

# IFR COMMUNICATIONS

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# Definitions

## Meanings and significance of associated terms:

A waypoint is:

- A) A visual sign pointing the way.
- B) A geographical point at which a change of level takes place.
- C) A designated reporting point.
- D) A geographical location relating to area navigation (RNAV).**

What does the word ACKNOWLEDGE mean?

- A) Repeat all of this message back to me exactly as received.
- B) Repeat all of your last transmission.
- C) Pass me the following information.
- D) Let me know that you have received and understood this message.**

If flying on a north-easterly heading at 2500 feet and you are asked to report your heading and level, then you should reply with the message:

- A) NORTH-EAST AT 25 HUNDRED
- B) 045 AT 2 POINT 5
- C) HEADING 045 AT TWO THOUSAND FIVE HUNDRED FEET**
- D) HEADING 215 AT 2500 FEET

What does the term BROADCAST mean?

- A) A transmission containing meteorological and operational information to aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations.
- B) A transmission where no reply is required from the receiving station.
- C) A transmission of information relating to air navigation that is not addressed to a specific station or stations.**
- D) A radiotelephony transmission from ground station to aircraft in flight.

What does SELCAL mean:

- A) A system provided for direct exchange of information between air traffic services (ATS) units.
- B) A system in which radiotelephony communication between two stations can take place in both directions simultaneously.
- C) A system in which radiotelephony communication can be established between aircraft only.
- D) A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft.**

What does the word NEGATIVE mean?

- A) Consider that transmission as not sent.
- B) Annul the previously transmitted clearance.
- C) That is not correct.**
- D) I say again.

What does the term AIR-GROUND COMMUNICATION mean?

- A) One-way communication from stations or locations on the surface of the earth.
- B) Any communication from aircraft to ground station requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN).
- C) Two-way communication between aircraft and stations or locations on the surface of the earth.**
- D) One-way communication from aircraft to stations or locations on the surface of the earth.

An aircraft is on an IFR approach to an aerodrome in VMC. This approach can be defined as:

- A) an IFR approach**
- B) a VFR approach
- C) a VFR approach with visual reference to the ground
- D) an IFR approach in IMC

What does the term EXPECTED APPROACH TIME mean:

- A) The time at which an arriving aircraft, upon reaching the radio aid serving the destination aerodrome, will commence the instrument approach procedure for a landing.
- B) The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing.**
- C) The time at which an arriving aircraft expects to arrive over the appropriate designated navigation aid serving the destination aerodrome.
- D) The holding time over the radio facility from which the instrument approach procedure for a landing will be initiated.

Which word or phrase shall be used in order to repeat for clarity or emphasis?

- A) Verify.
- B) Read back.
- C) Confirm.
- D) I say again.**

What does the word CHECK mean?

- A) Read back my last instruction.
- B) Examine a system or procedure.**
- C) Confirm your last transmission.
- D) I understand your message.

What does the word APPROVED mean?

- A) Permission for proposed action granted.**
- B) I repeat for clarity or emphasis.
- C) Authorized to proceed under the conditions specified.
- D) That is correct.

What does the word CONTACT mean?

- A) Radar contact established.
- B) Listen out on (frequency).
- C) Establish radio contact with...**
- D) That is correct.

When flying in accordance with IFR, which of the following best describes the term VISUAL APPROACH?

- A) A visual manoeuvre executed by an IFR flight when the weather conditions at the aerodrome of destination are equal to or better than required VMC minima.
- B) An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.**
- C) An approach executed by an IFR flight unable to maintain VMC.
- D) An extension of an instrument approach procedure to bring an aircraft into position for landing on a runway which is not suitably located for straight-in-approach.

What does the word DISREGARD mean?

- A) Consider that transmission as not sent.**
- B) An error has been made in this transmission.
- C) Annul the previously transmitted clearance.
- D) Wait and I will call you.

The Squawk code for radio failure is:

- A) 7700
- B) 7500
- C) 700
- D) 7600**

When reporting a frequency the use of the word DECIMAL can be omitted:

- A) When there is no likelihood of confusion.
- B) After the initial call.
- C) Never.**
- D) By the ground station only.

Which of the following calls is a GENERAL CALL?

