1 a) As you are taxiing out cabin crew member informs you that a pax has barricated herself in the toilet and is simply refusing to come out.

b) You get airborne at 04:15 passing level 2500' ATC calls you answer the call.

2. You reach your last cleared level at 37 DME distance from KKJ. ATC informs you that lucknow ATC has gone off the air. Arrange to continue your flight on route segment

3. You reach VILK at your cruising level, announce your plan to comply flight plan.

4. You reach VIPT at FL50.

5. Transmit the following sentences containing Abbreviation.

1) A/c is req dev by 17 nm due LSI.

2) Hldg over NDB DP b/w Lvl 3500' not permitted.

3) NC in RENL OPNS.

4) Mntn ROD 600 till altitude 5000'.

5) AIRAC is issued by DGCA.

SUMMARY

I) In situation call like Question no. 1. —

FORMAT = Whom are you calling
Who you are, where are you
Situation
Action.

II) If examiner don't say GTNQ, then continue ~~doing~~ giving the call. in accordance with clearance.

a) Khajuraho Twr VT-LMO on Twy C one lady Pax has barricated herself in toilet refusing to come out no demand so far Cancle dep Req taxi back to apron and security on arrival.	GTNQ
b) Khajuraho twr VT-LMO Go ahead. Will ↑ and mntn FL130 till clr of the VT-LMO.	VT-LMO Khajuraho twr there is rcpl tfc at FL140
If examiner don't say GTNQ, then, -	
Khajuraho twr VT-LMO Mntn FL130 Rcpl tfc in sight clr of each other Req further ↑ to FL210.	
2. Nagpur ACC VT-LMO PSN 37D FR KKJ 040 FL130 Req ↑ to FL210 due LLK Airspace clsd	VT-LMO clr ↑ to FL210 RR.
Leaving FL130 for FL210 Wilco VT-LMO.	GTNQ.
3. Delhi Acc VT-LMO PSN 04D LLK 0430 FL210 ETA Pantnagar 0500 Leaving FL210 for FL120. On Passing FL150 Will	

Cancle my IFR change over to VFR Req Permission Leaving FL210 for FL120 VT-LMO.	clr ↓ to FL120.
If ATC don't say GTNQ	
Delhi ACC VT-LMO Passing FL150 for FL120 Canceiling my IFR Change ~~of~~ over to VFR.	GTNQ.
4. Pantnagar twr VT-LMO Dsn OHD Pantnagar FL50 Req ↓ to circuit altitude.	VMO clr ↓ to circuit altitude join left hand downwind Rwy 10.
leaving FL50 for circuit altitude will join left hand downwind Rwy 10 VMO.	
Pantnagar twr VMO established left downwind Rwy 10 at circuit altitude	Roger.
Pantnagar twr VMO on downwind turning left base leg Rwy 10	Roger
Pantnagar twr VMO on left base Rwy 10 turning final	GTNQ.

5.)
1) Aircraft is requesting deviation by 17 nm due line squall.
2) Holding over non directional beacon DP below level 3500 not Permi
3) No change in Runway End Light operation.
4) Maintain Rate of descent 600 till altitude 5000
5) Aeronautical information Regulation and Control is issued by directorate general of civil aviation.

VT-UIJ

Aditya Kumar 13

Time allowed - 25 mins Full marks :- 100

A/c Identification :- VT-UIJ Flight Rule - I Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - VILH Time - 0600 Level - FL300

Route - W39 DPN W205 AKELA DCT GWA FL250.

Dest. Aerodrome - VIGR Altn. Aerodrome - VIDP

Other info :- _____

NOTE 2 :- Contact Alpha Control outside ATZ, CTA & North of VIDP.

---

a) As you are taxiing out cabin crew member informs you a Pax showing lack of oxygen.

b) During taxi out for dep. you want to know the effect of brake on Rwy.

c). Dep. Rwy 26 S/W calm As you are line up white snow covered mountain give a blinding glare. TA. for a safe T/o.

2. ATD 06:50 you are ABM BNR that you see on you Right that a great water deluge due bursting of satluj river reservoir TA with the appropriate station for immidiate action. Anticipate great danger to man and property.

3.a) Alpha Control calls you Answer the call and take immidiate appropriate action.

b) Subsequent to the above action you do not hear anything from Alpha Control, take follow up action.

4. Over SP you have made an orbit to loose height during descend to FL150 and set course to DPN ETA 07:50 EAT given 08:15.

5. Transmit the following

1) In RT cleared means _____.

2) In RT altitude 10000 ft is given as _____.

3) Visibility is ability to see _____, _____, _____ and _____ object.

4) VHF emergency frequency _____, _____, _____.

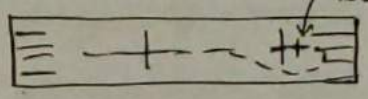
5) In India SAR LUT are at the _____, _____ and MCC at _____.

6) In RT message direction finding message have priority over _____ and met messages over _____.

—— x —— x ——

SUMMARY

1. Braking Action (BA) = Good – will depart (← effeciency of brake)
Medium – will depart
Medium to poor – will depart
Poor – will not depart Ref taxi back to apron.

2. 

3. We don't give security call to that situation which is caused man made property. If there (in Q. 2) only flood will be written then only we can give security call. but reservoir is made by man.

4. In Q. no. {3-(b)} Follow up is written it means situation is not of Ref

5. In Q. no. 4. → We are out of jurisdiction of delhi but still we will ctc Delhi ACC because in Ques. EAT DPN is given. So this EAT DPN was given by DPN ATC only. So Delhi was my current ATC and as we know we always give Tx blind call to current ATC.

a) (PAN PAN)x3 Leh twr VT-UIJ on twy B cancle dep. Req taxi back to apron due one Pax suffering from hypoxia Req medical on arrival.	VIJ Taxi via B, D Stand 5 expect medical services on Arr.
Taxi via B, D stand 5 VIJ.	
b) Leh twr VT-UIJ on twy B Req BA on Rwy.	VIJ BA medium to Poor.
BA medium to poor VIJ	GTNQ.
c) Leh twr VT-UIJ Lined up Rwy 26 getting blinding glare from snow covered mountain Req back track lineup Rwy 08.	clr backtrack lineup Rwy 08.
clr backtrack lineup Rwy08 VT-UIJ.	
d. (PAN PAN)x3 Bhuntar twr VT-UIJ sighted on our deluge due bursting of satluj river reservoir inform concern authority immediately.	
e. Alpha Control VT-UIJ Go ahead	VT-UIJ Turn 90° Left from N39.
Turning 90° left of N39 VT-UIJ.	

	b) Alpha Control VT-UIJ Psn on dev trk 90° left of W39 Ref to Rejoin W39. Will set Course DCT SP on Reaching Will ↓ to FL150 in orbit VT-UIJ.	VT-UIJ from Present Psn set Crs DCT SP on Reaching ↓ to FL150 in orbit. GTNQ:
4.	Delhi ACC VT-UID Psn SP 0720 orbit Cmplted descending to FL150. Setting Course to DPN. ETA DPN 0750 Delhi ACC VT-UID Tx blind due Rx failure Psn OHD SP descending to FL150 on Reaching Will mntn FL150 till OHD DPN ETA DPN 0750 establish in hold At ~~EAT~~ 0815 Will Commence descend in hold for FL50 then Will Carry out ILS Appch Rwy 14 Will Tx again Reaching OHD DPN.	No Reply.

5.
1) Authorised to proceed under Condition specified.
2) one zero thousand.
3) see, identify, distant, & prominent.
4) 121.5 MHz, 123.1 MHz, 243 MHz.
5) Banglore, Lucknow, Banglore
6) Flight safety msg, Flight Regulatory msg.

VT-AZA

Aditya Kumar 17

Time allowed - 25 mins Total marks :- 100

A/c Identification - VT-AZA Flight Rule - Z Type of flight - N

Type of A/c - ATR. Wake turbulence - M Equipment - S

Dep. Aerodrome - VABB Time - 0830 Level - FL180

Route - W10N BPN A791 FL180 IFR.

Dest Aerodrome - VEJS. Altn Aerodrome - VIDP.

Other info :- Chartered flight.

---

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

b) You are approaching Runy holding point that you decide to reach FL70 above the airfield before flying out.

2) ATD 08:50 you pass FL70.

3. 15 nm from VABP at your cruising level you start experiencing severe turbulence. Show progressive compliance.

4. OHD IBUDA Request descend to land.

5. Transmit the following sentences containing Abbreviation in full form :-

1) XCVR has xmtr and Rec.

2) A/c clr for FSL US in T/O Path.

3) Coords are given in Lat and Long not in dist.

4) AD VEJT is clsd TFN.,

5) LLZ is left of RCL.

Summary

1. If we are calling next ATC due current ATC is not responding then, we will start call like - whom are you calling
- who you are
- Neg ctc with Previous
- msg

2. At all level we will give (PAN PAN) call in case of severe turbulence.

5.) 1) Tranceiver has transmitter and receiver.

2) Aircraft cleared for full stop landing wind shear in Takeoff R

3) Co-ordinates are given in latitude and longitude not in distance.

4) Aerodrome Jorhat is closed till further notice,
localizer is left of runway centre line

1. a) Mumbai Gd VT-AZA on Twy B sighted indian oil fuel tanker on twy C being driven with fuel leaking from left of its outlet the vehicle is moving towards Apron It could be major fire hazard.	
b) Mumbai TWR VT-AZA Approaching Runy hldg 27 on Twy B. Rel climb OHD BBB FL70 before setting course to dest.	clr ↑ to FL70 OHD BBB
clr ↑ to FL70 OHD BBB Rel line up & dep.	
2. Mumbai Apch VT-AZA Psn OHD BBB 0900 Passing FL70 for FL140 est DOTIP 0910 est APANO 0920.	NO Reply
Mumbai ACC VT-AZA How do you read	VZA Mumbai Acc Read you 5.
Neg ctc with Mumbai Apch Psn OHD BBB 0900 Passing FL70 for FL140 est DOTIP 0910 est APANO 0920. VZA.	GTNQ.

3.	(PAN PAN) x3 Nagpur ACC VT-AZA Psn 15 ▷ FR BPL A791 FL180 Req ↓ to FL160 due severe turbulence.	VZA Nagpur Acc Clr ↓ FL160 RR.
	leaving FL180 for FL160 Wilco VZA.	
	Nagpur ACC VZA Reporting / mntng FL160.	GTNR.
4.	Nagpur Acc VT-AZA Psn IBUDA 0950 A791 FL160 est ARIVO 1000 ETA JJS 1010 Req ↓.	VZA Nagpur ACC clr ↓ FL110 ctc nxt ~~Acc~~ ATC on reaching.
	leaving FL160 for FL110 Will ctc Kolkata Acc VZA.	
	Kolkata ACC VT-AZA A791 FL110 ETA JJS 1020 Req further ↓	VT-AZA Kolkata Acc. clr ↓ ~~for~~ to FL70 ctc nxt ATC for further descend.
	leaving FL110 for FL70 Will ctc Jamshedpur twr VT-AZA.	
	Jamshedpur TWR VT-AZA A791 FL70 ETA JJS 1020 Req further ↓.	

VT-APL

Aditya Birla 21

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-APL Flight Rule - Z Type of flight - G

Type of A/c - Citation. Wake turbulence - M Equipment -

Dep. Aerodrome - VAAU Time - 0130 Level :- FL110

Route - G450 TAMID W20 BUSBO FL270 IFR.

Dest Aerodrome - VOMM Altn Aerodrome - VOBG.

Other info:- — —

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1. a) Time is 01:00:30 one VT-UID Req you for Time check.
   b) on Approaching Rwy hldg ATC clr you for T/O, As you start rolling for T/O a Rwy incursion takes place by a vehicle. Take a Radio Action and express Consequences had you ~~app~~ rolled on.

2. ATD 01:35 At 30 nm Passing FL70 you decide to change your route and proceed via DCT BUSBO to avoid WX. VAAU has no objection subject to clearance from next appropriate ATC. Seek necessary Permission.

3. You reach BUSBO.

4. At 70 DME to VOMM you Contact ATC to Report Passing FL230 for FL90 that radio failure takes place your revised ETA 03:40, EAT 03:55.

5. Transmit the following sentences Containing abbreviation in full form :-
   1) WXR is showing CB.
   2) A/c to GA due GLD on final
   3) LSR APPCH AD from NNE.
   4) Mnt tfc for safety.
   5) L/W should not not be more than PCL.

Summary

1) In Q. no-2 → VAAU has no objection

Phrase = "Neg tfc with Aurangabad"

means = There is no any other tfc with Aurangabad ATC.

2). In Q. no. 3 → In Reply msg if examiner will not give suggestion to ctc any ATC. then will call the ATC whoever is appropriate.

Because Here Chennai Control is Appropriate ATC. but in WPC Ans key there is suggestion is given, so we have to do According to that.

to ctc Hyd Acc then Hyd turn

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5) 1) weather Radar is showing cumulonimbus

2) Aircraft to Go around due Glider on final.

3) Une squall approaching Aerodrome from North North East.

4) Monitor traffic for safety.

5) Landing height ~~not~~ should not be more than Pavement classification number.

a) VT-UID VT-APL Time now zero one zero zero and halt. (0100).	GTNQ
b) Aurabad TWR VT-APL Aborting T/O Rwy 10 due Rwy incursion took place by Indigo vehicle from left to right towards Apron near intersection P2 it could have been a major accident	GTNQ
2) Hyderabad ACC VT-APL Neg tfc with Aurangabad Psn 30 DME FR AAU 0140 G450 Passing FL70 for FL110 Will alter Course from Present Psn due WX Will Reroute via DCT BUSBO FL110 Will RNW thereafter. est Xng W19 0150 est BUSBO 0200 est HIA 0210 Rev ETA MMV 0330 TEET 0300 End 0400 TAS 400 Kt Ref Permission.	
3) Hyderabad ACC VT-APL Psn BUSBO 0200 W20 FL110 est HIA 0210 est BODEL 0220 Cancelling my VFR changing over to IFR Leaving FL110 for FL270 Ref Permission.	VPL clr ↑ to FL270 *If you Loose ctc with Hyderabad ACC ctc Hyderabad ~~Apch~~ TWR

leaving FL110 for FL270 WILCO VPL.

Hyderabad ACC VT-APL PSN OHD HIA 0210 W20 FL270 est BODEL 0220 ETA MMV 0230.

No Reply.

Chennai ACC VT-APL PSN OHD HIA 0210 W20 FL270 est BODEL 0220 ETA MMV 0230.

← Correct ATC, if they don't suggest.

Hyderabad TWR VT-APL neg ctc with Hyderabad ACC PSN OHD HIA 0210 W20 FL270 est BODEL 0220 ETA MMV 0230.

4) Chennai ACC VT-APL TX blind due Rx failure PSN 70 DME to MMV W20 Passing FL230 for FL90 on Reaching Will mntn FL90 till OHD MMV Rev ETA 0340 Will establish in hold At EAT 0355 Will Commence descend in hold till FL50 for ILS appch Rwy 25 Will tx again Reaching FL90. (ISA) x2.

VT-SAC

Adhyeprem 25

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-SAC Flight Rule - I Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep Aerodrome - VERC Time - 02:25 Level - FL330

Route - W100 IIS G450 CEA W112

Dest. Aerodrome - VOPB Altn Aerodrome - VOMM

Other information:- Chartered flight

Q1. (a). ~~You~~ Upon carrying out Radio preflight check. The ATC Reply is with background sound and you have difficulty in understanding Give your response.

(b) ATD 02:25 you are passing FL100 for FL330 that you get a loud cracking sound in your receiver with a voice that is not understandable Assuming it is VERC, you try repetedly to get the message clearly but fail. Take steps to change over to the appropriate authority.

Q2. Subsequent to the situation above change over to next ATC unit and pass your message. To the query of ATS unit give reasoning reply.

Q3. You are on deviated track left of W112 as you have become non Compliant to RVSM due equipment Transponder MODEC ~~fail~~ unserviceable and had failed to get clearance from ATC at 150nm from DOPID. You monitor one AI889 in ctc with VECC. Arrange to return to track by taking help from AI889.

Q4 (a) At 70 nm to VOPB you are ready for descent from FL270

(b) Passing FL130 you experience RCF, Announce your plan.

