

DIRECTORATE GENERAL OF CIVIL AVIATION (DGCA) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. What performance factor decreases at high density altitude?**
 - A. Takeoff distance
 - B. Climb rate
 - C. Engine power
 - D. Payload capacity
- 2. Which AIP section lists ATS services?**
 - A. GEN 3.3
 - B. GEN 3.5
 - C. ENR 1.7
 - D. ENR 5.4
- 3. What environmental factor can degrade GPS signals?**
 - A. Solar activity
 - B. Cloud cover
 - C. Wind
 - D. Radio interference
- 4. During navigation failure, what should be maintained until new instructions are issued?**
 - A. Last ATC clearance
 - B. Assigned altitude
 - C. Filed flight plan
 - D. Current heading
- 5. What navigation performance requires onboard monitoring and alerting?**
 - A. RNP
 - B. RNAV
 - C. GNSS
 - D. AOC
- 6. Which organization coordinates European flow management?**
 - A. Eurocontrol
 - B. ICAO
 - C. FAA
 - D. EASA

- 7. Obstacle data along airways is primarily used to support which planning activity?**
- A. Obstacle avoidance planning
 - B. Flight scheduling
 - C. Fuel planning
 - D. Crew scheduling
- 8. What happens to climb performance at high elevation?**
- A. It decreases
 - B. It increases
 - C. It remains constant
 - D. It varies unpredictably
- 9. Which AIP section defines flight planning procedures?**
- A. ENR 1.3
 - B. ENR 1.10
 - C. ENR 5.1
 - D. ENR 5.3
- 10. ADS-B Out requirement threshold in Turkish airspace is above which flight level?**
- A. FL290
 - B. FL180
 - C. FL410
 - D. FL100

Answers

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

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Explanations

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1. What performance factor decreases at high density altitude?

- A. Takeoff distance
- B. Climb rate**
- C. Engine power
- D. Payload capacity

Density altitude is a measure of how the air behaves as if you were at a higher altitude, taking into account temperature and pressure. When the air is thinner, the wings generate less lift for a given airspeed and the engine/propeller produce less thrust. After takeoff, this combination reduces the excess power available to climb, so the airplane can gain altitude more slowly. That slower vertical progress is what we mean by a decrease in climb rate. While engine power and takeoff distance are also affected by thinner air, the rate of climb is the key performance factor that falls off with increasing density altitude. Payload capacity isn't inherently reduced by density altitude—though higher density altitude can force you to carry less payload to meet climb performance requirements.

2. Which AIP section lists ATS services?

- A. GEN 3.3**
- B. GEN 3.5
- C. ENR 1.7
- D. ENR 5.4

ATS services are described in the GEN volume because this part of the AIP holds general information about air traffic services and how they are provided to users. The specific subsection that lists the available ATS services is the one numbered in GEN that focuses on ATS services, compiling the scope, responsibility, and facilities involved. ENR sections deal with en-route details like airways, routes, and operational procedures, not with a catalog of ATS services. So, for a clear, official listing of what ATS services exist and how they are delivered, GEN 3.3 is the relevant source.

3. What environmental factor can degrade GPS signals?

- A. Solar activity**
- B. Cloud cover
- C. Wind
- D. Radio interference

Solar activity disturbs the ionosphere, the layer of charged particles GPS signals travel through. When solar activity is high—due to solar flares and geomagnetic storms—the electron content in the ionosphere increases and becomes highly irregular. This changes the speed and path of the radio waves, introducing delays and phase errors in the receivers' measurements and can cause rapid fluctuations known as scintillation, sometimes causing a loss of lock on satellites. Cloud cover and wind don't significantly affect L-band GPS signals, and while radio interference can disrupt reception, the dominant environmental factor that degrades GPS signals is the solar-driven ionospheric disturbance.

4. During navigation failure, what should be maintained until new instructions are issued?

- A. Last ATC clearance**
- B. Assigned altitude
- C. Filed flight plan
- D. Current heading

When navigation equipment fails, the safe approach is to continue to fly as ATC last instructed. Maintaining the last ATC clearance (which defines your route and altitude) keeps your aircraft on a predictable path, preserves separation from other traffic, and avoids introducing new risks while you're unable to determine your precise position or reestablish navigation. You should adhere to that clearance until ATC issues new instructions or you regain navigation and communications. The other options are not as reliable in this situation: a fixed altitude or current heading aren't guaranteed to align with the last clearance, and a filed flight plan isn't a live directive to fly the number and route you're currently following.