- A) YX-DEF Stephenville CONTROL.
- B) YX-EFG, YX-FGH over.
- C) ALL STATIONS Stephenville CONTROL.**
- D) YX-ABC, YX-BCD, YX-CDE Stephenville CONTROL.

What does the word RECLEARED mean?

- A) Permission for proposed action granted.
- B) Consider that transmission as not sent.
- C) A change has been made to your last clearance.**
- D) An error has been made in my last transmission.

What does the phrase VERIFY mean:

- A)** Check and confirm with originator.
  - B) Repeat your last transmission.
  - C) Consider that transmission as not sent.
  - D) Read back VDF bearing.
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21. What does the word CORRECT mean?

- A) Permission for proposed action not granted.
- B) An error has been made in this transmission. The correct version is...
- C) Negative, the correct version is...
- D)** That is correct.

What does the word REPORT mean?

- A)** Pass me the following information.
- B) Repeat all of this message back to me exactly as received.
- C) Say again.
- D) Examine a system or procedure.

A controller would say BREAK BREAK when he:

- A) Wishes to cancel a message already transmitted to an aircraft.
- B) Wishes to create a pause in a long message to an aircraft.
- C) Is instructing an aircraft to abandon take-off.
- D)** Is in a busy environment and has communications with more than one aircraft.

What does the term CLEARANCE LIMIT mean:

- A) The time after which an air traffic control clearance will be automatically cancelled if the flight has not been commenced.
- B) The time at which an aircraft is given an air traffic control clearance.
- C) The time of expiry of an air traffic control clearance.
- D)** The point to which an aircraft is granted an air traffic control clearance.

When flying on a SW heading at 3500 feet you would report your heading and level as:

- A)** HEADING 225 AT THREE THOUSAND FIVE HUNDRED
- B) SOUTHWEST AT THREE FIVE ZERO ZERO
- C) HEADING 045 AT THREE THOUSAND FIVE HUNDRED
- D) HEADING 225 AT THIRTY FIVE HUNDRED

Blind transmission shall be made:

- A)** On the designated frequency (frequency in use).
- B) On regional guard frequencies only.
- C) To all available aeronautical stations.
- D) During IFR flights only.

The band for frequencies between 118.0 to 136.975 MHz is known as the:

- A) VHF band**
- B) SHF band
- C) UHF band
- D) HF band

What does the phrase BREAK BREAK mean?

- A) My transmission is ended and I expect a response from you.
- B) It indicates the separation between portions of a message transmitted to an aircraft station.
- C) The exchange of transmissions is ended and no response is expected.
- D) It indicates the separation between messages transmitted to different aircraft in a very busy environment.**

# Air traffic services abbreviations:

An NDB is:

- A) Non-directional radio beacon.**
- B) Sophisticated DME device.
- C) Non-directional back course ILS.
- D) Non-directional line locator.

What does the abbreviation SAR mean?

- A) Secondary altimeter responder.
- B) Search and rescue.**
- C) Surveillance airport radar.
- D) Standard arrival route.

What does the abbreviation AIS mean?

- A) Aerodrome information service.
- B) Airport information system.
- C) Aeronautical information service.**
- D) Aerodrome identification signal-area.

The abbreviation SAR stands for:

- A) Slope Along Runway
- B) Special Aviation Regulations
- C) Special Altitude Rules
- D) Search and Rescue**

A FIR is defined as:

- A) A portion of airspace where flight information and alerting service is provided.**
- B) Airspace outside airways.
- C) Airspace outside airways.
- D) A region containing only uncontrolled airspace.

The abbreviation H J means that the aerodrome is:

- A) Open between sunrise and sunset.**
- B) Open 24 hours.
- C) Open during unspecified hours.
- D) Open between sunset and sunrise.

What does the abbreviation RNAV mean:

- A) Radio navigation.
- B) Radar aided navigation.
- C) Route navigation.
- D) Area navigation.**

The abbreviation HX in operating hours of an aerodrome means that the airfield:

- A) Open between sunset and sunrise.
- B) Open between sunrise and sunset.
- C) Open on request.
- D) Opening hours are not specified.**

The abbreviation HJ in the operating hours column for an aerodrome means that the aerodrome:

- A) Open from sunrise to sunset.**
- B) Requires prior permission from inbound aircraft.
- C) Unspecified opening hours.
- D) Open from sunset to sunrise.