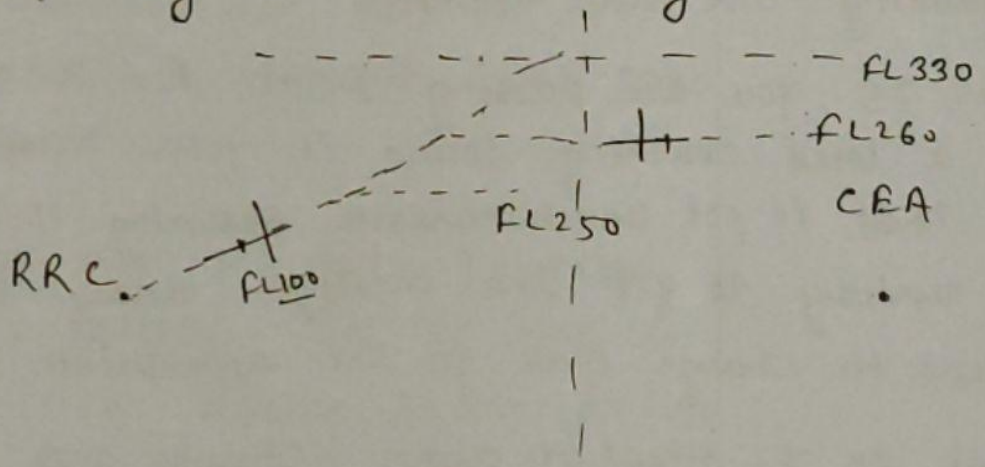
Q5. Transmit the following

1) A/c is Req dev by 17 nm due LSQ.
2) hldg over NDB DP b/w wt 3500 not Permitted
3) NC in RENL OPNS.
4) Mntn ROD 600 till Alt 5000.
5) AIRAC is issued by DGCA.

— x — x —

Summary

Q.2. There may be RCPI tfc at FL260 Released by Kolkata that's why kolkata is asking about RRC clearance.



	Tx	Rx
a)	Ranchi twr VT-SAC Read you 3.	GTNQ
b)	Rachi twr VT-SAC Passing FL100 for FL330 Readability 1 with you Changing over to Kolkata ACC Press Mike twice to Acknowledge.	GTNQ.
2.	Kolkata ACC VT-SAC Passing FL100 for FL330 est JTS 0230 est CEA 0235.	VT-SAC Kolkata ACC clr ↑ to FL250 were you not restricted till FL250 by Ranchi twr due RCPL tfc.
	clr ↑ to FL250 now. Ranchi initially clbd up till FL230 while Passing FL100 we had readability 01 with Ranchi twr Could not understand the msg and changed over to you.	GTNQ
3.	A1889 VT-SAC neg ctc with Kolkata ACC Psn 150nm FR DOPID 0250 on deviated trk 15 nm left of W112 FL335 una RVSM due eqpt will Rejoin W112 at SELMON FL270 est SELMON 0300 Req Permission Req Relay.	GTNQ.

4. a)	Chennai ACC VT-SAC Psn 70D to PPB 0400 W112 - FL270 ETA PPB 0410 Req ↓.	VAC clr ↓ to FL90
	leaving FL270 for FL90 VAC.	GTNQ.
b)	Portblair twr VT-SAC Tx blind due Rx failure W112 Passing FL110 for FL90 on Reaching Will mntn FL90 till OHD PPB Will establish in hold At ETA PPB 0410 Will Commence ↓ in hold till FL50 then Will Carry out ILS Apch Rwy 10 Will tx again Reaching FL90. (ISA×2).	GTNQ

5.

1) Aircraft is Requesting deviation by 17nm due line squall.
2) Holding over Non directional beacon DP below Level 3500 not Permitted.
3) No change in Runway End light operation.
4) Maintain Rate of descend 600 till Altitude 5000
5) Aeronautical Information Regulation and Control is issued by Directorate General of civil aviation.

VT-KOP

Aditya

Time allowed - 25 mins Total marks - 100.

A/c Identification - VT-KOP Flight Rule - Y Type of Flight - G

Type of A/c - ATR Wake turbulence - M Equipment - S

Dep. Aerodrome - VAKJ Time - 01:10 FL210

Route - W40 LLK R460 BBN W73E VFR FL110

Dest. Aerodrome - VEJS Altn Aerodrome - VIBN

Other information - Training flight.

Q1. Due Technical reason there is change in Aircraft at the last moment with Registration VT-LOP. You are ready to start engines and want to carry out 3 circuit and Landing before proceeding for your flight.

Q2. (a). ATD 01:50 Passing FL50 through cloud for FL 210 10DME FROM KKJ that you monitor one H/C D12 reporting 7 DME on R-025 to KKJ Passing FL50 for level 3000' Take necessary action.

(b) The Reply given by ATC with regard to the above situation is not acceptable to you Give reason with reference to class of Airspace and service that should have been Provided by ATC.

Q3. At 10 nm from VILK you want to mntn FL170 due turbulence. At VIBN you decide to give practice ILS Letdown to trainees.

Q4. At VIBN you carry out last ILS APCH and on turning inbound you decide to land without a full stop, take off to proceed as per flt plan. Seek permission.

Q5. Fill in the blanks and transmit the following:-

1) AIP Published by _____ Contains _____ Information of a _____ character essential to _____.

2) International NOTAM's are issued by _____ office.

3) Position Report shall be made when _____ or as soon as possible _____ Compulsory Reporting Point.

4) operation information in Routine AirReport Contains _____ & _____

— x — x —

Summary

Q1. QBI Infored =

"Mandatory IFR" is denoted in Q code as QBI.

Q2. All the CTR, CTA, TMA is the area of class D airspace

In class D Airspace —

IFR separated by IFR

IFR should have information abt VFR etc.

Q5.

AIREP

Air Report

- Position → Estimates.
- operation → ETA + End
- WX Report → Any three WX component. i.e., Temp., QNH, Dewpoint etc

Tx	Rx
a) Khajuraho TWR VT-LOP we are operating as VT-LOP instead of VT-KOP due technical stand 02 SCC POB 02. Req S/V will carry out 3 C/L before setting course for dest. ux obtained	QBI Inforced.
Cancle Req for C/L will set Crz DCT to dest VT-LOP.	GTNQ
a) Khajuraho TWR VT-LOP ATR IMC AIRPROX Safety not assured TOI 0200 one H/C 012 Reported 7 D on R-025 to KKJ Passing FL50 for A3000' PSN 10 D' FR KKJ W40 Passing FL50 for FL210 TAS 100Kt.	VT-LOP H/C 012 is a VFR flight GTNQ
b) This is class D Airspace. You should have informed abt H/C 012 VT-LOP.	GTNQ
8. Varanasi ACC VT-LOP Psn 10 D FR LLK 0300 R460 FL210 Req ↓ to FL170 due turb will carry out ILS let down due training Purpose, ETA BBN 0310. Req Permission.	VT-LOP Varanasi ACC Clr ↓ FL170 etc nxt ATC for ILS Let down Procedure.

	TX	RX
	leaving FL 210 for FL170 Will Ctc varanasi APCh for ILS let down procedure.	GTNQ
4.	Varanasi TWR VT-LOP on final ILS APCh Rwy 10 Req TGL. Will Cancel my IFR change over to VFR ↑ to FL110.	GTNQ

5.

1) AAI, General, Lasting, Air Navigation.
2) NOF. (International NOTAM office)
3) Requested by ATC, Reaching.
4) ETA, End.

C-4 6E666 Aditya 33

Time allowed- 25 mins Total marks:- 100

A/c Identification - 6E666 Flight Rule- I Type of flight- S

Type of A/c - Airbus Wake turbulence :- H Equipment - S

Dep. Aerodrome- VILK Time - 02:30 Level - FL260.

Route - W40 , KKJ W66 FL270 JJB W99 FL320

Dest. Aerodrome- VABB. Altn Aerodrome- VANP

Other info :- A/c ILS CAT II , only VHF on board.

NOTE 2 :-

Q1 a) Time is 08:05:30 IST , one VT-WGT calls you

b) As you are on taxiway ATC calls you , Answer the call and take action.

Q2 a) ATD 02:50 Passing FL70 for Filed flight Level 25 DME distance , VILK changes you to next ATC.

b) You reach VIKJ.

Q3. You are 30 nm to JJB FL270 SKC. You sighted one IAF fighter crossed at same Level about 10 nm on the left & it overtakes you and then make a sharp turn towards VEGY . make Radio Report.

Q4. You crossed OPAKA FL80 ATC calls you.

Q5. Transmit the following sentences using Correct value/word from Bold option.

1. Class A bearing is accurate within (±1, ±2, ±3) degree and psn accurate with in 5 nm.
2. (Low, medium, High) wake turbulence is MTOM of an Acft between 7000 - 136000 kg.
3. The word (Medium, Super, Heavy) is to be included after the call sign on Initial Contact for A 380
4. In case of Hijack or grave violence switch transponder mode to Code (7500, 7600, 7700).
5. During night D layer Disappears and electron density (Increase

a.	VTNGT Ifly 666 Go ahead Time now 0235 and half Ifly 666.	Ref Time check. GTNQ
b.	LLK TWR Ifly 666 GA. Cancle dep Ref taxi back to apron will wait for improvement Ifly 666.	Ifly 666 LLK TWR Hvy Rain and low vis reported GTNQ
2. a)	NNP Acc Ifly 666 Psn 25D FR LLK 0300 W40 Passing FL70 for FL260 est KA 0310 est IGONA 0320. clr ↑ to FL140 Wilco 9fly 666.	Ifly 666 NNP Acc clr ↑ to FL140 expect further climb over KKJ. GTNQ.
b)	KKJ TWR 9fly 666 Psn 04D KKJ 0330 FL140 Ref further ↑ to FL270. Leaving FL140 for FL270 9fly666.	9fly666 KKJ TWR clr ↑ to FL270. GTNQ
3.	BBN Acc 9fly 666 Airbus VMC Airprox safety not assured TOI 0340 sighted one IAF fighter Crossed at same level at 10 nm on left it overtook me and made a sharp turn towards Gaya Psn 30 nm to JJB 0345 W66 FL270 TAS 400 kts.	GTNQ

4.	BBB Apch 9fly 666 GA	9 fly 666 BBB Apch
		LVP Inforced at mumbai
	Will Continue to Land A/c Cat II APV 9 fly 666.	↑ low vis procedures.
		Ifly 666 Report IAF Rdl 219 at FL50
	Will Report IAF Rdl 219 at FL50 Will Carry out ILS Apch Rwy 14 Ifly 666.	Carryout ILS Apch Rwy 14
	Mumbai Twr 9 fly 666 IAF R219 FL50 TL to intercept 15D Arc Leaving FL50 for A3700' on ILS Apch Rwy 14.	Roger
	Mumbai Twr 9 fly 666 established 15D Arc mntn A3700'	Roger
	Mumbai Twr 9fly 666 Xng PLR 308 TR for FAC 136 Leaving A3700' for A2600'	Roger
	Mumbai Twr 9fly 666 Reporting FAF A2600' LLL + GS intercepted depending to DA	Roger.
	Mumbai Twr 9 fly 666 Approaching DA Rwy in Sight Ref Landing clearance. clr to Land Rwy 14 9 fly 666.	9 fly 666 BBB Twr clr to land 9 fly 666. GTNQ
5)		
1)	±2	
2)	Medium	
3)	Super	
4)	7500	
5)	decrease	

C-1 VT-XCV Aditya

Time allowed - 25-Mins Total marks - 100

A/c Identification - VT-XCV Flight Rule :- I Type of flight - G

Type of A/c - Bombardier Wake turbulence - H Equipment -

Dep. Aerodrome - VOHY Time - 0300 Level - FL310

Route - W20 MMV W25 FL300

Dest. Aerodrome - VOTV Altn Aerodrome - VOMM

Other info. - —

NOTE 2 — —

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1 a) Your Co-Pilot calls up Acc asks for start up. You as PIC take immidiate corrective action.

b) ATIS broadcast QNH 1005. Tower gives you QNH 1003 Anknowledge the correct one.

c. ATD 03:50 Passing FL170 estimate LIMA 0400 one of the Altimeter becomes unserviceable. You decide to continue flight and climb to FL310 Take necessary Action.

2. You reach LIMA and are changed over to next ATC you estimate BODEL 04:15, you mnt. AI 556 reporting reaching FL290 Req further climb to cruising level.

3. You inadvertently climb to FL270 Take Corrective action.

4. a. VOMM has cleared you to descend to FL120 on Passing FL220 raise appropriate ATC to Pass your Msg.

b. You reach TTR FL120

5. choose the correct Answer -

1. An ATS Route -

a. Connect one Ad to another.

b. It is a corridore to channalise the flow of air traffic.

c. Is an airway along which A/c flies.

d. Both B & C are correct.

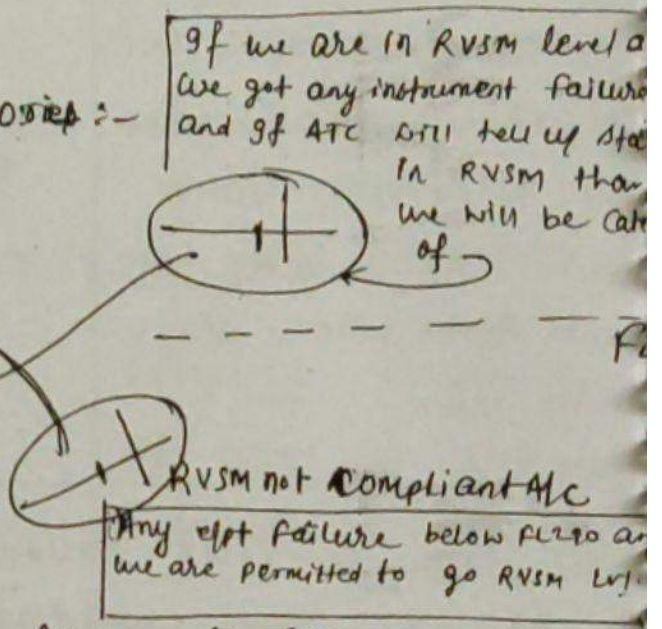
Summary

RVSM has three categories :-

i) RVSM Approved ✓

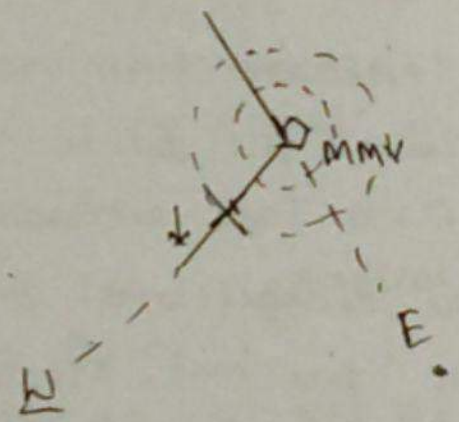
ii) Approved non RVSM

iii) Non RVSM Approved.



* If non RVSM Compliant A/c is flying in RVSM Level After end of every msg A/c will say "Neg RVSM".

4 a).



As you are clbd ↓ to FL120 so it is sure that we will be going on Wly track. that why we are on W25 not on W20.

4 b) TTR TWR VT-XCV How do you read.	No Reply.
TTR TWR VT-XCV TX blind due Rx failure PSN OHS TTR 0550 W25 FL120 est MDI 0570 ETA TYM 0520 Will transmit again reaching MDI (ISA X2)	GTNQ

5. d.

a) HIA ACC VT-XCV disregard Will ctc HIA TWR for S/U.	
HIA TWR VT-XCV stand 05 SCC POB 70 Ref S/U LX obtain.	VCV S/U APV.
S/U APV VCV.	GTNQ
b) QNH 10.03.	Correct GTNQ.
c) HIA ACC VT-XCV W20 Passing FL170 for FL210 UNA RVSM due eqpt Ref ↑ to FL310 under APV non RVSM Category.	VCV HIA ACC ↑ to FL210 expect further ↑ with next ATC RVSM not APV.
clr ↑ to FL210 expect further ↑ with Chennai ACC RVSM not APV VCV.	GTNQ
2) Chennai ACC VT-XCV • PSN LIMA 0400 W20 FL210 est BODEL 0415 est MMV 0425 Ref ↑ to FL270.	No Reply.
Air India 4556 VT-XCV ~~PSN~~ Neg ctc with Chennai ACC PSN LIMA 0400 W20 FL210 est BODEL 0415 est MMV 0425 Ref ↑ to FL270 Ref Relay.	VT-XCV standby
Standing by VT-XCV.	

