

Aviation World(www.dgcaquestionpapers.in) Paper 1 Oct 15

DGCA (PAPER-I)

OCT-2015

- 1.The a/c registered in India shall carry passenger according which IAR?
(a)7C (b)7B (c)7A (d)7
- 2.The fueling precaution to be observed while fueling the a/c fuel according which IAR?
(a)25B (b)25A (c)25 (d)24C
- 3.The director general issues directions through
(a)Operator's a/c maintenance programme (b)Civil aviation requirement procedures
(c)Notices to airmen,AIP,AIC ...etc
- 4.The organization prepares SMS according to which IAR
(a)29D (b)CAR section 1 series C part II (c)29C (d)29B
- 5.The organization which is involved in maintenance carry out SMS according to which CAR
(a)section 1 series C part I (b)CAR section 1 series C p-II
(c)CAR section 2 series C p-I (d)CAR section 2 series C p- II
- 6.If any person is aggrieved by order passed by an officer in exercise of a power conferred by him, then he may prefer an appeal to the next higher officer within how many days
(a)24 days (b)30days (c)48 days (d)60days
- 7.A trainee pilot who is learning to fly may fly without a license in any a/c who's MTOW doesn't exceed
(a)1200kgs (b)1500kgs (c)2000kgs (d)nota
- 8.Whivh IAR relates to intoxicating and psychoactive substances
(a)24C (b)24 (c)25 (d)29D
- 9.according to IAR 59A, MTCS which is most appropriate ?
(a)The dgca prohibit an a/c which suffers major damage in Indian territory after getting approval from the state of registry of the a/c
(b)The state of registration of a/c or a/w authority of the country of registration will notify DGCA that the damage can ascertain & removed
(c)The a/c must be permitted to fly without passenger to place where it can be restored to a/w condition by DGCA after receiving notification from the state of registry of a/c
(d)Both b&c are correct
- 10.MTCS regarding duty time limitation

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(a) General shift duration is 8 hrs which may increase due to demand of work. However working more than 12 hrs should be considered undesirable

(b) The number of continuous night shifts should not exceed more than two and same should be followed by at least 2 successive days rest periods

(c) Duration of break should be taken into account the logistic and other constraints

(d) ATA

11. AAC 2 of 2011 indicates

(a) categorization of surveillance/audit findings

(b) authentication & serviceability of a/c parts

(c) A/W approval for exports

(d) Engineering statics report

12. In CAR-145 AMO should develop a system to monitor the

(a) Certification authorization (b) certification authorization inline with AME license validity

(c) AME license validity

(d) ATA

13. In CAR-21 subpart F implies

(a) POA of products, parts and appliances (b) POA of products or changes to products

(c) Production without POA

(d) Repairs

14. The microlite a/c with AUW not exceeding 450 kgs the TC shall be obtained by

(a) BY holding a DOA issued by DGCA

(b) As an alternative procedure of DGCA agreement for procedures setting out specific design practices, resources and sequence of action

(c) By complying CAR section R according to F part XIV

(d) As in a & b is correct

15. The changes of the TC which statement is applicable according to CAR-21

(a) Any natural or legal person may apply for approval of a major change to TD/TC under subpart D

(b) Only TC holders may apply for approval of a major change to TD/TC under this subpart D

(c) Other than TC holder may apply for approval of major change of TC under subpart E

(d) Both b & c are correct

16. MTCS regarding ITSOA

(a) ITSOA holder retains his authorization for unlimited duration

(b) ITSOA carry production according to subpart –G only

(c) prepare, maintain and update master copies of all manuals required by the applicable a/w specifications for article

(d) Both a & c are correct

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17.The reference incorporated in the T C of the product to be changed

- (a)Existing T C basis (b)Latest certification specifications
(c)substantial change (d) earlier certification specification

18.A technician misses to fit a screw in horizontal stabilizer which has removed leaving the leading edge / de icing boots assembly secured to the horizontal stabilizer by only the bottom screws .