What does the abbreviation MLS mean:

- A) Mean sea level.
- B) Microwave landing system.**
- C) Minimum sector level.
- D) Minimum safe level.

What does the abbreviation ATIS mean?

- A) Airport terminal information system.
- B) Airport terminal information service.
- C) Air traffic information service.
- D) Automatic terminal information service.**

What does the abbreviation RVR mean:

- A) Radar vectors requested.
- B) Runway visibility report.
- C) Recleared via route...
- D) Runway visual range.**

The abbreviation for a control zone is:

- A) ATZ
- B) CTA
- C) CTR**
- D) CTZ

What does the term WAY POINT mean:

- A) A signal indicating the direction of the runway-in-use.
- B) A general term meaning the taxiway- and the runway-system of an international airport.
- C) A defined position on an aerodrome used for the calibration of the inertial navigation system.
- D) A specified geographical position used to define an area navigation route or the flight path of an aircraft employing area navigation.**

What does the abbreviation H24 mean?

- A) Sunset to sunrise.
- B) No specific working hours.
- C) Sunrise to sunset.
- D) Continuous day and night service.**

The abbreviation AFIS stands for:

- A) Automatic flight information service.
- B) Aerodrome flight information service.**
- C) Automatic flight instrument system.
- D) Aircraft fire indication system.

What does the abbreviation INS mean:

- A) International NOTAM system.
- B) International navigation service.
- C) Inertial navigation system.**
- D) Instrument navigation system.

What does the abbreviation SSR mean:

- A) Secondary surveillance radar.**
- B) Search and surveillance radar.
- C) Standard snow report.
- D) Surface strength of runway.

An Automatic Terminal Information Service provides:

- A) Weather reports relating a specific number of aerodromes located within a flight information region (FIR).
- B) Routine information to arriving and departing aircraft by means of continuous and repetitive broadcast.**
- C) Information concerning en-route weather phenomena which may effect the safety of aircraft operation.
- D) Current meteorological and operational information essential for the safety of the air navigation within a FIR.

What does RNAV stand for?

- A) Royal Navy Attack Vessel
- B) Radio Navigation
- C) Radial Navigation And Vectoring
- D) Area Navigation**

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21. VMC is:

- A) Concerns the way in which instrument flight rules may be interpreted.
- B) Short for Very Marginal Conditions as broadcast by VOLMET.
- C) Only to be used under direct air traffic control.
- D) Short for Visual Meteorological conditions.**

What does the abbreviation IMC mean?

- A) International meteorological channel.
- B) In most cases.
- C) In meteorological conditions.
- D) Instrument meteorological conditions.**

## Q-code groups commonly used in RTF air-ground communications:

QDM means:

- A) mean sea level pressure setting
- B) magnetic bearing to the station**
- C) true bearing to the station
- D) magnetic bearing from the station

The Q code on which height is based on:

- A) QNH
- B) QFF
- C) QFE**
- D) QUJ

The Q code for height is:

- A) QUJ
- B) QDM
- C) QNH
- D) QFE**

The true bearing from a station is:

- A) QDM
- B) QDR
- C) QUJ
- D) QTE**

The Q code for altitude is:

- A) QFE
- B) QDR
- C) QNH**
- D) QDM

The Q code for the magnetic bearing from a station is:

- A) QTE
- B) QDR**
- C) QNH
- D) QDM

QDM stands for:

- A) True bearing to station.
- B) True bearing from station.
- C) Magnetic bearing to station.**
- D) Magnetic radial from station.

The Q code for a magnetic bearing from a station is:

- A) QUJ
- B) QDM
- C) QDR**
- D) QTE

The Q code for TRUE BEARING from a station is:

- A) QFE
- B) QTE**
- C) QDR
- D) QUJ

Report of altitude based on:

- A) QFE
- B) QDM
- C) QNH**
- D) QFF

## Categories of message:

The priority of the message LINE UP is:

- A)** Same as TAXI TO HOLDING POINT RUNWAY 20.
- B) Greater than REQUEST QDM.
- C) Same as WORK IN PROGRESS IN TAXIWAY.
- D) Less than CLEAR TO LAND.

An example of a Flight Safety message is:

- A) A message concerning the safety of a vessel or a person on board.
- B) A radar vectoring instruction.
- C) A strong wind warning.
- D)** An ATC instruction.