		VT-XCV Alo india 455 clbd ↑ to FL250
	leaving FL210 for FL250 Ref Relay VT-XCV.	GTNQ
3)	Chennai ACC VT-XCV Inadvertantly ↑ to FL250 Ref ↓ to FL250	VCV ↑ to FL290 Xing BODEL ↓ to FL250.
	Cfm FL290 we are non RVSM Compliant VCV.	VCV ↑ to FL290 due due RCPL tfc
	leaving FL270 for FL290 Xng BODEL will ↓ FL250 neg RVSM.	
	Chennai ACC VT-XCV PSN BODEL 0425 W20 FL290 est MMV 0430 est TANGO 0440 non leaving FL290 for FL250 neg RVSM.	VCV RR FL250
	WILO VCV.	GTNQ
4a)	Chennai ACC VT-XCV on W25 Passing FL220 for FL120 est TANGO 0440 est TTR 0450	No Reply
	Chennai Apch VT-XCV How do you read	No Reply.
	Chennai ACC VT-XCV Tx blind due Rx failure on W25 Passing FL220 for FL120 est TANGO 0440 est TTR 0450 Will transmit again reaching TTR (ISA x2)	GTNQ

C-4 S24607 Aditya Kumar 41

Time allowed - 25 mins Total marks :- 100

A/c Identification - S24607 Flight Rule - I Type of flight - G

Type of A/c - Boeing Wake turbulence - Equipment - S

Dep. Aerodrome - VABB Time - 1730 Level - FL350

Route - G450 NNP W99 JJB W66 FL340 KKJ W40 FL350.

Dest. Aerodrome - VILK Altn. Aerodrome - VANP

Other Info. - Only VHF on board

NOTE 2 - VVIP Arrival Scheduled flight Between 1740 to 1755 will be delayed

---

1 a) You are ready to start engine seek expeditious departure without any delay.

b) While you are holding, received WS warning on DATIS. You initiate rescheduling your departure. ATD - 1840.

2. Due reading shows low hydraulic Px you deviated 10 nm Right of track when 20 nm to SABAP. You see hydraulic Px become normal decide to enter ATS route but ATC off the air. Proceed with necessary action.

3. While you reach VAKJ you are permitted to descend on restricted rate of descent 600 feet or less. Per minute due G8432 descending ahead of you to Land you wish to descent fast. Seek Permission.

4. On final you experienced wet micro burst.

Q5. Define the following in one sentence.

1. Heading
2. Missed Approach Procedure
3. Threshold.
4. Minimum descend altitude
5. Cruising Level.

	Tx	Rx
1a.	BBB Gnd Liteyet 4607 stand 02 SCC POB 120 Req S/V for expeditious dep before 1740 due VVIP ARR. info B.	GTNQ
b.	BBB Gnd Liteyet 4607 H.S Rwy 27. Thy c cancel dep. Req taxi back to apron due W.S warning Rev ETD 1840.	Liteyet 4607 BBB Gnd Taxi via E, P stand 5
	Taxi via E, P stand 5 Liteyet 4607.	GTNQ
2.	(All stn) x2 in vicinity of SABAP Liteyet 4607 on 121.5. DSN 20 nm to SABAP 1900 10nm Right of W99 FL355 due low hydralic Px. Hydraulic Px normal now Will Rejoin W99 at SABAP FL350 est SABAP 1910. TAS 400 kts All extn light & TACAS on keep a look out.	GTNQ
3.	BBN Acc Liteyet 4607 psn OHD KKJ 2000 FL350 Req to ↓ increase ROD to 700 FPM.	Liteyet 4607 ctc tfc ahead of you.
	Will ctc Go air 432 Liteyet 4607	
	Goair 4607 Liteyet 4607 psn KKJ. Req to increase your ROD 700 FPM.	Increasing ROD to 700 FPM Go air 432

	increasing RoD 700 FPM Liteyet 4607	
	BBN ACC liteyet 4607 Positive ctc with Go air 432 Increasing RoD 700 FPM.	GTNB
4)	LLK TWR Lite jet 4607 experienced wet MB strong downdraft Hvy Rain Lightning thunderstorm lost height ~~to by~~ 500 ft vis reduced to 50 m on Final Rwy 25 2 nm 1500' Ldg is difficult initiating GA & MAP.	

5.

1) Heading –
The direction in which longitudinal axis of A/c is Pointing

ii) MAP :-
The Procedure is to be followed when Approach Can't be Continued due to any reason.

iii) Threshold :-
Begining Portion of Rwy usable for landing.

iv) Minimum descend altitude :-
Altitude below which descend may not be made without visual reference in non precision approach

v) Cruising level :-
The significant level flown during the flight

C-2 AI292 Aditya Kumar

Time allowed - 25 mins Total marks - 100

A/c Identification - AI292 Flight Rule - I Type of flight - [redacted]

Type of A/C - Airbus. Wake turbulence - M Equipment - S

Dep. Aerodrome - VIDP Time - 01:00 Level - FL310

Route - R460, BBN W44, PPT G336

Dest. Aerodrome - VIKT (Kathmandu) Altn Aerodrome - VIBN

Other Information - REG/ VT-EDC.

NOTE 2 :-

---

1 a. While the embarkation of Pax is in progress, ATC calls you Answer the call & take action in Compliance to Rule and Inform ATC.

b. You are approaching Runy Holding Position. you sight landing the boeing on short final. ATC Permit you to line up after the tfc. Acknowledge the clearance

c. you are ready for Take off

2. a. ATD 02:30 Passing lvl 3500 you want to return to VIDP and hold due tech reason.

b. In Compliance to ATC clearance received abv you reach DPN. you want to climb to FL100.

3. you reach KADAS. ATC calls you. Answer the call and take action to continue the flight.

4. you have crossed KADAS Take necessary action with appropriate ATC as per rules.

5. Choose the Correct answer -

1. UTC Time signal can be obtained from

a) ATC

b) ARO.

c) All india Radio

d) IMD.

	Tx	Rx
1. a)	Delhi Gnd Air india 292 GA Will Stop further embarkation of PAX Ref health officer Airindia 292	Air India 292 Delhi Gn Suspected Pax of swinefl has boarded the A/c GTNQ
b)	Clr line up behind the on final Airindia 292.	GTNQ
c)	Delhi Twr Air india 292 lined up Runy 10 Ready for dep. clr T/o Runy 10 Airindia 292.	AI292 clr for T/o Runy 10. GTNQ
2. a)	Delhi Twr Air India 292 Passing A 3500 Will Return to delhi due tech. and hold over DPN Req further instruction. Setting crl to DCT ALI Will Return to DPN and hold at FL70 Air india 292.	AI 292 set crl to DCT ALI then return to DPN and hold at FL70. GTNQ
b)	Delhi Twr Air india 292 Hldg over DPN FL70 Req ↑ to FL100 in hold	Air india 292 clr ↑ to FL100.

	TX	RX
	Leaving FL100 for FL100. Air India 292.	GTNQ
3.	Delhi ACC Air India 292 GA	Airindia 292 R460 Clbd beyond Lucknow day intention.
	PSN KADAS 0300 R460 FL310 Will alter crz from LLK Will. Reroute via G598 to KTM est LLK 0310 est APIPU 0320 Rev ETA KTM 0500 Rev Altn - PPT. TEET-0300 End 0400 R-TAS-400kt Req Permission Air india 292.	Rerouting APV.
	Rerouting APV Air india 292	GTNQ
4.	BBN ACC Airindia 292 Psn crossed KADAS 0305 R460 FL310 will transit through your airspace at FL310 est LLK 0315 est APIPU 0325 ETA KTM 0500 TAS 400 kts Req transit clearance	FL310 not avbl with BBN ACC.
	Req ↑ to FL330 Airindia 292	Check FL290 with DPN ACC.
	Will check FL290 with DPN ACC Air india 292.	
	DPN ACC AI292 FL310 is not avbl with BBN Req ↓ to FL290.	

(-)

AI480

Adigpur 49

Time allowed - 25 mins Total Marks = 100

A/c Identification - AI480 Flight rule - I Type of flight - S

Type of A/c - Airbus Wake turbulence - M Equipment - S

Dep. Aerodrome - ABUDHABI Time - Level - FL350

Route - G452 DPN R460.

Dest Aerodrome - VECC Altn. Aerodrome - -

Other Info-

NOTE 2 NOTAM - G452 closed from 0100 to 0200

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1. a. you cross RK & est TIGER 0100.

   b. LUN off the air & you are holding over LUN.

2. you are 2 min away from SSB ATC inform you about closure of Kolkata Airport.

3. you cross SSB for delhi passing FL290 you are high on approach.

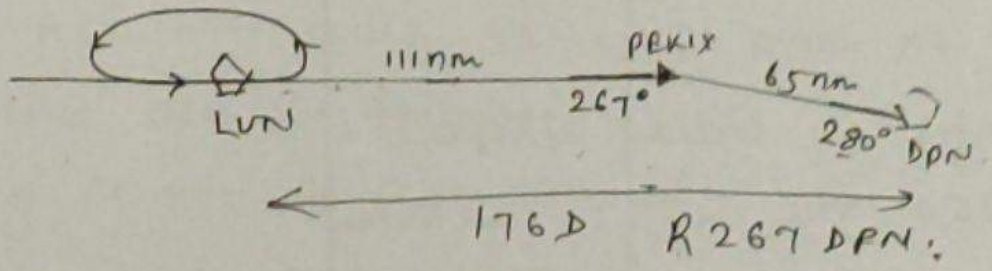
4. ETA DPN 0230. you are passing FL250 for FL50 for ILS Approach Runy 10 experience RCF

5. Transmit the following sentences given in English, in aviation language and use proper phrases / phraseology as and where required

   1. VT-HIP watch out for a Glider flying near Aerodrome
   2. IT 3321 runway surface is sleppery be careful
   3. Jodhpur VT-EDL what are your operational hour
   4. Delhi VT-LOM yes we are approved for RVSM.
   5. Madurai VT-BNJ we are established on VASIS.

Summary

1.-b)



In Question if it is given that

LUN off the air
BBB off the air
DPN off the air

} Ground eqpt not working

&

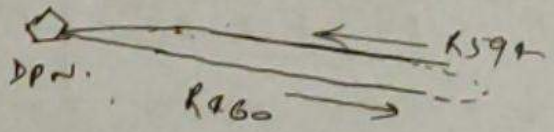
VOR unsvcbl → A/c eqpt not working

then, we have to change IFR to ~~VOR~~ VFR

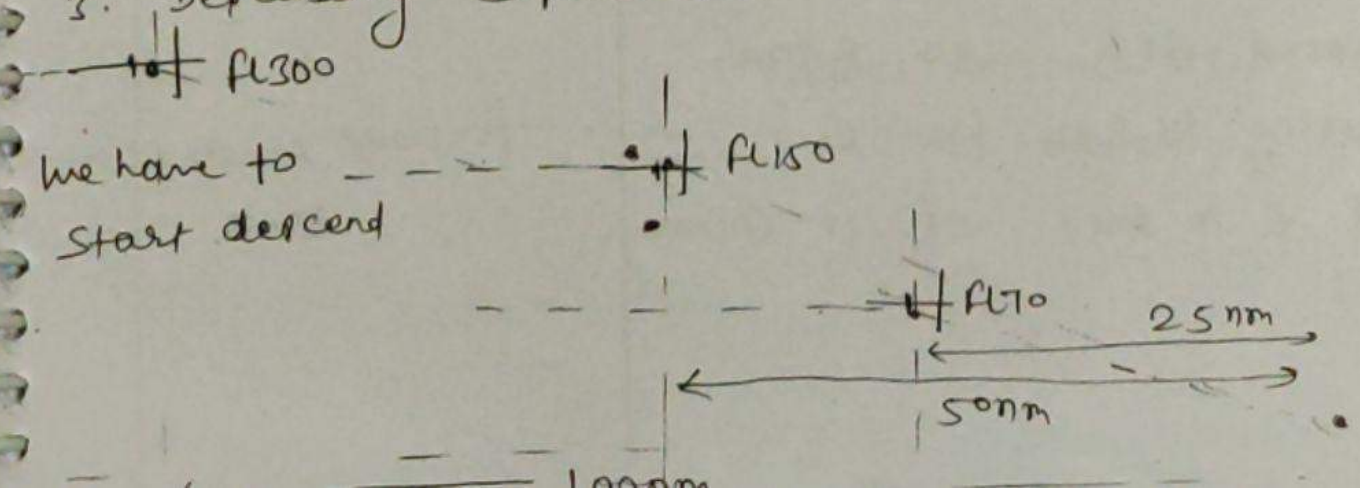
Considering VOR as a primary VFR instrument

→ If instrument failure and we have to fly in IMC then the situation will be urgency (PAN PAN).

2., 3., → If we were flying on R460 then for returning we have to use R594, but if we are placed at R594 then we will return at this route only.



3. Descending procedure -



Tx	Rx
1) a) Delhi ACC Air india 480 Psn crossed RK 0050 G452 FL350. Will enter in indian airspace at FL350 via G333 due NOTAM est TIGER 0100 est LUN 0110 Rev ETA CEA 0300 TEET 0300 End 0400 TAS 400 kts Rel entering Permission with authority number YA125	GTN Q
b) Delhi ACC Air India 480 Hdg at 176 D to DPN at FL350 on G333 / R267 to DPN due LUN off the air	GTN Q
2) Delhi ACC Air india 480 Psn Crossed SSB R594 0200 FL350 will land at delhi due CEA AP clsd ETA DPN 0220 Rel ↓.	Compliance as per ATC clearance
3) Delhi ACC Air india 480 Psn crossed SSB 0210 R594 Passing FL290 for FL ___ Rel ↓ in hold or to increase RoD.	← Previous cleared level

	Tx	Rx
4.	Delhi Ace Air india 480 Tx blind due Rx failure Passing FL 250 for FL50 on reaching Will mntn FL50 till OHD DPN Will establish in hold AT ETA 0230 Will Commence ↓ in hold over VOR till FL50 then Will Carry out ILS Apch Rwy 10. Will Tx again Reaching FL 50. (ISA) x2.	

5.

1) VT-HIP excercise Caution Glider flying in vicinity of aerodrome
2) IT-3221 Runway Surface wet Caution.
2) Jodhpur VT-EDL Rep watch hour.
4) Delhi VT-LOM Affirm RVSM Apv.
5) Madurai VT-BNJ mntn VASIS.

↓

Visual Approach Slope Indicator System.

Time allowed - 25 mins Total marks - 100

A/c identification - VT-ASE Wake turbulence - Equipment -

Type of A/c - Boeing Type of flight - Flight rule -

Dep. Aerodrome - VEBN. Time Level - FL260

Route - R460 LLK R594

Dest. Aerodrome - VIDP Altn Aerodrome - VILK

Other info -

NOTE: 2 -

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1. Obtain Radio check.

2. Obtain S/U.

3. You are back track Rwy 27. You sighted flying club A/c on final with one engine failure TORA is enough for you to take off OK for departure from present position.

4. a) You are passing FL50 for FL160 make a request for cruising FL260.

b) You sighted traffic crossing you.

5) Same at A1480.

Summary

3. If in Question, it will not given that ask for dep from present position then we will inform only and vacate the Rwy ~~not~~ & won't give (PAN PAN) call.

	Tx	Rx
1.	BBN TWR VT-ASE on 118.1 How do you read.	✓
2.	BBN TWR VT-ASE Stand 02 SCC POB 110 Req S/U WX obtain	
3.	(PAN PAN) x3 BBN TWR VT-ASE back track Rwy 27 near intersection P1 Req immediate dep. due flying club A/c with one engine failure on final.	✓
4. a)	BBN APCH VT-ASE Passing FL50 for FL160 Req further ↑ to FL260.	VSE Rcpt tfc at FL170.
	Will ↑ & maintain FL160 till clr of the VT-ASE.	
b)	BBN ACC VT-ASM mntn FL160 Rcpt tfc in sight clr of each other Req further ↑ to FL260	

Time allowed - 25 mins Total marks :- 100 Aditya Pur 57

A/c Identification - VT-GBN Flight Rule - Type of flight -

Type of A/c - Wake turbulence - M Equipment -

Dep. Aerodrome - AAE Time - Level - FL310

Route - W13 UUD W13N UKABAB DCT JAIPUR.

Dest Aerodrome - JJP Altn Aerodrome -

Other info -

NOTE 2 :-

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1. You have started your engine & one PAX found short from manifest list contact appropriate. other than dispatch

2. Due above situation briefs to your Passenger.

3. obtain S/U.

4. You are passing FL170 but your Co-Pilot report FL130 in altimeter.

5. Runway insight take necessary action.

6. Transmit the fill the appropriate aviation word.

   1. ITU stands for _____ Headquarter at _____.
   2. ATC Service are _____ A/c to A/c services _____.
   3. Inter Pilot frequency are. _____.
   4. In HF Communication we use _____ & _____.

