# UAE Air Law Practice Exam (Sample)

## Study Guide


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# Questions

**1. What squawk code is used to indicate lost communications?**

**A. 7500**

**B. 7700**

**C. 7600**

**D. 9999**

**2. What does RESA stand for?**

**A. Runway End Safety Area**

**B. Runway Emergency Safety Area**

**C. Runway Entry Safety Area**

**D. Runway Edge Safety Area**

**3. Which squawk code is used to indicate a hijack or unlawful interference?**

**A. 7600**

**B. 7700**

**C. 7500**

**D. 7400**

**4. What frequency is used for Academy Tower at EFTA?**

**A. 118.700 MHz**

**B. 118.775 MHz**

**C. 119.100 MHz**

**D. 121.500 MHz**

**5. What is the Fujairah CTA altitude band and classification?**

**A. 9,500 ft-1,500 ft Class B**

**B. 9,500 ft-1,500 ft Class C**

**C. FL150-1,500 ft Class D**

**D. FL100-1,500 ft Class A**

**6. What is the primary purpose of the airspace classification in the UAE?**

**A. Minimize fuel consumption**

**B. Enhance air traffic management**

**C. Reduce noise pollution**

**D. Regulate drone activities**

**7. What is the vertical span of Class G airspace in the Emirates FIR?**

**A. 0 - SFC**

**B. SFC - 3,000 ft**

**C. 4,500 ft - AGL**

**D. SFC - AGL**

**8. Which FIR covers the UAE?**

**A. Dubai FIR**

**B. Abu Dhabi FIR**

**C. Emirates FIR**

**D. Sharjah FIR**

**9. What is the runway surface and strength rating at EFTA?**

**A. Concrete, 5/F/B/Y/T**

**B. Gravel, 6/D/B/Y/T**

**C. Asphalt, 6/F/B/Y/T**

**D. Bitumen, 7/F/B/Y/T**

**10. What phrase is used for a Conditional Clearance involving spacing (e.g. behind another aircraft)?**

**A. "AFTER...after"**

**B. "BEHIND...behind"**

**C. "FOLLOW...follow"**

**D. "CLEARED...cleared"**

# Answers

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

# Explanations

## 1. What squawk code is used to indicate lost communications?

**A. 7500**

**B. 7700**

**C. 7600**

**D. 9999**

**The squawk code used to indicate lost communications is 7600. This code is specifically assigned for situations where an aircraft is unable to communicate with air traffic control due to radio failure. When a pilot sets their transponder to code 7600, it alerts air traffic controllers that they should be aware of the communication issue, allowing them to provide the necessary assistance or monitoring until communication can be re-established. In the context of air traffic management, different squawk codes serve distinct purposes. For instance, code 7500 is reserved for indicating hijacking or unlawful interference, while code 7700 signifies an emergency situation that may not necessarily relate to a loss of communications. The code 9999 is not an officially recognized squawk code and does not serve a specific purpose in air traffic control. Understanding these codes is essential for effective communication and ensuring safety in airspace operations.**

## 2. What does RESA stand for?

**A. Runway End Safety Area**

**B. Runway Emergency Safety Area**

**C. Runway Entry Safety Area**

**D. Runway Edge Safety Area**

**RESA stands for Runway End Safety Area. This designation refers to a defined area at the end of a runway that is designed to enhance safety by reducing the risk of damage to aircraft that may overrun the runway or experience a loss of control upon landing. The RESA is typically a flat, obstacle-free area that extends beyond the end of the runway to provide a buffer zone, which can help to mitigate the consequences of such incidents. Adoption of RESA guidelines is crucial for airports aiming to comply with international safety standards, such as those set by the International Civil Aviation Organization (ICAO). The importance of this area cannot be overstated, as its presence can significantly contribute to overall aviation safety by minimizing potential injuries and damage in the event of runway excursions. Understanding the concept of RESA is essential for airport operators, safety analysts, and aviation professionals, as it plays a vital role in the structural design and operational considerations of airport runways.**