The instruction AFTER THE LANDING CESSNA LINE UP is an example of:

- A) take-off clearance
- B) optional clearance
- C)** conditional clearance
- D) provisional clearance

The priority of the message TAXI TO HOLDING POINT ALPHA AND WAIT is:

- A) Higher than REQUEST QDM.
- B) Same as FLIGHT DELAYED 30 MINUTES.
- C)** The same as CLEARED TO LAND.
- D) Less than LINE UP AND WAIT.

The message REQUIRE SPARE PARTS URGENTLY is a:

- A) urgency message
- B)** flight regularity message
- C) routine message
- D) flight safety message

An example of a Conditional clearance is:

- A)** AFTER THE LANDING LEARJET LINE UP
- B) MAKE HEADING 240 DEGREES AND CLIMB TO FL60
- C) CONTINUE PAST INTERSECTION OF RUNWAYS THEN VACATE FIRST LEFT
- D) TAXI TO HOLDING POINT DELTA AND AWAIT FURTHER INSTRUCTIONS

The priority of message REQUEST QDM is:

- A) Same as for PAN PAN, PAN PAN, PAN PAN.
- B) Lower than for CAUTION WINDSHEAR ON FINAL APPROACH.
- C) Same as for CLEAR TO LAND.
- D)** Higher than for TURN LEFT 180 DEGREES.

The highest to lowest priority of message categories are:

- A) Emergency / DF / Flight Safety / Met / Flight Regularity**
- B) DF / Met / Flight Safety / Emergency / Flight Regularity
- C) Emergency / Flight Regularity / Flight Safety / Met / DF
- D) Emergency / Flight Safety / DF / Met

The priority of the message REQUEST QDM is:

- A) Greater than for TURN RIGHT.**
- B) Equal to REQUEST QNH.
- C) Same as for CLEAR FOR TAKE-OFF.
- D) Less than for DESCEND TO FL80.

A Flight Safety message is one that:

- A) Concerns the safety of an aircraft but does not require immediate assistance.
- B) Concerns direction finding and aircraft navigation.
- C) Is of immediate concern to an aircraft in flight or preparing to depart.**
- D) concerns the operation and maintenance of the facilities at an aerodrome.

## *General Operating procedures*

### Transmission of time:

How is the time 9.20 am reported on RT if there is no possibility of confusion about the hour?

- A) NINE TWO ZERO
- B) DECIMAL TWO ZERO
- C) ZERO NINE TWO ZERO
- D) TWO ZERO**

The time given in aeronautical communications is:

- A) Local mean time.
- B) Daylight saving time.
- C) UTC.**
- D) In minutes only.

### Transmission technique;

Which elements of a position report cannot be omitted?

- A) Aircraft identification, position, next position.
- B) Aircraft identification, position, time.**
- C) Aircraft identification, position, level.
- D) Aircraft identification, position, time, level.

### Standard words and phrases (relevant RTF phraseology included):

If a controller would like to say to you PASS ME THE FOLLOWING INFORMATION, he would use the expression:

- A) REPORT**
- B) REQUEST
- C) READBACK
- D) SAY AGAIN

Which of these phrases is used if you want to communicate that a message: CONSIDER THAT TRANSMISSION AS NOT SENT:

- A) My last transmission is cancelled.
- B) Cancel my last message.
- C) Forget it.
- D) Disregard.**

If you wish to backtrack then your transmission should be:

- A) REPORTING BACKTRACK
- B) REQUEST BACKTRACK**
- C) REQUEST VACATE RUNWAY
- D) BACKTRACKING

Which word or phrase shall be used to indicate a separation between portions of a message?

- A) I say again.
- B) Over.
- C) Break.**
- D) Stop.

What does the instruction: FASTAIR 345 STANDBY 118.9 FOR TOWER mean:

- A) Fastair 345 should listen on frequency 118.9 on which TOWER will initiate further communications.**
- B) Fastair 345 should standby on the current frequency.
- C) Fastair 345 should contact TOWER on 118.9.
- D) Fastair 345 should change frequency to 118.9, on which aerodrome data are being broadcast.

Which word or phrase shall be used to indicate that a change has been made to your last clearance and this new clearance supersedes your previous clearance or part thereof?

- A) Approved.
- B) Recleared.**
- C) Break break.
- D) Cleared.