Summary

1. If it is written only Contact Appropriate authority then we will Contact dispatch only.

3. If ~~some~~ we get new POB or any change in POB due any reason then we will say "POB NOW" in S/W call.

	TX	RX
1.	AAE TWR VT-GBN Stand 02 Switching off Engines due one Pax short from manifest list will inform Company dispatch.	
2.	Ladies and Gentlemen this is your captain Aditya Kumar speaking from Cockpit we are expecting a short delay dep due one Pax short from manifest list security will take some time, inconvenience regreted, Thank you for your Patience.	
3.	AAE TWR VT-GBN Stand 02 SCC POB NOW 120 Req S/U info D.	VBN S/U APV.
	S/U APV VBN.	
	AAE TWR VBN Stand 02 Req taxi info D.	VBN AAE. TWR. taxi via A, E, F H.S Rwy 15
	Will taxi via A, E, F H.S Rwy 15 VBN.	
	AAE TWR VBN H.S Rwy 15 Req line up & dep.	VBN clr lineup Rwy 15.

	TX	RX
	Clr line up Rwy 15 VBN	~~Good~~.
	AAE TWR VBN Lined up Rwy 15 Ready for departure	GTNQ.
4. a)	AAE ACC VT-GBN unsure of FL due altimeter erratic will land back at AAE Req Permission.	VTGBN clr to AAE Report when Airfield in Sight
	clr to AAE Wilco VT-GBN.	GTNQ
b)	AAE TWR VT-GBN Rwy in Sight Req Landing Permission.	VT-GBN VASIS OPR clr to Land Report after Ldg.
	VASIS OPR clr to Land Wilco V-T-GBN.	
	AAE TWR VT-GBN Landed safely on Rwy 10 1030 vacating via B1 Req taxi	
5.		
1)	International Telecommunication	Network, Geneva, (Switzerland)
2)	Ground to Air, Air to Air.	
3)	122.15.	
4)	Primary, Secondary frequency.	

VT-IIO

Aditya 61

Time allowed - 25 mins

Total marks :- 100

A/c identification - VT-IIO

Type of flight -

Flight Rule -

Type of Aircraft - Boeing

Wake turbulence - M

Equipment - S

Dep. Aerodrome - AAU

Time

Level - 130

Route - G450 NNP N895

Dest Aerodrome - BBS

Altn Aerodrome - -

Other info :-

NOTE 2 :- NOTAM - ABOVE FL110 AAU IS CLSD. TFN

1. you decided to climb OHD FL70 before setting course Ref S/U.
2. you are taxing and you have seen a tractor pulling out an A/c near the intersection & navigation light of A/c are unserviceable.
3. ATD 03:45 Take necessary action at you departed AAU.
4. you reach Mumbai Kolkata FSR Ref descend.
5. AIRAP is given by the _____ at designated Point or _____.

Summary

4) Descend format - "Position with estimates"

Req ↓

Tx	Rx
1) AAU TWR VT-110 stand 02 SCC POB 100 Req S/U will ↑ to FL70 OHD AAU before setting crl to dest. WX obtained. S/U APV VT-110.	VT-110 S/U APV..
2) AAU TWR VT-110 on taxi way B sighted a tractor pulling out an A/C near intersection P1 nav lights of that A/C unsvcbl.	
3) AAU APCH VT-110 PSN OHD AAU 0400 FL70 Req ↑ to FL190 xng SOD FR AAU will RNN est DUBOX 0410 est NINAT 0420.	
4) Kolkata ACC VT-110 PSN IKOSI 0500 N895 FL130 est MIKE 0510 ETA BBS 0520 Req ↓.	

Time allowed - 25 mins Total marks - 100.

A/c identification - VT-YAB Flight Rule - Z Type of flight - I

Type of A/c - ATR Wake turbulence - M Equipment - S

Dep. Aerodrome - VEBS Time - 0130 Level - 140

Route - W49 KKJ W40 LLK R594 FL180 IFR.

Dest Aerodrome - VIDP Altn Aerodrome - VILK

Other Info. - Chartered flight.

NOTE 2 -

---

1 a) You are taxing out that you see one A/c Parked on disused Runy being hit by a vehicle damaging its wing tip. Give full details of the incident to ATC.

b) You are lined up and holding due another A/c having T/O just in front of you. Seek Permission for T/O as you see the tfc.

2. ATD 02:25 you reach OTARA and experience turbulence. You decide to change your cruising Level

3. You have crossed Kolkata Mumbai FIR boundary show Compliance to mandatory requirement

4. a) You reach VILK seek permission to effect your flight plan.

b) You are 10 nm to SSB Passing FL60 for FL50 that one Pax faints. You want to make direct ILS Approach

5. Transmit the following statements Containing abbreviation in full form -

1) WPC holds exam for RTR (A) Cop.
2) Pkg is poss btn the two Afc.
3) RENL are svcbl but Instst is low.
4) Mntn RoD 600 till Alt 5000.
5) AIRAC is an imp Publication.
Aeronautical Information Regulation and control.

	TX	RX
6)	(PAN PAN) x3 Delhi Apch VT-YAB One Pax fainted Rel straight in ILS Apch Psn 10D to SSB Passing FL60 for FL50 Rel medical assistance on Arr.	GTNQ

5.
i) Wireless planning Co-ordination Wing holds exam for Radio telephony Restricted Aeromobile Certificate of Proficiency.
ii) Parking is Possible between two Aircrafts.
iii) Runway end lights are serviceable but intensity is low
iv) Maintain Rate of descend 600 till Altitude 5000
v) Aeronautical Information Regulation and Control is an important

	Tx	Rx
1 a)	BBS TWR VT-YAB on twy B sighted one Go air Aircraft Parked on disused Rwy being hit by air India vehicle damaged its left wing tip vehicle is moving towards Apron.	
b)	BBS TWR VT-YAB lined up Rwy 25 departing the in sight will mntn visual separation.	VAB clr T/O mntn own separation
	Clr T/O Wilco VAB.	GTNQ
2.	Kolkata Acc VT-YAB Psn OTABA 0300 Wxq FL150 est IBUDA 0310 est KKJ 0320 Req ↓ FL120 due turb.	VAB Report your Rdl.
	Rdl 310 BBS VAB.	Intercept Rdl 219 then ↓ to FL120. Passing FL130 RMN.
	TL to intercept Rdl 219 BBS then ↓ to FL120 Passing FL130 will RMN VAB.	
	Kolkata Acc VAB intercepted Rdl 219 BBS leaving FL150 for FL120.	

TX	RX
Kolkata ACC VAB Passing FL130 for FL120 TR to RNN.	GTNR
3. KKJ TWR VT-YAB psn crossed IBUDA 0310 W49 FL120 will transit through your airspace at FL120 est entering CTR 0320 est KKJ 0325 est exit CTR 0330 est IGONA 0340 ETA DPN 0500 TAS 200 kts Req transit clearance	VAB Clr to transit through KKJ Airspace at FL160
UNA ↑ to FL160 due VFR VAB	Transit through KKJ CTR on Rdl 120 KKJ at FL120.
Will transit through your CTR on Rdl 120 KKJ at FL120 Req Change over to Nag Acc.	gf examiner won't say GTNR
NNP ACC VT-YAB Clr to transit through KKJ CTR on Rdl 120 KKJ at FL120	GTNR
4.a) LLK Apch VT-YAB psn OHD LLK 0400 FL120 est JAL 0410 est SSB 0420 cancle my VFR changing over to IFR leaving FL120 for FL180 Req Permission.	GTNR

Time allowed 25 MINS Total marks- 100

A/c Identification- AI 178 Flight Rule- Type of Flight-

Type of A/c- Airbus · Wake turbulence - Equipment-

Dep. Aerodrome- VIDP Time - Level- FL310

Route - R460 LLK G598 SIM G336

Dest Aerodrome- KATHMANDU Altn Aerodrome

other Info.

NOTE 2:-

---

1 a) You are taxing & cabin crew inform you 2 Pax fighting & 1 Pax bleeding..

b) After 40 mins you are ready for S/U.

2. over KADAS you experience sudden decompression

3. 40nm from VILK, LLK Airspace is clod, Take action & change over to next ATC.

4. AT FL 90 Request further descend.

5. Transmit the following abbreviated form into full form

1. AWY
2. EXR.
3. CTN.

2. If it is given that "Passing FL 200 Pressurization Normal"

then,

we will call -

Delhi ACC Airindia 178 on 121.5 cancel may-day Pressurization normal. will continue as per filed flight plan PSN KADAS 0220 R460 Passing FL210 for FL310 TAS- 400 kts est LLK 0230 est ADIPU- 0240.

	Tx	Rx
1 a)	(PAN PAN) x3 DPN Gnd Air india 178 on twy c Two Pax are fighting one Pax is bleeding Cancle dep Ref taxi back to Apn Ref medical assistance & security on Arr.	Taxi via E, D stand 5 Security & medical services on the way.
	taxi via E, D stand 5 Air india 178.	GTNQ
b)	DPN Gnd Air india 178 stand 5 SCC POB 120 Ref S/U info B.	S/U APV.
	S/U APV Air india 178.	GTNQ
2.	(May day) x3 Delhi ACC Air india 178 on 121.5 experiencing sudden decompression descending to FL90 PSN KADAS KADAS R460 Passing FL300 TAS - 400 kts POB - 110.	GTNQ
3.	BBN APCH Air india 178 PSN 40 D FR LEK 0220 G598 FL90 Will land at BBN due sudden decompression & due LEK airspace clbd: ETA BBN 0240 Ref Permission	

	TX	RX
4)	BBN APCH Air india 178 FL90 ETA BBN 0240 Ref further ↓.	

Total marks - 100 Time allowed - 25 mins

A/c identification - VT-APD Flight Rule - I Type of flight - N

Type of A/c - Challenger Wake turbulence - M Equipment - S

Dep. Aerodrome - OMDB (DUBAI) Time - 0100 Level - FL350

Route - G452

Dept. Aerodrome - VEDP Altn Aerodrome - VECC

Other Info - Chartered flight.

NOTE : 2 -

1.) You est TIGER 0345. Provide all the infmn to appropriate authority as required by rules and appropriate time.

2) a) LKA has gone off the air. Report your position over the location with help of radial and dist.

b) At 90 DME dist you are ready for descent.

3) Due severe TS over VIDP you had been holding at the Point of clearance limit since long and are nearing the limit of holding. obtain necessary infmn and take decision.

4) You reach KADAS at FL70 you want to climb to FL3

5) Transmit the following sentences with appropriate missing aviation word.

1. Aerodrome Reference Point is designated ____, ____ of an aerodrome

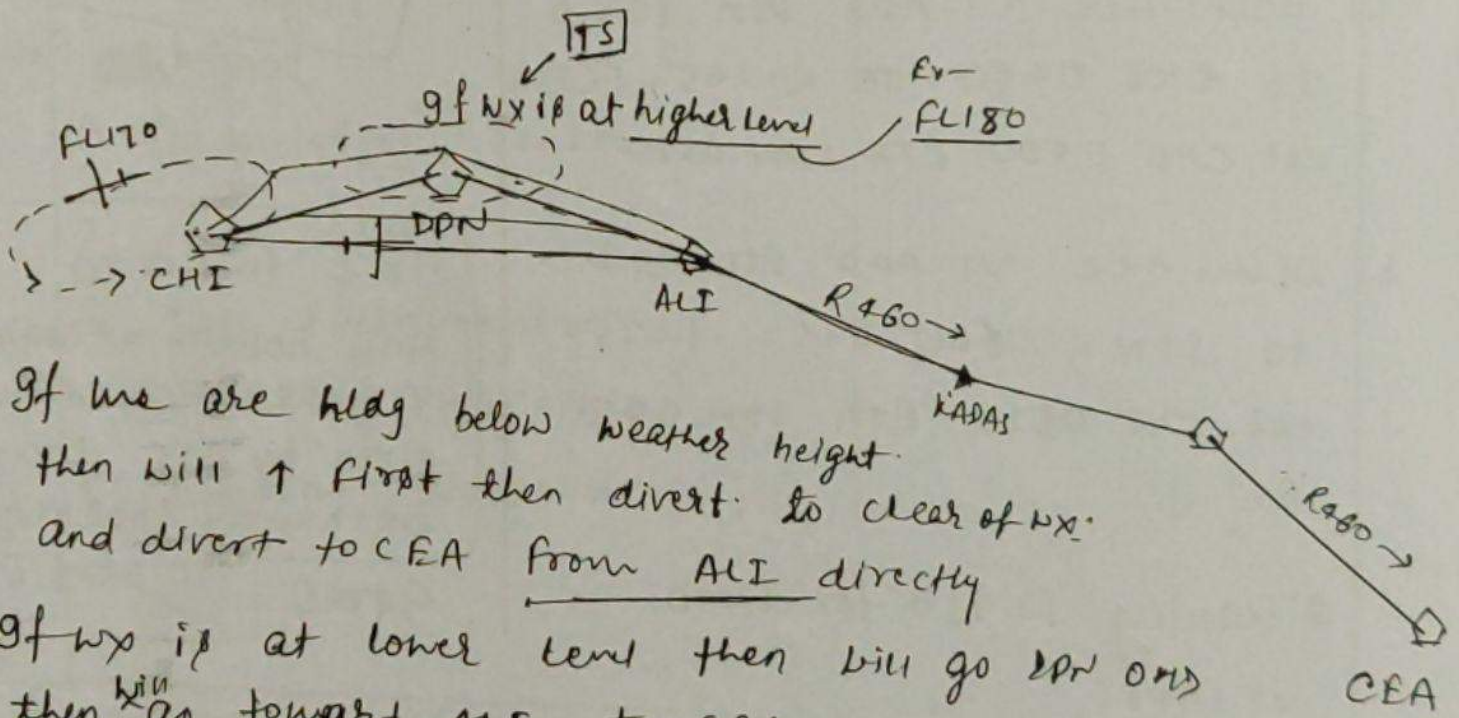
2. Position at which taxiing A/c & vehicles shall stop untill further cleared by ATC is ____ ____ Position

3. Runy used for operation of a/c using visual approach procedures is called ____, ____ Runy

4) Aeronautical beacon used to designate a danger to air navigation is _____, _____.

5) Device that indicates visually the direction of landing and take off is _____, _____ indicator.

Summary



If we are hldg below weather height then will ↑ first then divert to clear of WX and divert to CEA from ALI directly

If wx is at lower level then will go DPN OMS then will go toward ALI to CEA

* International flight can't be hand at AP, not having custom service.

TX	Rx
1) DPN ACC VT-APD PSN 40nm to TIGER 0335 9452 FL350 Will enter in your Airspace at FL350 est TIGER 0345 est LKA 0355 ETA DPN 0430 TAS400 KH Ref entry clearance with authority no. YA123.	According to ATC Reply we will estimate our psn and flight level Depend on Examiner
2a) Delhi ACC VT-APD PSN 135D to CHI 0450 on R-265 FL350 est CHI 0500 ETA DPN 0510.	
b) Delhi ACC VT-APD PSN 90D to DPN 0500 9452 FL350 est CHI 0510 ETA DPN 0520 Ref ↓:	clr ↓ to FL170 [Any holding at certain flight level would be given by ATC, then we will apply that Hldg PS in next Q]
6' leaving FL350 for FL170 VT-APD.	GTNQ
Delhi ACC ← (Depends on what height we have cleared in hldg) VT-APD Hldg over ____ FL ___ Reaching fuel exaustion limit Req Wx info & trend.	If they will say → Wx is not likely to improve.
Will divert to CEA via DPN R460 est DPN ____ est ALI ____ ETA CEA 0800 TEET 0400 End 0500 TAS 300kt VT-APD	

4.)	LKK APCH VT-APD PSN KADAS 0700 R460 FL170 est LLK 0710 est BBN 0720 Ref ↑ to FL330. Will ctc DPN ACC for further ↑ VT-APD.	ctc next ATC for further ↑.
5.)	~~[illegible]~~ est 1) Geometrical, Centre 2) Hold, short. 3) non, instrument 4) Hazard, beacon 5) Landing, direction.	

Time allowed- 25 mins Total marks - 100

A/c Indentification - VT-UIJ Flight Rule - I Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Ad - VILH Time - 0830 Level - FL300

Route - W39 DPN W20S AKELA DCT GWA FL250.

Dest Ad - GWR Altn Aerodrome -

Other Info -

NOTE 2 - Contact Alpha ctrl outside North of VIDP.

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1 a) QNH is out of subscale of altimeter take immediate action

b) During taxing out for dep. you want to know the effect of brake on runy.

c) Dep Runy 26 S/W calm as your are lineup white snow covered mountain give a blinding glare. TA for a safe T/O.

2) you are at LELAX Alpha control not responding FL310 Pax has fallen sick decide to divert to Pathankot say your intention.

3) a) you are passing FL70 for FL50 in and out through cloud take appropriate action.

b) you have departed from Pathankot for chandigarh, ATC instruct you to cross VID 126 at or above 9000 ft but you are unable suggest your plan.