## 3. Which squawk code is used to indicate a hijack or unlawful interference?

**A. 7600**

**B. 7700**

**C. 7500**

**D. 7400**

**The squawk code used to indicate a hijack or unlawful interference is 7500. This specific code is recognized internationally by air traffic control and pilots as an alert for situations involving hijacking. When an aircraft transmits this code, it serves as a silent alarm to air traffic controllers, signaling that the flight crew is facing a threat from someone on board. It helps to ensure that appropriate measures can be taken by authorities to respond to the incident without alerting the hijacker that the flight crew has communicated the distress. In aviation, squawk codes serve different purposes, and understanding their meanings is crucial for maintaining safety in the skies. 7600 indicates a radio failure, alerting air traffic control that the aircraft cannot communicate, while 7700 signifies a general emergency but does not specify the nature of that emergency. 7400 is not a standard code and is generally not recognized in the context of aviation emergencies. Each code serves a distinct purpose within the framework of air traffic management, making it essential to know which code corresponds to which situation.**

## 4. What frequency is used for Academy Tower at EFTA?

**A. 118.700 MHz**

**B. 118.775 MHz**

**C. 119.100 MHz**

**D. 121.500 MHz**

**The correct frequency used for Academy Tower at EFTA is 118.775 MHz. This frequency is designated specifically for this purpose within the UAE airspace, aligning with the country's air traffic management protocols. In the context of aviation operations, each communication frequency is crucial for maintaining clear and organized communications between pilots and air traffic control. Regarding the other frequencies listed, they are utilized for different purposes. For example, 118.700 MHz may be allocated for other nearby facilities or services, while 119.100 MHz commonly serves as an approach or departure frequency for other airports or sectors. The frequency 121.500 MHz is reserved as an emergency frequency, used for distress calls and international emergency transmissions. Hence, identifying the correct frequency for Academy Tower is essential for ensuring effective communication and operational safety in that airspace.**

## 5. What is the Fujairah CTA altitude band and classification?

**A. 9,500 ft-1,500 ft Class B**

**B. 9,500 ft-1,500 ft Class C**

**C. FL150-1,500 ft Class D**

**D. FL100-1,500 ft Class A**

**The Fujairah Controlled Traffic Area (CTA) operates within a specific altitude band and classification for airspace management purposes. The correct classification is Class C, which is significant because it entails certain operational rules and requirements for aircraft operating within that airspace. Class C airspace is designed to accommodate both IFR (Instrument Flight Rules) and VFR (Visual Flight Rules) traffic while maintaining safe separation between them. In a Class C environment, air traffic control provides services to both categories of flight, typically including clearances before takeoff, advisories, and separation services, which is vital for safety, especially in busy airspace with mixed traffic. The altitude band of 9,500 feet down to 1,500 feet indicates that this airspace extends from a higher altitude where more complex air traffic is present, down to a lower altitude where flight transitions to approach or departure procedures might occur. Understanding this setup is essential for pilots operating in the region, as it governs the interactions they will have with air traffic control and other aircraft in that space. In contrast, other classifications like Class A, Class B, or Class D have different operational implications and minimum requirements for communication and separation, which do not apply to the Fujairah CTA. Thus**

## 6. What is the primary purpose of the airspace classification in the UAE?

**A. Minimize fuel consumption**

**B. Enhance air traffic management**

**C. Reduce noise pollution**

**D. Regulate drone activities**

**The primary purpose of airspace classification in the UAE is to enhance air traffic management. Effective air traffic management is essential for ensuring safety, efficiency, and coordination in the increasingly crowded airspace. This classification helps determine the rules and procedures that govern the use of different types of airspace, which is vital for managing both commercial and private aircraft operations. Airspace classification establishes various categories that define the level of service, communication requirements, and operational procedures that pilots and air traffic controllers must adhere to. By implementing clear classifications, the UAE can streamline air traffic flow, reduce the risk of collisions, and facilitate more effective decision-making processes in the aviation sector. This robust framework ultimately contributes to a safer and more organized aviation environment. Other options, while they may hold relevance in the broader context of aviation regulation and management, do not represent the primary aim of airspace classification. Fuel consumption, noise pollution, and drone regulations are important considerations but serve as secondary outcomes that can benefit from a well-managed airspace system rather than being the main objective of airspace classification itself.**