Your action in response to the instruction from ATC to RECYCLE SQUAWK is to?

- A) Switch to standby and back to ON.
- B) Reselect the numbers on the control unit.**
- C) Press the IDENT button.
- D) Set the numbers to 7000.

What does the word CANCEL mean?

- A) A change has been made to your last clearance.
- B) Annul the previously transmitted clearance.**
- C) Wait and I will call you.
- D) Consider that transmission as not sent.

WILCO means:

- A) Permission for proposed action granted.
- B) I understand your message and will comply with it.**
- C) I have received all your last transmission.
- D) That is correct.

How do you inform ATC of the fact that you are in an aircraft with no transponder?

- A) No transponder.
- B) Negative squawk.
- C) Unable squawk.
- D) Negative transponder.**

How shall a pilot inform the control tower that he has to abandon the take-off manoeuvre:

- A) Stopping.**
- B) Aborting take-off.
- C) Abandoning take-off.
- D) Cancelling take-off.

The definition of the phrase STANDBY is:

- A) Proceed with your message.
- B) Wait and I will call you.**
- C) Hold your present position.
- D) Consider the transmission as not sent.

The call from an aircraft for a missed approach is:

- A) OVERSHOOTING
- B) TOUCH AND GO
- C) ABORTING
- D) GOING AROUND**

If you wish to say WAIT AND I WILL CALL YOU the correct phrase to use is:

- A) STANDBY**
- B) GO AHEAD
- C) I SAY AGAIN
- D) HOLD

When told RE-CYCLE SQUAWK 1015 you should:

- A) Switch on mode C.
- B) Press the IDENT button.
- C) Reselect the digits on the transponder mode A.**
- D) Set 1015 on your altimeter.

Which word shall be used to indicate that an error has been made in a transmission or message?

- A) Negative.
- B) Correction.**
- C) Disregard.
- D) Correct.

The action that you carry out in response to the instruction SQUAWK IDENT is to:

- A) Reset the numbers on the control unit.
- B) Set 7000 on mode A.
- C) Move the switch on the control unit to the ALT position.
- D) Press the special identification (Ident) button on the control unit.**

Which phrase shall be used if you want to say COMMUNICATION IS DIFFICULT. PLEASE SEND EVERY WORD OR GROUP OF WORD TWICE?

- A) Say again, say again.
- B) Repeat twice.
- C) Words twice.**
- D) Message second time.

The phrase STANDBY means:

- A) Continue on present heading and listen.
- B) Wait and I will call you.**
- C) Call me when you are ready.
- D) Select Standby on the transponder.

If you are told to SQUAWK 1250 you should:

- A) Level out at 1250 feet.
  - B) Change to frequency 125.0MHz.
  - C) Say TESTING 1250.
  - D) Set code 1250 on SSR transponder (mode A).**
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21. You are flying an aircraft without a transponder then the reply to an instruction to SQUAWK should be:

- A) NEGATIVE
- B) SQUAWK NOT POSSIBLE
- C) NEGATIVE TRANSPONDER**
- D) NO SQUAWK

Which word or phrase shall be used when giving authorization to proceed under specified conditions?

- A) Go ahead.
- B) Approved.
- C) Cleared.**
- D) I say again : proceed.

If a radar station says B-LOGG IDENTIFIED it means that aircraft callsign B-LOGG:

- A) has been visually identified
- B) is under radar control
- C) has been identified on radar**
- D) is receiving radar service

Which phrase should a pilot use to inform ATC that he is initiating a missed approach procedure:

- A) Pulling up.
- B) Going around.**
- C) Missed approach.
- D) Overshooting.

Which phraseology shall a pilot use if he receives an instruction from ATC which he cannot carry out:

- A) Impossible to make it.
- B) Negative instruction.
- C) Disregard.
- D) Unable to comply.**

What does the word Monitor mean:

- A) Wait and I will call you.
- B) Establish radio contact with...
- C) Listen out on (frequency).**
- D) Examine a system or procedure.

To indicate that he is no longer occupying the active runway a pilot shall report to the controller:

- A) Runway vacated.**
- B) Clear of runway.
- C) Runway free.
- D) Runway cleared.