This error is mismatch of :

- (a)live ware-environment (b)live ware-software (c)software-environment (d)hardware-environment

19. in H F "SHEL" stands for:

- (a)S-software ,H-hardware , E-environment, L-live ware
(b) S-software, H-human, , E-environment, L-life
(c)S-society, H-hardware , E – environment ,L-locality

20.H F defines

- (a)It is capability of human to perform the work (b)Fitting work to man & man to work
(c)Both a and b are correct

21.-The procedure for registration of a/c is given in annexure

- (a)ICAO ANNEX 8 (b)ICAO ANNEX 7 (c)ICAO annex 6 (d)annex 1

22.The schedule operator shall prepare fleet performance ,engineering statistics report as required

- (a)CAR sec 2 D P-II (b)CAR section 2series I part-II (c) CAR section 2 series C part-V

23.The scheduled operator should submit major defect report within.

- (A)24 hrs (b)3 days (C)quarterly (D) two weeks

24.The category-c defect rectification interval as mentioned in the preamble of the MEL as

- (a)120days (b)10days (c) as specified in the remark column (d)3days

25.MTCS regarding Mel?

- (A)the MMEL is approved by dgca
(B) the operator shall specify his pholorophy for invoving MEL in the preamble the Mel
(C)Mel included passenger convenience equipment

26.Theunserviable MEL items are rectified by the operator

- (A)The rectification of defects according to operators scheduled timetable
(B) operator make repair where ever major maintenance carried out
(C)operator generally make repairs at the first station where replace or replacement can be made

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- (D)operator follow defect rectification according to manufacturers instruction
27. aircraft fleet according to CAR-SEC- 2 means
- (A)minimum 6 aircraft of particular model/variant
- (B)the operators entire aircraft operated by them in their org constitutes a air craft fleet
- (C)minimum 3 aircraft of particular model/ variant
- (D) the operator/org operatable aircraft can only be considered as aircraft fleet.
- 28.the engine shutdown during flight because of flame – out?
- (A) group-1 (B) group-2 (C) group-3 (D) group-4
29. The fuel lubricants and special petroleum product comes under
- (A) CAR SEC-2 series –E (B) CAR-145 (C) CAR-M subpart f (D) category E
30. The document issued to an org by dgca
- (A)production org approval (B) certificate of approval (C) design org approval (D) maintenance org approval
- 31.the org which is located within India shall submit application from to director general in
- (A)ca-form 2 (B) ca -182d (C)ca-182 f (D)ca-182a
32. The state govt aircraft registered in INDIA shall come under which category
- (a) category-a (b) category-b (c) category- A or B (d) category- A&B
- 33.MTCS regarding a/c imported to by air
- (a)Temporary COR will be valid, till the validity which specified in the certificate itself
- (b)The temporary COR shall be surrendered by the owner / his representative to DGCA along with application for registration of a/c
- (c)To obtain temporary COR , an aero mobile license will be issued after obtaining permanent COR
- (d)ATA
- 34.The registration of an a/c registered in India may be cancelled by DGCA in what circumstances
- (a)If a/c sufferers with major defects /damage
- (b)If a/c major defect is not rectified according to the manufacturers instruction
- (c)the a/c could be more suitable to be registered in some other country
- 35.The goods a/c comes under which category of a/c classification
- (a)Normal category sub division - C (b)Normal category sub division-A
- (c) Normal category sub division -E (d) Normal category sub division-G
- 36.MTCS regarding classification of a/c

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- (a) Aerobatic a/c may be used for special category (b) Normal category a/c can be used under special category
- (c) Aerobatic category a/c can be used under normal category for the purpose of using as private jet (d) NOTA
37. A single seater microlite a/c with fixed wing having MTOW (in kgs) of
- (a) 450 (b) 100 (c) 350 (d) 330
38. The pooling of a/c parts by national airlines of India with foreign airlines comes under which part & series of CAR section 2
- (a) Series D part-II (b) Series F part-V (c) Series F part-XVII (d) Series F part II
39. In case of non scheduled operation which of the following will be applicable to it
- (a) Non-pressurized a/c of more than 25yrs of age is allowed
- (b) pressurized a/c of not more than 15yrs is permitted
- (c) For import of un pressurized a/c will be permitted for more than 30 yrs (d) NOTA
40. The storage /shelf life of rubber parts for hydraulic & pneumatic components shall be stored for
- (a) 6yrs from cure date of manufacturer (b) 4 yrs from cure date of manufacturer
- (c) As in (a) if manufacturer has restricted the cure date of manufacture before 6yrs then that will prevail
- (d) 4 yrs from the date of manufacturer's & subject to stretch test & detailed examination
41. Whenever it is desired to install new radio equipment/there is requirement to change the existing avionics installations
- Then which is applicable
- (a) For any/new aviation installation a STC should be developed
- (b) As in (a) if new /existing aviation installations is not covered by STC then a prior permission is required from DGCA as per CAR section 2 Series R part-II
- (c) For grant of approval from DGCA proposal should be made through local a/w office
- (d) ATA
42. MTCS regarding flight recorders
- (a) The crash protected flight recorder will use airborne image recorder or Data link recorder as AIR/DLR
- (b) The light weight flight recorders will use airborne image recording system or data link recording system AIRS /DLRS
- (c) Both the above are correct
43. The replacement of standard components during scheduled period and replacement carried out according to approved maintenance program, which involves assembly, disassembly, maintenance comes in scheduled way comes under