5. What navigation performance requires onboard monitoring and alerting?

- A. RNP**
- B. RNAV
- C. GNSS
- D. AOC

RNP, or Required Navigation Performance, is defined by a specified level of navigation accuracy and integrity that must be continuously demonstrated. A key feature of RNP is onboard performance monitoring and alerting: the aircraft's navigation system constantly checks how well the sensors are meeting the required performance, and it will alert the crew if the performance falls outside the specified limits. This onboard monitoring ensures you stay within the protected path and provides timely warnings to take action if accuracy or integrity degrades. RNAV is a broader navigation method that uses waypoints to define routes but does not inherently require onboard monitoring and alerting as part of the navigation performance specification. GNSS refers to satellite-based navigation and may include integrity checks, but the requirement for explicit onboard monitoring and alerting tied to a performance specification is a hallmark of RNP. An AOC is an operational certificate and not a navigation performance standard.

6. Which organization coordinates European flow management?

- A. Eurocontrol**
- B. ICAO
- C. FAA
- D. EASA

Flow management coordination in Europe is handled by Eurocontrol. This organization operates the Network Manager, which forecasts traffic, assesses capacity across European airspace, and issues flow management measures to balance demand with available capacity. The goal is to keep routes efficient and avoid congestion, handling cross-border sequencing and adjustments as aircraft move through multiple countries' airspace. ICAO sets global standards for aviation but does not run day-to-day European flow management. The FAA is the U.S. authority responsible for airspace and aviation in the United States, not Europe. EASA regulates safety within Europe but does not coordinate network flow management.

7. Obstacle data along airways is primarily used to support which planning activity?

- A. Obstacle avoidance planning**
- B. Flight scheduling
- C. Fuel planning
- D. Crew scheduling

Obstacle data along airways is used to ensure safe routing by avoiding terrain and obstacles and maintaining required clearance along the flight path. When planning an en-route flight, this data helps determine where obstacles such as mountains or tall structures lie and what altitude is needed to keep the aircraft safely clear. If a proposed route would not provide adequate obstacle clearance, another airway or altitude is chosen to avoid the obstruction. That focus on plotting a path that avoids hazards is why this data is tied directly to obstacle avoidance planning. Other planning tasks—flight scheduling, fuel planning, and crew scheduling—rely on timing, distance, wind, and resource considerations rather than obstacle terrain data.

8. What happens to climb performance at high elevation?

- A. It decreases**
- B. It increases
- C. It remains constant
- D. It varies unpredictably

As elevation increases, the air becomes thinner. That thinner air means less lift for the wings at a given airspeed, and engines produce less power or thrust in reduced air density. Since rate of climb depends on the excess power available after meeting the drag and weight demands, the available excess power drops as altitude climbs. With fixed weight and configuration, this reduced excess power translates directly into a lower climb rate. So climb performance decreases with higher altitude. It doesn't stay constant or vary unpredictably; it steadily declines as density altitude increases.

9. Which AIP section defines flight planning procedures?

- A. ENR 1.3
- B. ENR 1.10**
- C. ENR 5.1
- D. ENR 5.3

Flight planning procedures are set out in the ENR en-route information section that specifically covers flight planning. This portion details what data must be included in a flight plan, the required format, who to file with, submission deadlines, and how to amend or withdraw the plan. That focus makes it the best answer because it directly defines the steps and requirements for preparing and filing a flight plan. Other ENR sections deal with different topics—general information or ATS routes and procedures—so they don't define the procedures for flight planning.

10. ADS-B Out requirement threshold in Turkish airspace is above which flight level?

A. FL290

B. FL180

C. FL410

D. FL100

ADS-B Out provides your aircraft's position and other data by broadcast, giving ATC a precise, continuous air picture, especially where radar coverage is sparse. In Turkish airspace, the requirement applies above flight level 290, i.e., once you climb above 29,000 feet you must have ADS-B Out active. This threshold targets high-altitude en-route airspace where modern surveillance adds the most value, while lower levels can still be adequately served by traditional radar and transponder systems. The other altitudes don't fit this rule because the mandate starts at 290, not lower levels like 180 or 100, and it is not defined by the upper limit of 410 feet but by the starting point of 290.

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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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