

Directorate General of Civil Aviation (DGCA) Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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Introduction

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

This guide was designed to help you do exactly that.

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

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

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

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

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

Let's begin.

How to Use This Guide

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

1. Start with a Diagnostic Review

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

2. Study in Short, Focused Sessions

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

3. Learn from the Explanations

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

4. Track Your Progress

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

5. Simulate the Real Exam

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

6. Repeat and Review

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

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

Questions

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- 1. Which statement is NOT typically associated with Category C aerodromes?**
 - A. Long runway length**
 - B. High operational complexity**
 - C. High terrain or obstacles**
 - D. Curved or offset approach**

- 2. Which class of airspace allows only IFR flights?**
 - A. Class A**
 - B. Class B**
 - C. Class C**
 - D. Class G**

- 3. Which section provides aerodrome elevation data?**
 - A. GEN 2.3**
 - B. GEN 2.4**
 - C. GEN 2.5**
 - D. GEN 2.6**

- 4. Which section contains aerodrome elevation data?**
 - A. GEN 2.4**
 - B. GEN 2.3**
 - C. ENR 5.4**
 - D. ENR 4.1**

- 5. Which section outlines entry, transit, and overflight procedures?**
 - A. GEN 1.2**
 - B. GEN 2.0**
 - C. ENR 2.2**
 - D. AIP 5.1**

- 6. What is required for VFR flight in controlled airspace?**
 - A. ATC clearance**
 - B. IFR clearance**
 - C. Visual navigation can be used without clearance**
 - D. No clearance needed**

- 7. Which code indicates a radio communications failure in an aeronautical context?**
- A. 7600**
 - B. 7500**
 - C. 7700**
 - D. 7605**
- 8. Which document provides obstacle data along airways?**
- A. ENR 5.4**
 - B. AIP En Route**
 - C. ICAO Annex 11**
 - D. NOTAMs**
- 9. What is the document that records when and where a flight took place along with any technical notes?**
- A. Journey Logbook**
 - B. Certificate of Registration**
 - C. Air Operator Certificate**
 - D. Certificate of Airworthiness**
- 10. GEN 3.5 covers which topic?**
- A. Meteorological services details**
 - B. Airspace classification**
 - C. Navigation aids**
 - D. Abnormal operations**

Answers

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

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Explanations

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1. Which statement is NOT typically associated with Category C aerodromes?

- A. Long runway length**
- B. High operational complexity**
- C. High terrain or obstacles**
- D. Curved or offset approach**

Category C aerodromes are associated with more demanding operating conditions: you'll often find limited facilities, tighter or less forgiving airfields, and procedures that account for challenging surroundings. High terrain or obstacles near the field, and approaches that must be curved or offset to fit the terrain, contribute to a higher level of operational complexity. In contrast, a long runway is a hallmark of larger, busier airports that handle heavier aircraft; such runways are not typically a feature of Category C fields. So, the statement about long runway length is not typical for Category C aerodromes.

2. Which class of airspace allows only IFR flights?

- A. Class A**
- B. Class B**
- C. Class C**
- D. Class G**

In this airspace, the emphasis is on instrument-based navigation and ATC-managed separation. To enter and operate here, pilots must be on an IFR flight plan and receive explicit ATC clearance, with two-way radio communication and appropriate equipment. Because visual reference and wind-drift cues can't be relied upon for separation at these altitudes and with high traffic, VFR flights aren't permitted. This makes it the only airspace class that allows strictly IFR operations. Typically this upper, controlled airspace starts at a defined altitude (around 18,000 ft MSL) and extends upward, ensuring all traffic is conducted under instrument flight rules.

3. Which section provides aerodrome elevation data?

- A. GEN 2.3**
- B. GEN 2.4**
- C. GEN 2.5**
- D. GEN 2.6**

The aerodrome elevation data is found in the General (GEN) section, specifically in the aerodrome data portion. Elevation is essential for correct altimeter settings and altitude calculations, so it is listed together with other aerodrome-specific details (like coordinates and runway data) in that block. The other GEN subsections cover different general information, not the aerodrome elevation, so the section dedicated to aerodrome data is the correct place for this data.

4. Which section contains aerodrome elevation data?

- A. GEN 2.4**
- B. GEN 2.3**
- C. ENR 5.4**
- D. ENR 4.1**

Aerodrome elevation is a basic reference detail published with the general aerodrome data. Elevation affects altimeter setting, performance calculations, and obstacle clearance, so it belongs in the general information about an aerodrome rather than in en-route or procedure sections. In the AIP structure, this data is provided in the General section under the aerodrome data area. That placement makes it readily available for all pilots and operators planning or conducting flights, which is why aerodrome elevation is found there.