4) At Gwalior you are passing FL70 for FL50 ILS Runway block due disabled A/c instrument, Runy is available Take Necessary action.

a) Leh twr VT-UIJ Rel QFE QFE 1011	QFE 1011 correct GTNQ
b) Leh twr VT-UIJ on twy B Rel BA on Rwy.	
c) Leh twr VT-UIJ Lined up Rwy 26 Rel back track line up Rwy 08 for dep due getting blinding glare from snow covering mountain.	GTNQ
2) (PAN PAN)x3 Pathankot TWR VT-UIJ req ctc with Alpha ACC psn LELAY 0900 W39 FL310 will divert DCT PK due Pax has fallen sick ETA PK 0910 Rel medical assistance on Arr.	GTNQ
3.a) Pathankot TWR VT-UIJ IMC Passing FL70 for FL50 through cloud Rel ILS APCH.	

b) Pathankot TWR VT-UIJ dep PK UNA to X VLD126 at A9000' Will Reroute via DCT BNR W35 CHG FL210 Will RNN. est BNR 1010 est CHG 1020 Rev ETA GWA: 1200 TEET 0400 End 0500 TAS 200 kts Rel Permission.

4. GWA TWR VT-UIJ Passing FL70 for FL50 Will ~~an~~ Carry out visual. Apch due instrument Rwy not avbl Rel ↓ to circuit altitude

Adityepur 81

Time allowed - 25 mins Total marks - 100

A/C identification - VT-GTI Flight Rule - I Type of flight - N

Type of A/C - Bombardier Wake turbulence - M Equipment - S

Dep. Aerodrome - VIGR Time - 0530 Level - FL270

Route - DCT KKJ W33 BBN R460

Dest Aerodrome - VEGY Altn. Aerodrome - VIBN.

other info - Chartered flight.

NOTE 2 -

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1. ATD 0530 Passing 3500 Co-Pilot inform that his FDTL will expire mid flight. inform ATC of your Proposed action giving reason Agree to the Suggestion of ATC.

2. You are Passing FL90 through rough WX and est KKJ 0340 FL130 climbing. obtain necessary clearance from appropriate authority

3. You are 50nm from VIBN FL270 that you start experiencing Severe turbulence and transponder mode c stops working. VIBN ATC channel is heavily occupied. Take appropriate action and show Compliance to the requirement of ATC.

4. You are holding over VEGY FL70 waiting for Rwy to get cleared of a disabled A/c that you are left with 7 min to fuel exhaustion limit at the dest

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

1. In RT Standby means ____ and ____

2. In RT "Control" is suffix to ____, ____, ____

3. q.w is _____ of _____ Airway.

4. In AIP Section of RAC relate to _____ & _____ service.

5. Airway is a _____ in the form of a _____ having _____, _____.

6. In AIP Section Map relates to _____, _____, _____

Summary

below FL100 we Can't exceed TAS 250kts due class of Airspace & Air Traffic management

1)a.	GWA TWR VT-GTI Passing A3500 Will land back at GWA due FDTL Ref permission clr to GWA Will carry out visual Apch VT-GTI	clr to GWA & carry out visual Apch
	GWA TWR VT-GTI Rwy in sight Ref ↓ to circuit altitude for visual Apch	GTNR
2b)	KKJ TWR VT-GTI IMC Passing FL90 for FL270 Time 0820 Will join W33 at KKJ FL130 est KKJ 0840 est BHITI 0850 ETA GGC 0900 TAS 200 kts Ref joining Clearance	
3)	(PAN PAN) X3 BBN ACC VT-GTI PSN 50 D FR BBN R460 FL270 experiencing severe turb Ref ↓ to FL250 leaving FL270 for FL250 VT-GTI	clr ↓ to FL250
4)	Gaya twr VT-GTI Hldg over GGC FL70 Ref estimation of Rwy availability.	VT-GTI delay not determined.

Will divert ~~BBN~~ Altn BBN via. R460 At FL 80 ETA BBN 1000 TEET 0200 End 0400 TAS 200 Kts

5.

1) Wait, I'll call you.
2) Area, Control, Centre
3) IATA code, Jet.
4) Air, Air traffic
5) Controlled, corridore, Nav, aid.
6) Aeronautical, Chart, Publish

Aditya Jain 85

Time allowed - 25 mins Total Marks - 100.

A/c identification - G8-675 Flight Rule - I Type of flight - S

Type of A/c Boeing Wake turbulence - H Equipment - S

Dep. Aerodrome - VOPB Time - 02:30 Level - FL320

Route - P761

Dest. Aerodrome - VOMM Altn Aerodrome - VIDX.

Other info - Only VHF on Board.

NOTE 2 -

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1 a) As you start rolling for departure. You see buffalo ahead. ATD 06:30.

b) You are 70 SME dist PPB passing FL140 climbing FL160 obtain further instruction.

2. Over SADAP you had seen heavy WX ahead and had deviated 30 nm North of track under RCF condition. While still flying away from WX you monitor one VT-PKC which is in contact with VOMM ATC. Take further action as you intend to continue fly avoiding WX.

3. a) Communication is normal with ATC and you are still on deviated track. As you enter TMA, you start experiencing severe turbulence. ATC channel is heavily occupied.

b) Turbulence continues and you decide to descend further by 2000 ft

4. On final you experience wet microburst

5. Transmit the following sentence using true and false only -

1) If emergency condition exist switch transponder mode to code 7600.

2) A signal made by Radio telegraphy consisting of the group SOS (···---···) in morse code.

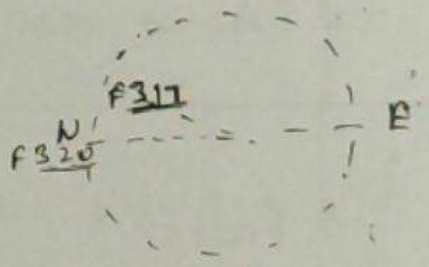
3) The layer of positive charged particles caused due presence of UV Rays called Ionosphere

4) frequency Range 2-4 GHz is known as C band.

5) Bearing measured from magnetic North is true bearing.

Summary

2.- If we are placed on deviated due WP trk then we will apply RVSM WX contigency before saying flight level and as soon as we are get in ctc with ATC we will climb / descend to Route level.

a)	PPB TWR Go air 675 on T/O Roll Rwy 28 Aborting T/O due buffalo crossing Rwy from left to Right stopping slowly Rel further instruction.	GTNQ
b)	PPB TWR Go air 675 Psn TOD FR PPB passing FL140 for FL160 Rel further ↑ to FL310 Will ↑ & mntn FL160 till clr of tfc Go air 675.	Go air 675 Rcpl tfc at FL170
2)	VT-PKC Go air 675 neg gtc with MMV ACC Psn 220D TO MMV Rdl 090 30 nm North of P761 FL317 due WX will continue offset till clr of WX Rel ↑ to FL320 Rel Relay.	
3. a)	(PAN PAN) V3 MMV ACC Go air 675 Psn 30 nm North of P761 enteoing TMA boundary FL220 UNA RVSM due Severe turbulence Rel ↓ to FL280. Leaving FL320 for FL280 Go air 675.	clr ↓ to FL280

b)	MMV ACC Go air 615 still experiencing Turbulence Req ↓ to FL260 Leaving FL280 for FL260 Go air 615.	clr ↓ to FL260
4.	MMV TWR Go air 615 experiencing wet MB ~~severe~~ strong down draft HVy Rain Lightening TS vis reduced to 50m Loot height by 150 ft on final Rwy 25 @ 1500' 3 miles FR Rwy THR Ldg is difficult initiating GA & MAP.	

5.

i) False

ii) True

iii) True

iv) False

v) False.

Time allowed - 25 mins

Total Marks - 100

A/c Identification - VT-UKL Flight Rule - I Type of flight - N

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - VEBS Time - 0200 Level - FL410

Route - N895 BUBKO W112

Dest Aerodrome - VOPB Altn Aerodrome - VOVZ.

Other Info - —

NOTE 2 :- —

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1 a) You are Parked in technical area and ready to start engine and want to carry out high Power start up.

b) Continue with the above situation.

2. You are taxing out and flying club training A/c VT-VVI crosses you on your Right and there is smoke coming out from its tyre take necessary action render help when required.

3. a) You have reached BUBKO on your filed flight Level there is widespread of major CB below you and your MODE S transponder has failed. Take necessary action and Permission.

b) Your MODE S transponder is operational now request descent to initial level.

4) You are ~~on~~ deviated track 30 nm Right of W112 You have reached Kolkata / Chennai FIR boundary you decided to continue offset till PTGI. You are not able to contact Kolkata.

	Tx	Rx
1a)	BBS TWR VT-UKL on Tech area stand 02 SCC POB 02 : Req high Power S/U : Lx obtained	VT-UKL High Power S/U not APV GTNQ
b)	BBS TWR VT-UKL Tech area Stand 02 SCC POB 02 Req S/U Lx obtained	S/U APV
	S/U APV VT-UKL	GTNQ
2)	(PAN PAN) X3 BBS TWR VT-UKL on twy R sighted a flying club training A/C crossed up on Right smoke coming out from lft tyre Rush RFS immediately.	VT-UKL neg ctc with VT-VVC fire tender on the way
	Will Relay msg VT-UKL.	
	VT-VVC VT-UKL Relaying msg for BBS TWR fire tenders on the way smoke coming from your tyre stop slowly at Present psn.	

	TX	RX
3.a)	CEA ACC VT-UKL psn BUBKO N895 FL410 UNA RVSM due eqpt Rel ↑ to FL430.	GTNQ
b)	Kolkata ACC VT-UKL FL430 Made C operational now Ready to Resume RVSM Rel ↓ to FL410.	
4.	MMV ACC VT-UKL How do you read	Read you 5
	Neg ctc with CEA ACC psn Kolkata Chennai FIR boundary on deviated tok 30 nm Right of W112 0320 FL413 Will continue offset 30 nm Right of W112 till P761 due wx at FL410 eqt xing P628 0330 eqt joining P761 0340 ETA PPR 0350 TAS = 400KTS	

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-TGB Flight Rule - I Type of flight - N

Type of A/c - DORNIER Wake turbulence - L Equipment - S

Dep. Aerodrome - VIDP Time - 0600 Level - FL70.

Route - W13S JIP FL120 DCT GWA FL110 DCT OSRAM

Dest. Aerodrome - VIDP Altn. Aerodrome - VIJP

Other info :- NOTAM VIR37 active from 0600 to 0900 upto FL13

NOTE 2 :- Calibration flight.

---

1. You want to carry out LLZ Calibration for Rwy 28 for 30 minutes req ATC to approve time mentioned you will not affect other traffic.

2. You are taxing for Runway 28 ask for change of Runway to expedite your exercise.

3. You are establish on localizer and you want to make landing with FSL.

4. You are O/H JIP FL70 take action as per your filed flight plan.

5. —

DPN Gnd VT-TGB stand 02 SCC POB 02 Ref S/U will carry out LLZ calibration for Runy 28 till 30 mints under VMC condition Info B.

DPN Gnd VT-TGB on tiny B Ref Runy 10 for dep to expedite exercise.

DPN Twr VT-TGB establish on LLZ final APCH crz Runy 10 Ref FSL.

JJP APCH VT-TGB PSN OHD JJP 0630 FL70 setting crz to DCT GWA Ref ↑ to FL140 due NOTAM at VIR37 est GWA 0640 est OSRAM 0650 Xng will RNN:

Aditya Kumar

Time allowed - 25 mins Total marks :- 100

A/c Identification - VT-MAK Flight Rule - I Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - BKK (Bangkok) Time - 0600 Level - FL320

Route - P646 DOPID W114

Dest Aerodrome - VECC Altn. Aerodrome - BBS

Other Info - —

NOTE 2 :- —

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1) You are extimating YANGOON / KOLKATA at 0705 flying 30 nm left of ~~[illegible]~~ P646 due bad weather. You decide to rejoin at DOPID.

2) Abeam DOPID bad weather Continues you decided to Continue fly offset and rejoin at Jamshedpur.

3) a) You crosp DOPID your A/c struct by lightening, instrument Panel not working. One Passenger fainted bad weather reported at Kolkata.

b) On the above Situation Passenger getting Panic, adress Passenger on PA.

4) a) You reach BBS Passing FL80 request for visual approach

b) You Landed at BBS, report your ATC about your unscheduled Landing.

1) CEA ACC VT-MAK PSN 40nm to Yangoon Kolkata FIR bndry 0655 30nm left of P646 FL320 due wx. Will enter in your airspace on dev trk due wx and rejoin at DOPID est Yangoon Kolkata FIR bndry 0705 est DOPID 0715 ETA CEA 0830 TAS 400 Kts Req entering Airspace Permission with authority number YA123.

2) CEA ACC VT-MAK PSN ABM DOPID 0720 30nm left of P646 due wx will continue offset till JJS will Rejoin at JJS ~~xing~~ est xing WH 0730 est JJS 0740 ETA CEA 0750 Req Permission.

3a) (PAN PAN) X3 CEA ACC VT-MAK Psn crossed DOPID on dev. trk 30nm left of P646 0730 FL320 UNA RVSM due eqpt one Pax fainted & bad wx Reported at CEA will divert to BBS FR Present Psn via DCT KAKID

WH BBS Req medical assistance on Arr & Req ↓ est KAKID 0740 ETA BBS 0750.	
b) Ladies and gentlemen this is your capt Aditya Kumar speaking from flight deck we have lightening struck All operations are normal we are diverting to ~~[illegible]~~ BBS expecting clr Lx at BBS we have requested medical assistance for fainted Pax at BBS. Don't get Panic.	
4 a) BBS Apch VT-MAK Passing FL80 Req ↓ to circuit altitude will carry out visual approach,	Clr for straight in visual approach on final Runy 10.
Clr for visual apch will Report straight in final Runy 10 VT-MAK.	
b) BBS TWR VT-MAK Landed safely at BBS 0800 due we had lightning struck intrument Panel were not working bad Lx Reported at CEA one Pax fainted so we diverted to BBS Req medical assistance for fainted Pax.	

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-BAW Flight Rule - V Type of flight N

Type of A/c - Boeing Wake turbulence - Equipment - S

Dep. Aerodrome - VAUD Time - 1000 Level - FL130

Route - W13N DPN W30W AAR W34

Dest Aerodrome - VISR Altn Aerodrome - -

Other Info - -

NOTEA - -

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1) a) on taxiway ATC calls you? Answer the call.

b) fire under control but ailerons not working.

2) udaipur is unable to provide you ATC clearance for FL130 but clear you to climb to FL70 OHS. due AFTN / LL / Point to Point communication failure.

3. 10 nm to UKBAB Jaipur Airspace closed take action.

4. you reach over Pathankot.

5. - -

Abhyudaya

1.a)	UUD TWR VT-BAW GA Stopping slowly and switching off engines evacuating Pax through emergency slide Rush all assistance immediately.	tail of your A/c is on fire.
b)	UUD TWR VT-BAW on twy B will not depart due ailerons not working Ref taxiback to Apn and towing vehicle also.	
2.	AAE ACC VT-BAW Psn OHD UUD FL70 UUD UNA to provide ATC clearance departed UUD at 1000 dest SNG Route W13N DPN W30N AAR W34 FL130 Ref ATC clearance.	Standby
	Standing by VT-BAW. clr to SNG at FL130 changing over to UUD TWR VT-BAW.	VT-BAW clr to SNG at FL130
	UUD TWR VT-BAW clr to SNG at FL130 Setting crz to dest leaving FL70 for FL130 Ref Permission.	
3.	Delhi ACC VT-BAW Psn 10nm to UKBAS 1030 W13N FL130 Will ↑ to FL150 due AJJP Airspace clsd Xng DIPAS Will RNN est DIPAS 1040 est CHI 1050 Ref Permission.	
4.	PK TWR VT-BAW Psn OHD PK 1230 FL130 est ~~S~~ ~~BIR~~UK 1240 est JJU 1250.	

Time allowed - 25 mins Total marks - 100

A/c identification - VT-BAV Flight Rule - I Type of flight -

Type of A/c - Boeing. Wake turbulence - Equipment -

Dep Ad - UUD Time - 1000 Level -

Route - W13N DPN W30N

Dest Aerodrome - AAR Altn Ad :- DPN

Other info

NOTE 2 :-

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1) on taxiway ATC tells you your A/c tail on fire. why may be

2) you lined up runway for departure and you forgot to do engine runup aircraft on final TA.

3) you departed Udaipur at 1200 Bird hit and windshield smashed.

4) you Landed but you are not able to control the A/c and stopped at paved surface between Running and ground. Take immediate action.