When asking for a repeat of a message, you should say:

- A) SAY AGAIN**
- B) SPEAK SLOWER
- C) REPEAT MESSAGE
- D) WORDS TWICE

The correct phrase to use when you want some information or approval for an actions:

- A) REPORT
- B) ROGER
- C) PASS
- D) REQUEST**

The term STANDBY means:

- A) Stay where you are.
- B) Wait and I will call you.**
- C) Repeat your message.
- D) Call me later.

The phrase to use when you want to say YES is:

- A) AFFIRM**
- B) ROGER
- C) AFFIRMATIVE
- D) WILCO

Which word or phrase shall be used if you want to say: REDUCE YOUR RATE OF SPEECH?

- A) Repeat.
- B) Say again.
- C) Words twice.
- D) Speak slower.**

**Radiotelephony call sign for aeronautical stations including use of abbreviated call sign:**

The suffix in the callsign of an aerodrome control service would be:

- A) GROUND
- B) APRON
- C) TOWER**
- D) CONTROL

The callsign suffix for an aeronautical station supplying only flight information service is:

- A) CONTROL
- B) BROADCASTING
- C) INFORMATION**
- D) RADAR

Who do you talk to on the manoeuvring area?

- A) GROUND**
- B) CLEARANCE
- C) TOWER
- D) APPROACH

The callsign suffix for the ATC unit controlling aircraft and vehicles on the manoeuvring area is:

- A) APRON
- B) GROUND**
- C) TOWER
- D) CLEARANCE

The callsign suffix of an station providing control of surface traffic on the movement area would be:

- A) TOWER
- B) APRON
- C) GROUND**
- D) CLEARANCE

What is the radiotelephony call sign suffix for the aeronautical station providing radar service (in general)?

- A) RADAR**
- B) RADAR-SERVICE
- C) CONTROL
- D) RADAR-CONTROL

What is the radiotelephony call sign for the aeronautical station indicating approach control radar arrivals:

- A) ...DIRECTOR
- B) ...APPROACH
- C) ...ARRIVAL**
- D) ...RADAR

What is the correct way of spelling out FRI-VOR in a radio message?

- A) Foxtrot Romeo India - VOR.**
- B) Fox Romeo India - VOR.
- C) Fox Romeo Yankee - VOR.
- D) Foxtrot Romeo Juliet - VOR.

What is the radiotelephony call sign suffix for the aeronautical station indicating clearance delivery?

- A) CLEARANCE DELIVERY
- B) DELIVERY**
- C) CLEARANCE
- D) RADIO

The callsign suffix of a station giving flight information is:

- A) INFORMATION**
- B) GROUND
- C) CONTROL
- D) AFIS

The callsign of a station controlling surface vehicles in the manoeuvring area would be:

- A) GROUND**
- B) TOWER
- C) APRON
- D) CLEARANCE

What is the radiotelephony call sign for the aeronautical station providing approach control (no radar service)?

- A) APPROACH**
- B) CONTROL
- C) RADAR
- D) ARRIVAL

The name or suffix on the callsign of an aeronautical station may be omitted:

- A) Only when first used by the ground station.
- B) Never.
- C) Once satisfactory communications have been established and providing there will be no confusion.**
- D) Provided that the aircraft is in visual contact with the aerodrome.

The callsign location or suffix of an aeronautical station can be dropped:

- A) Never.
- B) When there is no possibility of confusion after communications have been established.**
- C) Only if the ground station has initiated the abbreviation.
- D) Only outside controlled airspace.

The callsign for a station providing flight information service is:

- A) TOWER
- B) CLEARANCE
- C) CONTROL
- D) INFORMATION**

What is the radiotelephony call sign for the aeronautical station indicating area control centre (no radar):

- A) CONTROL**
- B) APPROACH
- C) RADAR
- D) CENTRE

What is the radiotelephony call sign for the aeronautical station indicating approach control radar departures:

- A) APPROACH
- B) DEPARTURE**
- C) RADAR
- D) CONTROL

## Radiotelephony call sign for aircraft including use of abbreviated call sign:

What is the correct call sign of Fastair 345 in the initial call to the aerodrome control tower and the approach control unit, if the aircraft has a maximum take-off weight of more than 136 tonnes:

- A) Fastair 345
- B) Fastair 345 heavy**
- C) Heavy Fastair 345
- D) Fastair 345 wide body

The abbreviation of an aircraft callsign XY-ABC is:

- A) ABC
- B) X-BC**
- C) BC
- D) XY-BC

What, if any, is the abbreviated call sign of Fastair 2345?