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(a)hard time limit (b)condition monitoring (c)on-condition monitoring (d)both (a)&(c)are correct

44.The propeller overhauling the AME should have specific license for a/c maintenance in

(a)ICAO CAT-X{type III} (b) ICAO CAT-X{type II} (c) ICAO CAT-X{type I} (d) ICAO CAT-D{type III}

45. CAR-145(revision-1),it should be effective from & it should be complied before next revision before

(a)26th Jan 2005 (b)28th feb 2008 (c)8th oct 2013 (d)30th June 2015

46.According to CAR-145, CAR 145.A.42 implies

(a)acceptance of components (b)facilities (c)personal requirements (d)findings

47.MTCS about small AMO(CAR-145) where only one person engaged in maintenance then

(a)The minimum requirements of one full time staff who meets the DGCA licensing requirements for certifying and hold the position of AM

(b)The full time for this purpose is not less than 30 hrs per week

(c)The small AMO (CAR-145) for quality audit should use a subcontracted org or a person with extensive experience & audit background with agreement of DGCA (d)Both A & C are correct

48.The CA-form 2 in case of CAR-145 AMO is referred to

(a)Approval recommendation report

(b)Issue/renewal

(c)approval schedule appendix-V

(d)Post holder acceptance according to

49.In a/c component maintenance the maintenance man-hour plan should relate the a/c componenr planned as specified in

(a)145.A.25

(b)145.A.25(a)(2)

(c)145.A.25(a)(3)

(d)145.A.25(a)(4)

50.MTCS regarding maintenance man-hour plan

(a)The maintenance man hour plan to be reviewed every 1 year once

(b)The significant deviation should not be more than 25% shortfall for a calendar month

(c)Planned absence (vacations, holidays)does not play any role in the man hour plan

(d)ATA

51.Choose non-destructive inspection

(a)magnetic particle

(b)ultrasonic test

(c)baroscopic inspection

(d)thermograph

52.The a/c commander & F E should carry out simple defect rectification which has been enhanced to include

(a)Inspection & removal of deicing /anti-icing fluid residuals (b)Removal of panels and closure of cowls

(c)only accessible of the above work should be carried out without using special tools (d)ATA

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53.For repetitive pre- flight AD the a/c commanders /FE should have a qualification of

- (a)CPL (b)ATPL (c)FE license (d)Any one of the above

54.The CAR-145 AMO will be applicable to which of the following

- (a)The departmental manager directly meet the AM for reporting non-compliance
(b)The managers employed i.e,BMM&LMM report ultimately through the QM to the AM
(c)Certifying staff may report directly to AM (d)Both A& C are correct

55.The components for which maintenance records traceability to the manufacturer cannot be retrieved applicable to which of the following statement

- (a)Salvageable components (b)Unsalvageable components (c)a/w component (d)Unserviceable component

56.The org which is approved in class rating category D should hold & use

- (a)Specialized service process specifications (b)TC data sheet
(c)NDT manual and parts catalogue (d)Engine/APU maint manual

57.Any modification of maintenance instruction linked to CDCCL constitutes a/c modifications that be approved in accordance with

- (a)CAR-m Subpart-F (b)CAR-145 (c)CAR-21 (d)CAR 145.A.45(d)

58.Computr system used for maintenance record system have at least one backup system which is updated at least within

- (a)24 hrs (b)48 hrs (c)2 days (d)one hour

59.The AMO shall report the unsafe condition that hazard seriously the flight safety to