Aditya Gupta

1) (May day) X3 UUD TWR VT-BAV Boeing on 121.5 A/c tails on fire switching off the engine on twy B evacuating Pax through emergency slide send AFS immediately Rush all assistance ~~immediately~~ POB 120.

2) UUD TWR VT-BAV lined up Rwy 10 vacating Rwy will carry out engine runup and then can you for dep. A/c on final Req permission.

3) (May day) x3 UUD TWR VT-BAV Boeing on 121.5 departed UUD Bird hit and wind sheild smashed visibility impared will land back at UUD POB 120.

4) UUD TWR VT-BAV Landed safely ~~and~~ on stopway Rwy 20 UNA Taxi Req towing vehicle.

Time allowed - 25 mins Total marks - 100

A/C Identification - VT-NJI Flight Rule - I or V Type of flight - S

Type of A/C - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - VIGR Time - 1100 Level - FL110/120

Route - DCT KA W40 LLK W85 HW

Dest. Aerodrome - VIPT Altn Aerodrome - VIDP

Other info -

NOTE 2:-

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1) You are taxing out grass on adjoining taxiway is on fire. Fire is spreading with winds.

2) Grass fire is extending fast. You doubt standard of the aerodrome

3) You are Passing FL70 through clouds and ctrl change you to next ATC to obtain necessary Permission

4) 50 DME to the destination ADF unserviceable

5) — — — —

Duty time

1)	GWA TWR VT-NJI on twy C sighted grass on fire near adjoining twy PL fire is spreading with wind Rush ffs immediately Req to expedite taxi.	
2	GWA TWR VT-NJI cfm ffs available. Will wait for fire attender to arrive then will continue flight VT-BAW.	civil fire attender on the way.
3.	NNP ACC (~~KA~~ If KA will be outside of LLK bndry) LLK Apch (If KA will be in LLK CTA) VT NJI IMC ~~on Rdl 070 GWA~~ SOD FR GWA Rdl 070 time 1130 Passing fl 70 for FL110 will join W10 at KA FL110 est KANPUR 1140 est LLK 1140 ETA Pantnagar 1230 TAS 200Kt Req joining clearance	
4)	Delhi ACC VT-NJI psn 50nm to Pantnagar 1210 W85 FL120 ETA Pantnagar 1230 will carry out visual appch.	

* If it was IFR flight then,-
Delhi ACC VT-NJI PSN 50 nm to Pantnagar 1210 N85 FL120 ADF unsvcbl Canceling my IFR change over to VFR will carry out visual APCH at Pantnagar. ETA Pantnagar 1230.

Time allowed - 25 min Total marks :- 100

A/c Identification - A18895 Flight Rule - I Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - VECC Time - Level - FL310

Route - W112

Dest. Aerodrome - VOPB Altn. Aerodrome -

Other info :-

NOTE 2 - NOTAM - TOWER frequency is not available TFN

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1 a) you are taxing out for departure approaching an intersection you see fuel leaking from underside of left wing of another A/c proceeding on your taxi route, ahead of you. Considering fire risk, made Immediate Action for safety.

2 a) As you start rolling for takeoff that a helicopter landed ahead of you and you save the situation by turning off to a taxiway during roll. Make a stem report about incident that could have been a major accident.

1 b) Nearing holding Position Runy 01L. you decide to takeoff without delay.

2 b) Subsequent to above situation. you start getting HOT Tyre indication.

3. Airborne 06:35 from Runway 01L, you are passing FL60 that you decide to climb to FL350.

4) you reach DOPID 06:50 FL350 that due Wx ahead. you decide to reroute from DOPID and proceed via PALKO and P628.

5. Transmit the following sentence with appropriate mixing aviation word.

1. An instrument Approach has _____ segment _____ segment _____ segment.
2. Runy stripes Comprises of _____ & _____ of _____ Aerodrome.
3. ATC service to Aerodrome Traffic is provided by _____.
4. Annexture 10 Vol 2 Relates to _____.
5. Approach Control Service is provided by _____.
6. Guwahati FIR is from _____ to _____.

1) a) (May day) x3 CEA Gnd Air india 8895 boeing on R1.5 sighted Air India A/c ahead of us on twy B Leaking fuel from underside of left wing Approaching intersection P1 Ref TL from approaching intersection and alternate Twy POB 120.	
b) CEA Gnd Air india 8895 Approaching HS Rwy 01 L Ref immidiate dep.	A18895 TWR frequency Operational NOW.
Will ctc TWR Air india 8895 ~~CEA TWR Air india 8895.~~	GTNQ.
2) a) CEA TWR Air india 8895 on T/O Roll Rwy 01L aborted T/O due Helicopter landed vacated Rwy via twy B to save this situation it could have been a major accident	
b) CEA TWR Air india 8895 on twy B getting hot tyre indication Ref FFS for visual inspection.	

3.) CEA APCH Air india 8895 Passing FL60 for FL310 Rel further ↑ to FL350

Will reach DOPID at FL350 Air india 8895.

'clr ↑ to FL350 by dopid
or
AI8895 Reach DOPI, at FL350

4) CEA ACC Airindia 8895 PSN DOPID 0655 W112 FL350 Will alter crg FR Present PSN due Wx ahead Will Reroute via DCT PALKO A465 FL340 to LARIK D628 FL350 est Xng M770 0700 est Xng N895 0710 est PALKO 0720 est ISMON 0730 Rev ETA PPB 0830 TEET 0900 end 0500 TAS 400KH Rel Permission.

5)

1) Initial, Intermediate, Final
2) Stopway, Clearway; Landing
3) Aerodrome Control Tower
4) Communication Procedure.
5) Approach control office
6) GL, FL265-

Time allowed - 25 mins Aditya Kumar Total marks - 100

A/c Identification - VT-OLK Flight Rule - V Type of flight -

Type of A/c - Boeing Wake turbulence - M Equipment - S

dep. Aerodrome - VAAU Time - 0630 Level - FL80

Route - G450 BBB WION F110.

Dest Aerodrome - VABP Altn Aerodrome -

Other info - NOTAM - VAR34 active from 0630 to 0800 danger height FL100

NOTE 2 -

Q1. Your FEC number has expired obtain from appropriate authority.

2. Estimating OPAKA 0705.

3. You are at DOTIP say your intention.

4. Passing FL90, Landing aid off the air. Take appropriate action.

1) Company dispatch VT-OLK Rev ETD 0700 Ref FIL & ADC NO.	
2) BBB APCH VT-OLK Departed AAU PSN 20m ~~[illegible]~~ to OPAKA 0655 Q450 passing FL50 for FL80 Will transit through your airspace at FL80 ett OPAKA 0705 ett BBB 0715 ETA BPL 0800 TAS 200KTS Ref transit clearance.	Bad WX Reported at Mumbai.
Will alter crz from OPAKA Will Reroute via DCT DOTIP FL120 due NOTAM ett OPAKA 0705 ett xing WIOS 0715 ett DOTIP 0725 on Reaching DOTIP RNN thereafter.	ctc Appropriate authority
Will ctc AAU APCH VT-OLM	
AAU APCH VT-OLK bad WX Reported at BBB will alter crz from OPAKA Will Reroute via DCT DOTIP at FL120 due NOTAM ett OPAKA 0705 ett xing WIOS 0715 ett DOTIP 0725	FL120 and ~~[illegible]~~ abv not avbl due to Congestion.

Req ↑ to FL105 VT-OLK	Clr ↑ to FL105
Clr ↑ to FL105 VT-OLK	GTNQ
3) BBB Acc VT-OLK Psn DOTIP 0725 W10N FL105 est APANO 0735 est BODAR 0745 Req ↑ to FL110.	GTNQ
4) BPL TWR VT-OLK Passing FL70 Req ↓ to circuit altitude Will carry out visual apch.	VLK Clr ↓ to circuit altitude join LH downwind Rwy 09.
Clr ↓ to circuit altitude Willco VLK.	
Bhopal twr VT-OLK established LH downwind Rwy 09 At circuit altitude.	Roger
Bhopal twr VT-OLK on downwind Req turn to base leg.	Clr turn to base leg
TL to base leg VT-OLK	
Bhopal twr VT-OLK on base leg Req turn to final Rwy 09.	Clr turn to final Rep. when establish
Clr turn to final Willco VT-OLK.	

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-PLA Flight Rule - Type of flight -

Type of A/c - Boeing Wake turbulence - Equipment -

Dep Aerodrome - VEJS Time - 1100 Level - FL140

Route - W73W BBN W44 FL120

Dest Aerodrome - VEPT Altn Aerodrome -

Other info - Ranchi airspace clsd from 1000 to 1700

NOTE 2 -

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1. While doing Radio check ATC reply was discontinuous.

2. While taxing you see grass on fire. On Right

3. ~~you enp RCF at PARROT~~ you departed JDS.

4. a) you experience RCF at PARROT.

   b) Communication back to normal. Descend on same designated Point over IBUSU.

5) - - - -

BBN ACC VT-PLA Psn IBUSU W44 FL120 Req info of following tfc for PPT.	GTNQ

1) JJS TWR VT-PLA Read you 2. GTNQ.

2) JJS TWR VT-PLA on twy B. Sighted grass on fire on Right side of twy B Rubb FFS immediately Req expedite taxi.

3) JJS TWR VT-PLA departed Jamshedpur at 1100 Req ↑ to FL100 in hold OHD JJS then will s/c to dest ↑ to FL140 due RRC Airspace clsd est RRC 1110 est PARROT 1120.

4) a) BBN ACC VT-PLA Tx blind due Rx failure Psn Parrot 1120 W73 W FL140 est BBN 1140 est IBUSU 1150 will Tx again reaching BBB. (ISA X2).

b) PPT Apch VT-PLA. Psn IBUSU 1150 W44 FL120 ETA PPT 1200 Req ↓

Will ctc BBN ACC VT-PLA

VT-PLA check for following the

Time allowed - 25 mins Total marks - 100

A/c identification - VT-HYN Flight rule - Y Type of flight - G

Type of A/c - Boeing Wake turbulence - Equipment - S

Dep Ad - VIDP Time - 0400 Level - FL140

Route - W13S JJP SURVEY AREA JJP R218 W13N

Dest Ad - VIDP Altn Ad - VIJP

Other info :- S1

1.a. you started engine without ATC clearance

b. winds are not favorable request alternate runway.

c. you are on taxiway and you want to carry out low Pass at 500 feet before S/C.

2. 60 NM to VIJP you are trying to contact DPN but there is no response.

3) 30 nm to JJO ATC calls you..

4) you are at UKBAB right engine fails and you are rapidly losing height

5. Transmit the following sentence of plain English language and use proper phrase as where required.

1) NOTAM is _____ distributed by _____

2) PANS is _____

3) AFTN data is _____

4) DATIS info is about wx & other info about aerodrome.

1) a)	DPN Gnd VT-HYN Stand 05 inadvertantly started engine switching off HOW will can you for S/U.	
b)	DPN Gnd VT-HYN req alternate Runy due wind.	
c)	DPN Gnd VT-HYN on Runy R will carryout low Pass at 500 feet before s/c to dep. Ref Permission.	
2)	JJP Apch VT-HYN HOW do you read Neg ctc with DPN ACC PSN 60D to JJP 0430 W135 FL140 est UKBAB 0440 est JJP 0450.	Read you 5.
3)	JJD TWR VT-HYN GA. Will return to JJP via DCT UKBAB FL140 R-200 JJP. ~~R018 to DTAAS~~ est. UKBAB 0500 est JJP 0510. Ref Permission.	DUST storm near JJD.
4)	(May day) x3 JJP Apch VT-HYN Boeing on 12+5 number 2 engine failed looking height rapidly will make force ldg straight ahead PSN UKBAB Passing FL120 POB 120.	

5)
1) NOTICE to Airmen,, Respective NOF
2) Procedure for Air navigation services.
3) formatted in coded form to all enroute ATC.

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-AOT Flight Rule - Z Type of flight - S

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep. Aerodrome - VOBR Time - 0400 Level - FL140

Route - W19 VB W120 BBM W17 FL260 IFR.

Dest Aerodrome - VOML Altn. Aerodrome - VOBG.

Other Info - —

NOTE 2:- - NOTAM - FL255 - FL460 clsd between 0430 to 0800.

---

1) a) You are on Taxi way for Rwy 28 Request reversal Runway with TGL.

b) Approaching H.S Rwy 10 After carrying out TGL request G/F at FL70. around VOBR, advice / Suggest / Sector.

2) S/C 0450 you crossed VB @ FL70.

3) you reach VABM, Continue as per flight plan.

4) 15 nm. I/B IKATI WX extending eastward take action

5) Transmit the following in full form:-

a) VTRES WS wrng at Apch Path.

b) AIP Contains Com, RAC, FAL.

c) SAR being carried out by IAF RH.

d) A1889 request SPOT & Present SPD.

1) a) Bidar TWR VT-AOT on taxy C for Rwy 28 Req Rwy 10 for dep will carry out TGL.

b) Bidar TWR VT-AOT will carry out G/F in sector between Rdl 280 & R310 HIA between 60D to 80DME at FL70 after carrying out TGL.

2) HIA TWR VT-AOT PSN crossed VIKARABAD 0430 W120 leaving FL70 for FL140 est BOGAT 0440 est BBM 0450.

3) MML ACC VT-AOT PSN OHD BDM 0450 FL140 est IKATI 0500 ETA MML 0510 canceling my VFR changing over to IFR leaving FL140 for FL240 Req Permission.

4) MML ACC VT-AOT PSN 15 nm to IKATI 0500 W17 FL240 will enter CAS FR Present PSN due we will Reroute via DCT ALDIN W15 FL230 to MML est xing R261 0510 est ALDIN 0520 ETA MML 0530.

Q Why don't we ↑ to FL250.?

Transition will be always odd - odd
even - even

5)
a) VTRES wind shear warning at Approach Path
b) AIP Contains Communication, Rules of Air ATC, facilitation
c) Search and Rescue being carried out by Indian Air force Rescue helicopter.
d) A1889 Request spot wind and speed.

Time allowed - 25 mins Total Marks - 100

A/C identification - VT-AJI Flight rule - Z Type of flight - N

Type of A/C - ATR Wake turbulence - M Equipment - S

Dep. Ad - VABB Time - 0830 Level - 140.

Route - W10N BPL A791 FL180 IFR.

Dest Ad - VEJS Altn Ad - VIDP.

Other info :- Training flight

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1) a) You are taxing for your dep. that on the adjoining Twy you see vultures gathered around dead body of a dog. give detailed Report and suggest an action.

b) You are approaching Rwy hldg Point that you decide to carry out ILS App for practice, before flying out

2) ATD 0850 you pass FL70 Report

3) 15 nm from VABP at your cruising level you start experiencing severe turbulence you decide to descent by 2000 ft ATC channel is heavily occupied. To the clearance obtained show Progressive compliance

4) At 120 nm to VEJS request descent to Land.

5)
1) XCVR has xmtr & Rec.
2) A/c clr for FSL, WS in the Path
3) Coords are given in Lat & Long not in Dist
4) AD VEJS is clsd TFN.
5) LLZ is left of RCL.

1) a) BBB Gnd VT-AJI on twy C sighted dead body of a dog on twy B vultures gathered around suggest to cl the twy and Remove the dead body. of dog.	
b) BBB TWR VT-AJI Approaching H.S Rwy 10 twy C will Carry out ILS Appch for training before s/c to dest	
2) BBB APCH VT-AJI Psn OHD BBB 0910 Passing FL70 for FL140 est DOTIP 0920 est APANO 0930.	No Reply
BBB ACC VT-AJI How do you read	Read you 5
Neg ctc with BBB Apch Psn OHD BBB 0910 Passing FL70 for FL140 est DOTIP 0920 est APANO 0930 VT-AJI	GTNQ
3) (PAN PAN) X3 NNP ACC VT-AJI Psn 15 D FR BPL A791 FL180 experiencing Severe turbulence Req ↓ to FL160.	VZA NNP ACC Clrd to FL160 RR
Leaving FL180 for FL160 VZA	

NNP ACC VT-AJI mntn FL160	GTNQ
4) NNP ACC VT-AJI PSN 1200 to JJS 1030 A791 FL160 eft IBUDA 1040 ETA JJS 1050 Rel ↓ leaving FL160 for FL110 will ctc CEA ACC. VJI CEA ACC VT-AJI A791 mntn FL110 ETA JJS 1030 Rel further ↓. leaving FL110 for FL70 will ctc JJS TWR VJI JJS TWR VT-AJI A791 Mntn FL70 ETA JJS 1030 Rel further ↓.	VJI NNP ACC Clr ↓ to FL110 Ctc nxt ATC on reaching VJI Clr ↓ to FL70 Ctc nxt ATC for further descend. GTNQ

5)

1) Tranceiver has transmitter & Receiver
2) A/c clear for full Stop Land, Wind shear in Takeoff Path
3) Co-ordinates are given in latitude & longitude not in distance
4) Aerodrome Jamshedpur is closed Till further notice
5) Localizer is left of runway Centre line.