5. Which section outlines entry, transit, and overflight procedures?

- A. GEN 1.2**
- B. GEN 2.0**
- C. ENR 2.2**
- D. AIP 5.1**

Entry, transit, and overflight procedures are the basic framework international flights follow when entering and moving through a country's airspace. In the AIP structure, the General (GEN) volume provides broad information that applies to all operations, and the section within GEN that covers how aircraft enter, transit, and overfly a country is GEN 1.2. This makes GEN 1.2 the most appropriate place to find these procedures. Other sections address different aspects—ENR covers en-route specifics, while other GEN subsections or volumes deal with topics outside entry/overflight—so they aren't the primary source for these particular procedures.

6. What is required for VFR flight in controlled airspace?

- A. ATC clearance**
- B. IFR clearance**
- C. Visual navigation can be used without clearance**
- D. No clearance needed**

When flying VFR in controlled airspace, you must have ATC clearance. Controlled airspace is tightly managed by air traffic control to keep traffic safely separated, so entry and subsequent routing within that airspace are permissions granted by ATC. The clearance outlines your assigned route, altitude, and any vectors or instructions you'll follow, allowing ATC to fit your flight into the overall traffic picture. IFR clearance is not required for a VFR flight—IFR clearance is for instrument-based operations, whereas VFR can operate without IFR clearance as long as you have ATC clearance to enter controlled airspace. Visual navigation isn't a substitute for that clearance; you may navigate visually, but you still need ATC authorization to enter and operate within controlled airspace. No clearance is not acceptable in controlled airspace, where ATC must authorize entry.

7. Which code indicates a radio communications failure in an aeronautical context?

- A. 7600**
- B. 7500**
- C. 7700**
- D. 7605**

When pilots can't communicate with ATC, they use a specific transponder code to signal the situation. This set of four digits conveys the condition without voice. The code for radio communications failure is 7600, which tells ATC that the aircraft cannot receive or transmit. Because of this, ATC will apply the standard loss-of-communications procedures and guide the flight by other means. The other common codes have different meanings: 7500 indicates a hijacking, and 7700 signals a general emergency. 7605 isn't a standard international code for a recognized condition.

8. Which document provides obstacle data along airways?

- A. ENR 5.4**
- B. AIP En Route**
- C. ICAO Annex 11**
- D. NOTAMs**

Obstacle data along airways is a permanent publication in the AIP En Route, specifically in the section titled ENR 5.4, which is the part named "Obstacle data along air routes." This section lists known obstacles on ATS routes with their precise locations and elevations, providing essential information for flight planning and maintaining obstacle clearance along airways. It's the authoritative source pilots and planners consult for fixed, long-term obstacle information. Notams, by contrast, cover temporary changes and hazards, so they don't serve as the permanent obstacle dataset. ICAO Annex 11 sets ATS standards but isn't a route-specific data publication. While the broader AIP En Route contains the en-route information, the exact data on obstacles along airways is found in ENR 5.4.

9. What is the document that records when and where a flight took place along with any technical notes?

- A. Journey Logbook**
- B. Certificate of Registration**
- C. Air Operator Certificate**
- D. Certificate of Airworthiness**

This item focuses on the document used to log the details of each flight, including timing, routing, and notes about the aircraft's condition. A journey logbook records when the flight occurred, where it flew from and to (the origin and destination), and any technical notes such as defects observed, maintenance actions taken, or unusual events. This per-flight record is essential for tracking aircraft usage, maintenance planning, and regulatory compliance. The other documents serve different purposes: the certificate of registration identifies ownership and the aircraft's registration marks; the certificate of airworthiness confirms the aircraft meets safety standards for flight; and the air operator certificate authorizes an organization to conduct flight operations. None of these capture the per-flight details and technical notes in the way a journey logbook does.

10. GEN 3.5 covers which topic?

A. Meteorological services details

B. Airspace classification

C. Navigation aids

D. Abnormal operations

GEN 3.5 focuses on the meteorological services provided to aviation—the weather information available to pilots, how that information is produced and disseminated, and how it is used in planning and in-flight decision making. This covers the kinds of products and briefings pilots rely on (such as observations and forecasts) and the roles of meteorological offices in supporting safe operation. That emphasis on weather information and its use in flight is why meteorological services details is the best match. Other topics like airspace classification, navigation aids, or abnormal operations belong to different parts of the syllabus.

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Next Steps

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

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

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

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

<https://dgca.examzify.com>

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

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