## 7. What is the vertical span of Class G airspace in the Emirates FIR?

**A. 0 - SFC**

**B. SFC - 3,000 ft**

**C. 4,500 ft - AGL**

**D. SFC - AGL**

**The vertical span of Class G airspace within the Emirates FIR (Flight Information Region) is from the surface (SFC) to an altitude of 4,500 feet above ground level (AGL). This classification indicates that in Class G airspace, there is no specific air traffic control authority managing the airspace, and pilots are responsible for maintaining separation from other aircraft, mainly through visual means. Understanding the definition of AGL is crucial, as it indicates the height above the terrain rather than above sea level. Thus, the specified limit of 4,500 feet AGL means that any aircraft operating in this airspace must remain below this altitude to remain compliant with the regulations governing Class G airspace. Recognizing Class G airspace's boundaries is essential for pilots and air traffic management, ensuring they operate safely and adhere to jurisdictional airspace standards established for the Emirates FIR.**

## 8. Which FIR covers the UAE?

**A. Dubai FIR**

**B. Abu Dhabi FIR**

**C. Emirates FIR**

**D. Sharjah FIR**

**The Emirates FIR, which encompasses the UAE, is significant as it is responsible for the management of air traffic and flight operations within the United Arab Emirates' airspace. This FIR serves as a critical component in the coordination of air traffic in the region and is established to ensure compliance with international aviation regulations as set forth by organizations such as the International Civil Aviation Organization (ICAO). Understanding the boundaries of the Emirates FIR is essential for both domestic and international flight operations, as it interfaces with adjacent FIRs. This coverage includes the airspace over all emirates including Dubai, Abu Dhabi, and Sharjah, ensuring seamless air navigation across the entire UAE airspace. In contrast, while there are FIRs associated with specific areas, such as Dubai and Abu Dhabi, they do not encompass the totality of UAE airspace, which confirms the correctness of identifying the Emirates FIR as the overall governing airspace zone for the entire nation. Thus, it effectively integrates operations and ensures regulatory compliance for flights traversing or operating within the UAE.**

## 9. What is the runway surface and strength rating at EFTA?

**A. Concrete, 5/F/B/Y/T**

**B. Gravel, 6/D/B/Y/T**

**C. Asphalt, 6/F/B/Y/T**

**D. Bitumen, 7/F/B/Y/T**

**The correct answer indicates that the runway surface at EFTA is asphalt, with a strength rating of 6. The strength rating is crucial as it informs pilots and aircraft operators about the maximum aircraft weight that the runway can safely support without undergoing significant damage. A strength rating of 6 suggests a good capability for handling a variety of aircraft, including those in the larger classifications typically used for commercial and cargo operations. Asphalt is a commonly used surface material for runways because it provides good traction and is suitable for a wide range of weather conditions. Its flexibility and durability allow it to withstand the repeated stresses of aircraft landings and takeoffs. Understanding the specific surface material and its strength rating is essential for flight operations and safety assessments. Operators rely on this information to ensure that the aircraft they intend to operate are compatible with the runway's characteristics, thereby preventing incidents related to runway overload or surface failure.**

## 10. What phrase is used for a Conditional Clearance involving spacing (e.g. behind another aircraft)?

**A. "AFTER...after"**

**B. "BEHIND...behind"**

**C. "FOLLOW...follow"**

**D. "CLEARED...cleared"**

**The phrase "BEHIND...behind" is specifically used in air traffic communication to issue a conditional clearance that involves the requirement for the pilot to maintain a specific spacing from another aircraft, typically for safety and operational efficiency. This phraseology is important as it clearly informs the pilot that they may proceed with their clearance while also advising them to maintain a specified distance from the aircraft they are following. Using "BEHIND" emphasizes the conditional nature of the clearance, highlighting that the pilot's progression is contingent upon the positioning of the aircraft ahead. This terminology is part of standardized aviation phraseology, ensuring clarity and consistency in communications between air traffic controllers and pilots. Emphasis on such clear statements reduces the risk of misunderstandings that could arise during busy operations, enhancing safety within the airspace. The other phrases presented do not capture the specific nature of maintaining separation in the same way. While they may be used in various contexts within aviation communication, they do not denote the specific condition of following another aircraft as effectively as "BEHIND...behind" does.**