Time allowed - 25 mins Total marks - 100

A/c identification - VT-POM Flight Rule - Type of flight -

Type of A/c - Boeing Wake turbulence - M Equipment - S

Dep Ad - VILK Time - Level - 130

Route - R460 BBN W73E 115 G450 IFR FL250

Dest Ad - VECC Altn Ad - GGC

Other info -

---

1) You are at Apron request taxi.

2) As you lineup you spot Birds on Runy. Take necessary action

3) You are 10 nm to NAGINA you receive your estimate to NAGINA as 0045.

4) You are at PUPAM Cabin decompression two Passenger fainted take immediate action.

1) LLK TWR VT-POM Stand 02 Req taxi instruction info B.

2) LLK TWR VT-POM Lined up Rwy 28 Will not depart Req taxi back to Apn due birds on Rwy Req bird scaring team.

Vacating Rwy Will H.S.

3) BBN ACC VT-POM Psn 10nm to NAGINA 0035 R460 FL130 eat NAGINA 0045 eat BBN 0055

4) (May day) X3 BBN ACC VT-POM Boeing on 121.5 two pax fainted due sudden decompression Psn PUPAM W73E passing FL120 for FL90 POB 100 will land at altn Gaya.

Birds scaring team on the way

Time allowed — 25 mins Total marks :-

A/c identification G8545 Flight Rule - I Type of flight

Type of A/c - ATR Wake turbulence :- M Equipment - S

Dep Ad - VECC Time :- 0030 Level - FL210

Route :- R472

Dest Ad :- VEGT Altn Ad :- VEKU.

Other info :- only VHF on board

---

1) ATD 0050 Passing FSO for FL20 you are changed over to next ATC. Take action to climb further

2) You reached at filed Level and VECC calls you. Answer the call and plan to your flight to dest

3) over GGT ATC calls you. Answer the call & TA

4) you are 10 nm to VEKU FL50 : ATC makes an offer for your Appch. Reject it and give your intention.

5) Transmit the following sentences using 'true' & 'false'

1) frequency band 30-300 MHZ is 'VHF band'.
2) Ground waves are the waves which travel along the surface of the earth.
3) frequency range 4-8 GHZ is known as L band.
4) The height of ionosphere apparently decrease during night.
5) VOR stands for Visual omni Range

Tx

1) CEA APCH Go air 545 Passing FL50 for FL120 Req further ↑ to FL210.

Go air 545 ↑ to FL120 and mntn due Repl tfc IC877 Boeing descend to FL130 Lest Reporting 45D Neg Ctc now

2.

Will ↑ & mntn FL120 Go air 545

CEA APCH Go air 545 PSN 45D FR CEA 0100 R472 FL120 Req ↑ to FL210.:

Clr ↑ to FL210

Leaving FL120 for FL210 Go air 545.

GTNQ

2) CEA ACC Go air 545 GA

Go air 545 Hvy TS: ahead in bangladesh Airspace Req intention

Will alter crs FR Present PSN Will Reroute via DCT KH FL200 W69 BBD FL210 W45 to GTI Est KH 0110 est KG 0120 Rev ETA GTI 0240 TEET 0300 End 0400 TAS 400 KH Req Permission Go air 545.

Rerouting APV

GTNQ

3) GTI ACC Go air 545 GA

Will divert to Altn KKU via W53 FL210 ETA KKU 0220 TEET -0200 End 0300

All operations of GTI Ad Cld due bad wx Cond. TFN.

TAS 300 kts Ref Permission Go air 545	GTW Q
4) KKU TWR. Go air 545 GA	Go air 545 we Can take you for visual Apch.
visual Apch not accepted will carry out ILS Apch	ILS is off the air
will carry out VOR Apch Go air 545	Report KKU you are number three in landing sequence
will Report OHS KKU number 3 in ldg sequence Go air 545	

(5)

i) True

ii) True

iii) false

iv) false

v) false.

Time allowed - 25 mins Total marks - 100

A/c Identification - VT-HNI Flight Rule - I Type of flight - G

Type of A/c - ATR Wake turbulence - M Equipment -

Dep. Ad - VABP Time Level -

Route -- ~~[illegible]~~ W20N

Dest Ad - VIDP Altn Ad :-

Other info :- Air Ambulance

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1) a) you are Ready for taxi.

b) Getting glare from Sun TA.

2) a) At mumbai delhi FIR on deviated trk 50nm Right of W20N due to you decide to rejoin at BAVOX.

b) Still on deviated track Patient condition worsen & you decided to to ↓ FL80.

3) Communication Restored you reach OBRAM.

4) Holding over SSB, Patient died. TA

5) 1) Runway light types are ____, ____, ____, ____,

2) Distance between Rwy & holding Point ____.

3) call sign. Suffix of Aeronautical Station ____

4) The suffic used for ATC clearance delivery ____

5) ATC clearance is obtained from ____.

a)	Bhopal TWR VT-HWI Stand 02 Req taxi Wx obtained. Taxi via E, F, H's Runy 10 Req Priority dep. due Air Ambulance VT-HWI.	Taxi via E, F, H's Runy 10 you are number 3 on dep sequence.
b)	Bhopal TWR VT-HWI H·S Runy 10 Req Runy 28 for dep due Sun glare	—
a)	Delhi ACC VT-HWI PSN ABM BOKLO 0400 50nm Right of W20N on dev. trk at FL160 due Wx will Rejoin at BAVOX est BAVOX ·0410 est OSRAM 0420 Req Permission.	GTNQ
b)	(PAN PAN) X3 Delhi ACC VT-HWI Psn on dev track 50nm Right of W20N 30nm to OSRAM FL160 Patient on board critical Req ↓ to FL80. (Pan Pan) X3 (All Stn) X2 in vicinity of BAVOX VT-HWI Psn on dev trk 50nm Right of W20N 30 nm to BAVOX FL160 Patient on board critical descending to FL80 All extn light on keep a look out.	No reply
	Delhi APCH VT-HWI Psn OSRAM 0420 W20N FL80 ETA DPN	Fly DCT SSB on reaching establish in hold due the Congestion.

Time allowed - 25 mins Total marks :- 100

A/c identification - VT-BPO Flight Rule - V Type of flight - N

Type of A/c - Helicopter Wake Turbulence - L Equipment - S

Dep Ad - VABV Time - 0135 Level - FL130

Route - DCT APANO NION BPL FL120 BAVOX DCT GWA

Dest Ad - VIGR Altn Ad - VAKJ

Other info -

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1 a) Reposition of helicopter from general Apn to technical Apn.

b) you are ready for dep. from present position

2) you departed BVR Passing level 3000' Announce your plan.

3) Bad weather Around BUKLO you are approaching bukLo.

4) you are in & out of cloud Passing FL90 to FL60 Delhi ACC shifted to GWA ATS.

Will fly DCT to SSB and establish in hold over SSB VT-HWI

4) (PAN PAN) x3 Delhi Apch VT-HWI H'ldg over SSB at FL80 Patient died on board "Reason" Rel straight in ILS Apch for priority ldg and Med Assistance on Arr.

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5. 1) REDL, RENL, centre light, THR Light, App light.

2) 50m

3) Radio

4) delivery

5) clearance delivery.

Tx	Rx
1) a) BVR TWR VT-BPO Baller H/c Gen Apn Stand 02 Ref Air taxi to technical Apn. Taxi via E, F, Helipad 05 tech Apn. VT-BPO	Taxi via, E, F, Helipad 5 tech Apn
b) BVR TWR VT-BPO baller H/c tech Apn Helipad 05 Ref dep.	
2) AAE Apch VT-BPO Passing A3500' for FL130 time 0500 will join WON at APANO FL130 est APANO 0510 est BODAR 0530 ETA GWA 0700 TAS 200 Kts Ref joining clearance	
3) Delhi Acc VT-BPO Psn 10nm to BUKLO WON FL130 will alter CRS FR Present Psn due WX will Reroute and fly DCT GWA FL130 est xng L333 0610 Rev ETA GWA 0610 TEET 0300 End 0400 TAS 200 Kts Ref Permission	0600
4) GWA TWR VT-BPO IMC Passing FL90 for FL60 ETA GWA 0610. Ref further ↓ will carry out visual Apch.	

Total marks - 100

Time allowed - 25 mins

A/c identification - VT-ANM Flight Rule - V Type of flight - G

Wake turbulence - Equipment -

Type of A/c - Time - Level - FL13

Dep. Ad - JJP

Route - L333 INTIL W205 BPL W38 NNP.

Dest Ad - NNP : Altn Ad :- AAV

Other info - Training flight.

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1) a) While Radio check you experience frequency received is intermittent.

b) Sighted birds on Thy TA.

2) you reach first designated point of your route @ FL90

3) At your last cleared level you are experiencing turbulance (Position is missing)

4) 35 nm to NNP experience RCF @ 3000'.

5) fill in the blank

i) Area we park the a/c _____

ii) At airport we get the wind direction _____

iii) Controlled Airspace at Ad is called _____.

iv) Morse code of SOS _____.

Tx	Rx
1)	
a) Jaipur TWR VT-ANM Read you 2	ATNQ
b) Jaipur TWR VT-ANB Approaching Intersection P1 sighted birds on twy B Ref Altn twy to Rwy 10.	
2) NNR ACC VT ANM PSN INTC 0100 W20S.	
3) VT-ANM PSN FL130 exp turb. Ref ↑ to FL150. Will ↓ to FL90 VT-ANM	VT-ANM FL150 not available due AI tfc. FL's avbl blw FL110
4) NNP TWR VT-ANM Tx blind due Rx failure PSN 35 D to NNP 0130 W38 Level 2000' will mntn 2000 till NNP ETA 0230 Will carry out visual APCH Will Tx again Reaching NNP. (ISA) V2	
5)	
1) APRON	
2) Wind Shock	
3) Controlled Ad.	Urgency = XXX = (-..-, -..-, -..-)
4) ...---... (SOS)	

Time allowed - 25 mins Total marks - 100

A/c identification - VT-CMK Flight Rule - Type of flight -

Type of A/C - Wake turbulence - Equipment -

Dep Ad - VOMM Time - 0130 Level - FL350

Route - A465 VVZ N877 FL360

Dest Ad - VOMM

Other info - — local flying :-

NOTE 2 :- Aerial photography FL350 & above

Q1 a) You are taxing via twy E, PCN lower than Acn

b) You are ready for dep but the frequency heavily occupied.

2) Over DOKET passing FL110 primary altimeter fails.

3) Crossing DOKET you monitored VT-CFT is in distress engine failed losing height passing 4000' trying to ctc BBZ. Render help.

4) You reach ORARA NOW you want to extend aerial photography, you want to extend aerial photography via DCT VATILA. SADAP & back to MMX.

Tx	Rx
a) MMV Gnd VT-CMK on twy E Req to change taxi Route due PCN lower than acn.	Taxi via G, H. TL apch intersection D1 HS Rwy 09.
Will taxi via G, H TL apch intersection D1 Will H.S Rwy 09.	
b) MMV Gnd VT-CMK Neg ctc with MMV TWR H.S Rwy 09 Req dep.	TWR freq. operation now.
Will ctc twr VT-CMK	
MMV TWR VT-CMK H.S Rwy 09 Req dep.	
c) MMV ACC VT-CMK DSN DOKER 0280 A465 passing FL110 for FL350 Primary altimeter failed UNA. RVSM Will land back to chennai at FL100 ETA MMV 0300	
~~BBZ TWR VT~~ (May day) XJ BBZ TWR VT-CMK on 121.5 relaying may day for VT-CFT ~~eg~~ engine failed looking height rapidly passing 1000' Rush all assistance immediately.	

	TX	RX
4.	MMV ACC VT-CMK PSN ORARA 0500 N897 FL350 Will alter crs from present psn due to extent aerial photography region Will Reroute via DCT VATILA DCT SADAP FL360 Will join P761 at SADAP to MMV eet VATILA 0510 eet SADAP 0520 Rev ETA MMV - 0550 TEET 0300 End - 0400 TAS 300 Kts Ref Permission.	

Time allowed - 25 mins Total marks - 100

A/c identification - VT-ERT Flight Rule - I Type of flight -

Type of A/C - Wake turbulence - M Equipment -

Dep Ad - PPB Time - 0800 Level - FL340

Route - P628 OPONI G450

Dest Ad - NNP Altn Ad - ~~VOBS~~ VOVZ

Other info -

NOTE 2 :-

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1) a) Your TCAS failed, on Taxiway.

b) On Rwy you are ready for dep. you sighted birds on your right.

2) Bad weather Reported at your dest. you are apch LARIK.

3) Crossing LARIK you start exp severe turbulence.

4) You monitored A1889 you want to change your FL.

Tx	Rx
1) a) PPB TWR VT-ERT on twy C UNA RVSM due eqpt Ref FL280.	
b) PPB TWR VT-ERT lined up Rwy 10 sighted flock of bird sitting right side of Rwy will not depart Ref bird scaring team.	
2) CEA ACC VT-ERT APCH LARIK. 1000 PG28 FL280 will divert to altn VVZ due bad wx Reported! at dest NNP from LARIK via A465 to VVZ est LARIK 1040 ETA VVZ 1020 TEET 0200 End 0400 TAS - 300 kts Ref Per.	
3) (PAN PAN) x3 CEA ACC VT-ERT PSN crossed LARIK A465 FL280 exp severe turb Req ↓ to FL260.	
4) Air india 889 VT-ERT req ctc with CEA ACC psn crossed LARIK A465 FL280 Req ↓ to FL260. Ref Relay to CEA ACC.	

Time allowed - 25 mins Total Marks - 100

A/c identification - VT-GHT Flight Rule - Type of flight -

Type of A/c - Wake turbulence - Equipment -

Dep Ad - VVZ ~~Level~~ Time - Level - FL140

Route - N877 O/F MND

Dest Ad - VVZ

Other info - Altn Ad -

NOTE 2 -

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1) You are taxing out ATC calls you.

2) a) You checked with your Co-pilot, about FOTZ. and you realised that there won't be any voilation, of you, Continue your flight to dest.

b) You departed & dense fog make a report.

3) a) Passing FL70 for yours filed FL. exp RCF

b) 70 nm from VVZ comm restored bad wx ahead.

4) a) You reach kolkata Mumbai FIR on dev. trk

b) You are Passing FL 130 for FL50 your primary altimeter failed.

5) a) AIP contains _____, _____ of _____, _____, _____ to _____

b) Intl NOTAM is issued by DOP.

c) RTR exam is Conducted by _____.

Tx	Rx
VVZ TWR VT-GHT GA	Operator calling you
- Will call operator VT-GHT	
- Company operator VT-GHT GA	FDTL of co-pilot expired
- Will cancel dep. & taxi back to APN VT-GHT	
VVZ TWR VT-GHT on Twy B cancel dep due FDTL of co-pilot expired rel taxi back to APN.	
VVZ TWR VT-GHT cancel Rel for taxi back to APN FDTL of co-pilot within limit Rel taxi to Active Rwy	
VVZ TWR VT-GHT IMC while departing dense fog on the Path Rwy 10.	
VVZ TWR VT-GHT Tx blind due Rx failure 0400 N877 Passing FL70 for FL140 est RIBRO 0410 ~~EPA~~ NNP 0430 will Tx again reaching RIBRO (ISA) x2	
~~MEM ACC~~ VT-GHT PSN 70 D FR VVZ 0410 N877 FL140 deviating 15 nm Right of ATS route due wx ahead will continue fly offset till clr of wx Rel Pes.	
NNP ACC VT-GHT PSN on dev trk 15 nm Right of N877 Kolkata Mumbai FIR boundary 0420 will	

1)

4) b) VVZ TWR VT-GHT unsure of ~~Pa~~ lot primary altimeter failed will carry out straight in visual Apch Ref Pd.	Report when Runy in sight
WILCO VT-GHT.	
VVZ TWR VT-GHT Runy in sight Ref Landing Permission	Visual apch aid on Runy not working
Will continue visual Apch VT-GHT	

5) a) General, information, lasting, character, essential, Air Navigation

b) NOF

c) NDC.

4) a)

Time allowed - 25 mins Total marks - 100

A/C identification - VT-EBY Flight Rule - I Type of flight -

Type of A/C - Wake turbulence - Equipment -

dep Ad - MMV Time - 0300 Level - FL330

Route - A465

Dest Ad - BBS.