- (a)DGCA (b)To the TC/SC holder (c)To state of registry (if applicable) (d)ATA

60.In case of Car-145 the fundamentals of sub-contracting is not applicable to which statement

- (a)Heat treatment
(b)Fabrication of specified parts for minor repair/modifications without the need for direct approval
(c)engine workshop maintenance check in case of overhauled engine (d)plasma spray

61.In CAR-145.A.95 implies, in case of level 1 findings

- (a)significant non-compliance with CAR-145 (b)Lowers the safety standards
(c)hazards seriously the flight safety (d)ATA

62.The alteration of an item in conformity with an approved standard is

- (a)Modifications (b)Reassembled (c)Overhauled (d)Retreated

63.The CAR-145 maintenance org with class rating A or B or C carry NDT according to

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- (a) Carry out NDT on product which the organization maintains
- (b) The procedure is mentioned in the MOE without need for a class D rating
- (c) Both A&B
64. According to CAR-145 the fuel tank safety training is applicable to which maximum certified payload capacity
- (a) 5700 kgs (b) 7500 kgs (c) 5700 lbs (d) 7500 lbs
65. To witness any relevant testing & visually inspect the product & associated documentation is
- (a) Quality audit check (b) Sample check of product
- (c) Quality control check (d) Independent check/quality feedback check
66. If the responsibilities of owner are transferred to the lessee if
- (a) The lessee is stipulated on registration document (b) As (a) detailed in the COA
- (c) The lessee stipulated on COR (d) As in (a) detailed in leasing contract
67. In respect of pre-flight inspection who will carry out this inspection
- (a) The PIC for other than commercial (b) The authorized person for non-schedule operator
- (c) The approved /competent personnel (d) As in (a) and in case of commercial air transport operator
68. An owner who decides to manage continuing a/w of a/c under its own responsibility
- (a) Make a limited contract with CAR-M Subpart G for the development of maintenance program
- (b) And maintenance program approved in accordance with M.A.302
- (c) This limited contract transfer the responsibility from owner to CAMO till the development of maintenance programme
- (d) ATA
69. An operator, who is operating Cessna-172R & MI-helicopter for commercial operation, other than commercial air transport, who will maintain the a/c
- (a) Subpart F of CAR-M (b) CAR-21 (c) CARM Subpart F / CAR-145 (d) CAR-145
70. The performance of ground de-icing & anti-icing activities depend upon
- (a) Doesn't required maintenance org approval
- (b) Detect & eliminate de-icing and anti-icing is considered as maintenance
- (c) Such inspection should be carried out by suitably authorized personnel (d) ATA
71. The training standard for personnel performing the pre-flight inspection is specified in
- (a) CAME (b) MOM (c) MOE (d) POE

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72.The a/c other than large a/c and contain overhaul time periods for all significant system components should follow which type of program which is not mandatory for it

- (a)On-condition monitoring (b)Reliability program (c)Maintenance steering group logic{MSG} (d)ATA

73.Component removal &installations from a/c is considered as

(a)a/c maintenance &issue CRS according to M.A.801

(b)Component maintenance & issue CRS according to M.A.502

(c)As in (a)the component removal & installations is considered as a/c maintenance instead of component maintenance

(d)NOTA

74.In CAME part 4 indicates

- (a)ARC (b)A/W certificate (c)Annual review certificate (d)A/W review procedure

75.The operator should maintain the maintenance data up-to date by

(a)Subscribing to applicable amendment scheme (b)Checking that all amendments are being received

(c)monitoring the amendment status of all data (d)ATA

76.MTCS regarding flight safety sensitive maintenance

(a)Independent inspection is carried out by two persons (b)Independent inspection is non-mandatory

(c)The manufacturer inspections is to be followed during independent inspection (d)Both (a)&(c)are correct

77.MTCS regarding a/c maintenance CRS

(a)The a/c CRS will be issued according to M.A.801

(b)When extensive maintenance is carried out , it is accepted to summarize the maintenance as there is a unique cross reference

(c)The person issuing CRS will release a/c even when defects are uncertified & not covered under MEL

(d)Both A & B are correct

78.Investigation of accidents are concerned

(a)In consultation with manufacturer (b)In association with operator &DGCA air safety agencies

(c)In association with DGCA RAO/SRAO (d)ATA

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