

SYLLABUS & WEIGHTAGE FOR
COMPUTER BASED TEST
ADVERTISEMENT No: 12/2026/CHQ/DR-CBT

MANAGER (OPERATIONS)

Total Marks: 120

Duration: Two hours

Part-A

General Knowledge, General Intelligence,
General Aptitude, English etc.

Weightage 50%

Part-B

Questions on subjects relating to
Educational Qualifications

Weightage 50%

Airside Definition

- Runway
- Taxiway
- Threshold
- Aerodrome Beacon
- Aerodrome Reference Point
- Clearway
- Stopway
- Apron
- Movement area
- Manoeuvring area
- Instrument Runway
- Non Instrument Runway
- Runway end safety area
- Touchdown zone.

Abbreviations

- FOD
- ACN
- PCN
- TORA
- TODA
- LDA
- ASDA
- RESA
- RVR
- NDB
- VOR

- VMC
- OCA
- OFZ
- ILS
- NOTAM

Aircraft (types and versions)



Parts of Aircraft

- Rudder
- Slats
- Flaps
- Aileron
- Horizontal stabilizer

Navigational Aids

- Aerodrome Beacon
- ILS
- NDB
- DVOR

PAPI and its function

Runway marking and lighting

Taxiway marking and lighting

Legislation

- Bharatiya Vayuyan Adhiniyam, 2024
- Aircraft Rules 1937
- AAI (Management of Airports) Regulation 2003.

Airside Driving Rules

1. Fire Safety Service Vehicles and other vehicles used for aircraft emergency shall have the right of the way over others.
2. Maximum speed limit 30KMPH on service road 15KMPH on apron.
3. Vehicles should not be parked within 15 mts of the aircraft (50ft).
4. No smoking inside/outside the vehicle within the operational area.
5. Runway crossing is allowed only with the permission of the Control Tower and also look out for light/flag signal at ATC.
6. Vehicle will enter runway with two way R/T communication at all time with ATC.
 - I. Before entering/crossing the runway, driver of the vehicle shall visually ensure that no aircraft is approaching or departing from the runway.
 - II. When the vehicle has instruction to clear off the runway, the driver of the vehicle should take immediate action to clear the runway under intimation to the tower.
 - III. In the event of communication failure, ATC shall switch on and off the runway lights thrice to indicate the runway should be cleared. Then the vehicle should clear the runway immediately and inform the Control Tower by the quickest means. The vehicle operator shall position his vehicle facing towards the ATC and flash its headlights thrice to indicate that he has cleared the runway.
7. Use vehicular lanes on apron, away from the parking aircraft.
8. Vehicle should not be parked on vehicular lanes.
9. Vehicle should not be left unattended.
10. Vehicles should only be parked in the Parking Area with brakes on.
11. Vehicle operator should carry driving license/entry permit for inspection.
12. Vehicle operator shall give way to aircraft at all times.

13. Maintain distance of at least 15 meters from the parked aircraft, which is being refueled.
14. While moving in the taxiway and service roads, follow the rule of the road, i.e., keep left. If two vehicles are approaching head on, each shall turn to left.
15. Vehicle operator can over-take the other vehicles from right only.
16. Use perimeter road wherever it is provided instead of crossing runways.
17. Vehicles shall operate in the movement area to a speed less than 30 KMPH. However, such speed restriction shall not apply to vehicles attending to aircraft emergencies.
18. Give way to embarking/disembarking passengers on the apron.
19. While driving on apron and service road, dip the headlights.
20. Shall not interfere with the movement of the aircraft.
21. Shall not over-take or cross the path of the moving aircraft.
22. Shall not operate in the vicinity of aerobridges.
23. During the hours of darkness or when the visibility is less than 2000mtres vehicles should be equipped with atleast two front lights-while, and two rear lights-red and obstruction lights.
24. Shall not drive the vehicle under influence of intoxication.
25. All vehicles must have valid entry permits and shall have obstruction lights installed on the top of the vehicles.
26. Vehicle operator must determine that his vehicle is operating satisfactorily. If he notices any defect, shall inform immediately MT section for remedial action.
27. Aircraft will always have right of way, as such, the vehicle operator before entering the movement area shall always visually check and ensure that the aircraft is approaching/departing.
28. Vehicles shall be parked only in designated parking areas.
29. Vehicle operators shall familiarize themselves with the layout of the airport including apron, taxiways, runways and maneuvering area signs like runway designator signs, directional signs, information signs.
30. If vehicle operator notices foreign objects, if any, or in aircraft movement surface, he will immediately report to duty officer for removal of such obstruction immediately.
31. Speed shall not exceed 10kmph near the vicinity of aircraft.

Aircraft Emergencies

Local Stand BY

Local Standby will be declared by Aerodrome Control Tower when an aircraft approaching the airport is known or is suspected to have developed some defect but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing.

Full Emergency

Full Emergency will be declared by Aerodrome Control Tower when it is known that an aircraft approaching the airport has or is suspected to have such a problem that there is a possibility of an accident.

Aircraft Crash

This emergency will be declared by Aerodrome Control Tower in the event of an aircraft Accident/Crash inside or in the vicinity of IGI Airport.

Special Service Calls

All calls to the Airport Fire Services in the event of situations other than specified above will be treated as special service calls e.g.

- a. Aircraft fire or other fires on ground, within the Airport.

- b. Fuel Spillage
- c. Defueling operations
- d. LVP stand by for ILS CAT-II/CAT-III A/CAT-IIIB operations when CFTs are to be positioned at pre-determined points.
- e. Bomb Threat to Aircraft on Ground or terminal buildings and Cargo complex.

Potential hazards on the apron

- Vehicles
- Pedestrians
- Weather
- Dangerous Goods
- F.O.D
- Runway incursions
- Fuel spillages

Safety Management System

- Identity hazards
- Analysis Risk
- Risk assessment
- Treat Risk

Terminal Management

- Knowledge on Provision of facilities as per ICAO doc Annex-9 (FACILITATION)
- Knowledge on the functioning of various facilities in Terminal Building like Trolley Retrieving, Air-conditions, Toilet cleaning, Escalators, Lifts, PA system, FIDS, Conveyor Belts, Lighting, Ample Car Parking et.
- Knowledge of AAI (Lost Property) Regulation 2003.
- Knowledge of BCAS circulars with respect to Airport Entry Pass/permit
- Co-ordinate with local State Protocol Officers for VIP/VVIP movements.
- Knowledge of contingency plan like building evacuation, structural fire, disaster management and Bomb threat.
- Knowledge on Functions of Airport FAL Committee defined in ICAO Annex-9.
- Knowledge on MoCA orders/circular regarding handling of VVIP
- Knowledge on MoCA instructions with respect to entitle of VIP Lounges at airport.