Other info - Altn Ad -

NOTE 2 :-

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1 a) You started Taxing out, But taxiway not ADV for VT-EBY. You realised it later so Take necessary Action. And Regrate for the ADV.

b) As per above Situation you are not able to Turn back due to engine power. Suggest Alternate way to your ATC.

c) You are Ready for dep.

2) ATD 0500 you reached GURAS at FL230 and Passing for FL330 and your transponder made c stopped working.

3) Subsequent to the above Situation You are reaching Chennai Kolkata FIR. take necessary Action.

4) You reached BBS with Brk fail you Landed at the Runy but able to stop the A/C on stopway. NO FIRE

5) Diffinition in fill in the blank

1) Altitude (Transition altitude)

2) ARP

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Time allowed :- 25 min Total marks -

A/c identification - VT-HYU Flight Rule - I Type of flight - S

Type of A/c - ATR Wake turbulence - Equipment - S

Dep Ad :- VERC Time - 0700 Level - F260

Route - W100 KINKI G450 NNP N895 F170

Dest Ad - VEBS Altn Ad - VECC

Other info -

NOTE 2 :- MEL G450 FL120.

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1) a) You are approaching Rey holding, ready for T/O, obtain ATC clearance from appropriate authority.

b) You are on W100 FL80 estimating KINKI 0735.

2) 50 nm to NNP one Pax fainted.

3) over EKADI at filled level. You are experiencing turbulence A1789 above you. You decide to climb to its level. Take action on appropriate frequency.

4) You are maintaining FL110 due reciprocal traffic, you sighted rcpl tfc, make a request for further descend as you are able to maintain visual separation

5) Write the following in abbreviated form :-

1) aerodrome forecast, Aviation Routine weather report

2) immigration, High frequency direction finding station.

3) Aeronautical information Regulation and control.

4) landing direction indicator, taxiway link, water spot, yellow caution zone.

5) Tail wind.

Tx	Rx
a) RRC TWR VT-HYU Apching H.S Rwy 10 Req line up and dep.	
b) CEA ACC VT-HYU 0725 on W100 FL80 est KINKI 0735 est OTABA 0745 Req ↑ to FL260.	NO Reply.
NNP ACC VT-HYU How do you read.	No Reply.
CEA ACC VT-HYU TX blind due to failure Psn on W100 0725 FL80 est KINKI 0735 est OTABA 0745 will ↑ & mntn FL120 for 7 min then ↑ to FL260 will tx again reaching FL80 (ISA) x2.	
2) (PAN, PAN) x3 NNP ACC VT-HYU one Pax fainted Psn 50D to NNP 0800 G450 FL260 Req priority descend and land at NNP ETA NNP 0810 Req medical assistance on arrival.	
3) NNP ACC VT-HYU Psn EKADI 0830 N895 FL170 Est IKOSI 0840 ETA BBS 0900 Exp wake turb due A1781 ahead & above of us Req ↑ to FL190	

Tx	Rx
4) BBS Acc VT-HYU mintn FL410 RCPL tfc in sight will be able ↓ before rcpl tfc cross. Rel further descend.	
5)	
1) TAF, METAR	
2) IMG, HDF	
3) AIRAC	
4) LDI, TWYL, WTSPT, YCJZ.	
5) TAIL	

Time allowed - 25 mins Total marks - 100

A/C identification - A1980 Flight Rule - V Type of flight - G

Type of A/C - Airbus Wake Turbulence - M Equipment - S

Dep Ad - VOTV Time - 0400 Level - FL130

Route - W25

Dest Ad - VOMM

Other info - Training flight Altn Ad - VOBG

NOTE 2 -

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1) a) You hear mixing of Tx (hissing sound) on Radio check.

b) DATIS monitored info G ~~for~~ ASK for S/U.

2) a) On T/O Roll you are getting hot tyre indication. An A/C on final. TA

3 a) Your A/C call sign has changed to A1980D NOW you are 60 NM from TVM at your cruising flight level 20mm Right of ATS route due WX you want to continue on deviated track till 40m TTR. VOTV has changed you to next ATC.

4) a) Passing FL50 for Level 3500' 20D to MMV your VOR becomes U/S.

5) Write the missing word but transmit the whole sentences given under.

1) Wet surface of Rwy means _____

2) In Aviation how will you state Date & Time —

3) Damp Runway means _____

4) Standing of water means _____

Tx	Rx
1)a) TVM Gnd Air india 980 getting no modulation only Carrier Ref to check your Tx.	
b) TVM Gnd Air india 980 M Stand 02 SCC POB 02 Ref S/U info. G.	
2) (PAN PAN) X3 TVM TWR Air india 980 Aborting T/O due hot tyre indication on Rwy 10 vacating Rwy via twy C Ref FFS for visual inspection	
3) TTR TWR Air india 980 PSN 60D FR TVM 0430 20nm Right of W25 FL130 due wx will continue fly offset till Abm TTR est Xng M641 0440 est Xng R461 0450 est Xng G325 0500 ETA MMV 0520 Ref Per.	
4) MMV TWR Air india 980 PSN 20D to MMV Passing FL50 for A3000' VOR V/S Ref ↓ to circuit altitude will Carry out visual Apch.	
5) 1) No Significant Patches of water 2) In UTC. 3) Changes in Colour of Runway due moisture 4) Rwy flooded.	

Time allowed — Full marks :-

A/c identification VT-[illegible] — Flight Rule - I — Type of flight - G

Type of A/c - Airbus — Wake turbulence - M — Equipment - S

Dep. Ad - VA[illegible] — Time - 0330 — level - FL230

Route - [illegible] 2A [illegible] 65

Dest. Ad - VECC — Altn Ad - V[illegible]

Other info - [illegible] flight

NOTE 2 - MEL [illegible] [illegible]

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1) ATD 03:55 ATC has cleared you initially to FL90 and standby for further climb. You experience RCF.

2) a) over GGB you decide to VOHYL not to climb higher. Announce your plan.

b) You reach over VOHY announce your Action.

3) Communication gets restored and you are on your flight to VECC you reach ISMON.

4) You are vectored clear for [illegible] IAF FL50 RHO for VOR Apch Rwy 19L and changed over to VECC Tower show progressive compliance Refer to attachment.

5) Transmit the following Containing Abbreviation.

1) PAR avbl O/R
2) A1889 rep your ROC
3) Watch avbl for SR toss
4) Rwy 28/10 clsd NIE.
5) Hyderabad [illegible] VT-SEW Rep TGL
6) NS wrng in Apch Path

7) clr Rwy 1MT

8) VT-MJU proceed to ISO Bay

9) PCN is lower than ACN.

10) MNT ATIS 126.4.

	Tx	Rx
1)	AAU APch VT-AQD Tx blind due Rx failure Passing FL60 for FL90 W218 · will ↑ & mntn FL110 for 7 min then will ↑ to FL230 will Tx again Reaching FL110 (ISA)x2	
a)	HIA ACC VT-AQD Tx blind due Rx failure Psn GGB 0430 W218 FL230 will mntn FL230 till OHD HIA ~~[illegible]~~ ETA-HIA 0440 will establish in hold and will commence ↓ in hold till FL50 then will carry out ILS Apch Rwy 25 will Tx again Reaching OHD HIA (ISA)x2	
b)	HIA ACC VT-AQD Tx blind due Rx failure Psn OHD HIA 0440 established in hold descending to FL 50 in hold then will carry out ILS APch Rwy 25 will Tx again Reaching FL50 (ISA)x2.	

TX	RX
BBS ACC VT-AQD PSN ISMON 0530 A465 FL230 est KAKID 0540 est ISMON 0550.	
CEA TWR VT-AQD PSN IAF R46D FL50 TL to establish on 13 D Arc leaving FL50 for A4000'. for VOR Apch Rwy 19L.	Roger
CEA TWR VT-AQD established 13 D Arc A4000'.	Roger
CEA TWR VT-AQD Xng LR 002 ~~leaving~~ TR for FAC 191 leaving A4000' for A2000'..	Roger
CEA TWR VT-AQD at FAF A2000' Descending to MDA .	Roger
CEA TWR VT-AQD Apchg MDA Rwy in sight Ref ldg Permission.	Clr to land Rwy 19L
Clr to Land Rwy 19L VT-AQD.	

1) Precision Approach Radar ~~is~~ available on Request
2) AI 889 Requesting your Rate of climb.
3) watch available in HJ.
4) Runway 28/10 closed with immediate effect
5) Hyderabad Tower VT-SEW Request Touch & Go ldg.
6) Wind Shear warning in Approach Path.
7) Clear Runway immediately.
8) VT-MJU proceed to Isolated bay.
9) Pavement classification is lower than Aircraft classification number
10) [illegible]

Time allowed - 25 mins Total marks - 100

A/c identification - G8163 Flight Rule - I Type of flight -

Type of A/c - CRJ Wake turbulence - Equipment

Dep. Ad - VOCC Time - 0630 Level - FL290

Route - W118 CCB R461 FL300 BBM W120 FL290

Arrt. Ad - VOHY Altn Ad - VOML

Other info - only VHF on board

NOTE-2 - charter flight.

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1) a) obtain Route clearance

b) show compliance to Route clearance

2) you are passing FL130 that you lost contact with VOCC. Decide to continue your flight and est CCB 0705. Announce your plan and as you esp RCF

3) 30 NM to BBM you get info from your company to fly to alternate due to ATC off the Air. Plan the flight accordingly with the necessary permission.

4) a) you are descending to FL190. Further descend RCPI tfc VT-DWX ahead of you, but able to cross the tfc earlier. Seek descend permission.

b) while landing in downwind cloud ceiling falling below Initial approach TA

5) Transmit and write the following aviation abbreviation in full English form.

1) VOLMET
2) RoFOR
3) PB
4) XCVR
5) PRKG
6) SPECI
7) G.S
8) ABM
9) NXR
10) PJE.

Time allowed - 25 mins Total Marks - 100

A/c Identification - G8162 Flight rule - I Type of flight - G

Type of A/c - Boeing Wake Turbulence - H Equipment - S

Dep Ad:- VEBS Time - 0030 Level - FL320

Route:- W49 KKJ W10 FL310

Dest Ad:- VILK Altn Ad. VAKJ

Other info:- only VHF on board.

NOTE 2 :-

1) ATD 0050 you depart in drizzel with forecast of rain, Passing FL120 ; one VT-YIO calls you Answer the call and provide necessary info -

2) you reached at filed level and over GUTID ~~calls~~, ATC calls you, Answer the call and continue flight to destination.

3) you estimate IBUDA 0200 TA.

4) you had been holding over VILK at FL80 for a long time and are reaching fuel exhaustion limit Take further action.

5) Transmit the following sentences using True & false only.

1) In VOR ; both signals are interlocked at 000 mag. North with zero phase difference

2) LORAN stand Low range communication

3) frequency range 4-8 GHz is known as C band.

4) Radio waves are reflected by object commensurate with their wave length

5) GSM stands for Global Satellite for mobile.

Time allowed - 25 mins Total marks -

A/c identification - 6E458 Flight rule - V Type of flight - G

Type of A/c - Cerona Wake turbulence - L Equipment - S

Dep Ad - VEAT Time - 0435 Level - FL130

Route - W55 KKU FL120 W53

Dest Ad - VEGT. Altn Ad - VEKU.

Other info - only VHF on board

NOTE 2 -

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1) a) During taxiing as you approach an intersection that you brake hard on sudden sighting of a buffalo reaching the intersection. Give full details to ATC & your apprehension

b) Time is 10:00:30. one VTMOV calls you.

2) ATD 0450 you estimate KKU 0530 TA.

3) over Rarapani ATC calls you. Answer the call and TA.

4) You are 10 nm to VEKU FL50. ATC makes an offer for your approach. Reject it and give your intention

5) Transmit the following sentence using True and false only.

1) RDR is mag. brg of A/c from the station.

2) VOR transmit two signal at the same time. one signal in all direction while the other is rotated about the station.

3) Frequency Range 8-12 GHz is known as S band.

4) The height of ionosphere apparently decreases during night

5) ACAS III uses modes to give horizontal advisories also.

Time allowed - 25 mins Total marks - 100

A/c identification - AI-111 Flight Rule - I Flight Type -

Type of A/c - Airbus Wake turbulence - M Equipment -

Dep Ad - VABB Time - 0130 level - FL320

Route - W28 Gulbarga VB HIA

Dest Ad - VOMM Altn Ad - VOBG.

Other info -

NOTE 2 :- ATD 01:50.

) a) You have already started your engine and one of you crew member informed you that one Passenger is intoxicated and behaving rudely and finds himself unsafe to fly.

b) Now you are ready for departure obtain S/U clearance

) a) You are airborne and passing FL60 at 0200, that flaps of your A/c gets stuck and your A/c is full loaded, over weight, landing may not be safe. TA.

b) Flap starts operating normal and you have decided to proceed as per your original flight plan.

) You reached Gulbarga at 0210 and you are being informed that Hyderabad ATC gone off the air due to major power failure

) You crossed BODEL 0345 and you are approaching Chennai when you observed a Severe cyclonic storm at sea proceeding towards North. TA.

5) Answer the following in full form:-

i) AFS is a part of AFTN.

ii) VT-REF CFM ready to RNN

iii) RPL is filed for IT 556

iv) Rwy is TEMPO clsd.

v) Cld. of VA is approaching.

vi) Taxiway charlie is LGTD.

vii) G/A channel is U/S

viii) RR MM

ix) There is GLD in VCY.

Time allowed - 25 mins Total marks - 100

A/c identification - VT-AYI Flight Rule - I Type of flight - G

Type of A/c - Airbus Wake turbulence - M Equipment - S

Dep Ad - VIDP Time - 02:00 Level - FL340

Route - A474

Dest Ad - VABB

Other info - Only VHF on board. Altn Ad - VAAH.

NOTE: 2

→ Restriction :- Due IAF fly past rehearsal airspace of following dimensions will remain closed between 0230 - 0430 UTC.

I → within a radius of 20nm from delhi Airport GL to FL150

II → within a circular area between 20NM and 40NM radius of delhi Airport, GL to FL150.

1) a) Time is 01:10:30 IST one VT-FRE calls you.

b) ATD 02:20 you are climbing to FL250 initially due Rcpl tfc. Time 02:25 you are 25D FR DPN. Passing FL70 ATC calls you. provide information ensuring compliance

2) you are over IRABA that one VT-RCF is repetedly calling delhi. Render help and advice.

3)

Time allowed - 25 mins Total marks :- 100

A/C identification - 6E-339 Flight Rule - I Type of flight - G

Type of A/C - A320 Wake turbulence - H Equipment - S

Dep Ad - VEPT Time - 05:30 Level - FL260

Route - W44 BBN R460 FL280

Dest Ad - VILK

Altn Ad - VIBN

Other info - only VHF on board.

NOTE : 2

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1) a) As you start rolling for departure - you see buffalo ahead ATD - 06:30.

b) you are passing FL240 and estimate IBUSU 06:50. obtain further clearance

2) you reached IBUSU : TA.

3) 70 nm from VILK FL200. you decide to descend by 4000 ft.

4) on final you experience wet Micro burst

5) Transmit the following sentences using true and false only.

1) ADF uses a loop aerial to determine the direction and a sense aerial to resolve 180° ambiguity.

2) frequency band used for NDB in india is 200-400 KHz.

3) In secondary radar Radio signal transmitted from the position to be determined.

4) Middle marker transmit 2 dashes per second tone which is audio modulated on 400 Hz.

5) DME is working on the principle of primary radar.

Time allowed - 25 mins Total marks - 100

A/c identification - 9W-K2180 Flight Rule - I Flight type - G

Type of A/C - Airbus Wake turbulence - H Equipment - S

Dep Ad - VEMN Time - 06:30 Level - FL340

Route - W51 GGT R472

Dest Ad - VECC Altn Ad - VEGT

Other info - only VHF on board

NOTE-2 - outside Controlled airspace contact victor Control

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1 a) During taxiing you are approaching an intersection, another Aircraft from right also approaching the same intersection that visibility goes below. TA

b) you are on holding point Rwy 15, ATC calls you. Answer the call and TA.

c) you are ready for the flight plan ATD - 08:50

2) a) over Jorhat you start experiencing severe turbulance. ATC channel occupied.

b) Turbulence continues and you decide to descent further by 2000 feet

3) 30 NM from Guwahati FL340 ATC calls you. Answer the call and continue your flight to destination.

4) you are 10nm to VECC FL50. ATC makes an offer you approach. Reject it and give your intention.

5) Transmit the following sentences using true and false only take care of BOLD.

i) In case of emergency, make the initial call on the frequency in use, but if that is not possible squawk 7600 and call on 121.5.

ii) If automatic altitude keeping device fails, Pilot will be Neg RVSM.