- A) No abbreviated form.**
- B) Fastair 45.
- C) 2345.
- D) Fastair 345.

An aircraft can abbreviate its callsign:

- A) Only during readbacks of instructions.
- B) Only after the aeronautical station has first used the abbreviation.**
- C) To reduce the time for radio communications.
- D) After satisfactory communications have been established with the ground station.

The abbreviation for the callsign CHEROKEE XY-ABC would be:

- A) ABC
- B) CHEROKEE BC**
- C) XY-BC
- D) CHEROKEE XY-BC

## Transfer of communication:

A BLIND TRANSMISSION is a transmission:

- A) The transmitter of the called station is not functioning.
- B) Where the transmitter is unable to see the receiver.
- C) From one station to another when there is no communication but where it is believed that the called station is able to receive the transmission.**
- D) From an aircraft that is directly overhead the ground station.

When shall an aircraft in the heavy-wake-turbulence category include the word HEAVY immediately after its call sign e.g. Fastair 345 heavy:

- A) In all calls to the aerodrome tower and the approach control unit.
- B) In all calls.
- C) In the initial call to the aerodrome control tower and the approach control unit.**
- D) Never.

When shall the phrase TAKE-OFF be used by a pilot:

- A) Only when the aircraft has already moved onto the active runway.
- B) To acknowledge take-off clearance only.**
- C) Never, it is used only by the control tower.
- D) To inform TOWER when ready for departure.

## Read back and acknowledgement requirements:

Which elements of instructions or information shall always be read back?

- A) ATC clearance, speed instructions, runway state information.
- B) SSR code, QNH, take-off clearance, speed instructions.**
- C) QNH, weather information, runway-in-use.
- D) QNH, SSR code, approach aid serviceability.

The minimum content of a readback of the message from ATC X-CD CHANGE FREQUENCY TO STEPHENVILLE TOWER 118.7 is:

- A) TO STEPHENVILLE X-CD
- B) 118.7
- C) 118.7 X-CD**
- D) CHANGING FREQUENCY X-CD

What shall the pilots readback be for CLIMB TO FL 280:

- A) Climbing to flight level two eight zero.**
- B) Climbing to two eighty.
- C) Climbing to flight level two eighty.
- D) Climbing two eight zero.

Which word shall be used to ask a station whether you have correctly received a message, clearance, instruction, etc?

- A) Acknowledge
- B) Correct.
- C) Verify.
- D) Confirm.**

Which of the following messages sent by ATC to an aircraft in flight must be read back?

1. descend to (altitude) 3.000 feet
2. wind 240° , 15 knots, gusts 30 knots
3. turn right heading 210
4. reduce speed to 160 knots
5. squawk 1723
6. braking action poor

- A) 1, 2, 3, 5  
**B) 1, 3, 4, 5**  
C) 1, 3, 4, 5, 6  
D) all

ATC clears Fastair 345 to descend from FL 100 to FL 80. What is the correct readback by the pilot:

- A) Leaving flight level 100 descending to flight level 80, Fastair 345.**  
B) Descending to 80, Fastair 345.  
C) Down to flight level 80, Fastair 345.  
D) Leaving 100 to 80, Fastair 345.

What is the correct readback of the ATC clearance X/BC climb straight ahead. At 2500 feet turn right. Wind 270E 10kts. Cleared for take-off?

- A) Wilco Cleared for take off. X-BC.  
B) X-BC climb straight ahead. At 2500 feet turn right. Wind 270E 10 kts. Cleared for take off.  
**C) Climb straight ahead. At 2500 feet turn right. Cleared for take off X-BC.**  
D) X-BC Cleared for take off.

If your readback of a clearance is correct ATC will say:

- A) CORRECT**  
B) ROGER  
C) CONFIRMED  
D) GOOD

What is the correct way for the pilot to acknowledge that ATIS Information Golf has been received:

- A) Information Golf.**  
B) We have the Information.  
C) Weather Golf received.  
D) We have the ATIS Golf.

When told by ATC to listen for ATIS on 123.45, you should reply with:

- A) MONITORING 123.45**  
B) WILCO  
C) ROGER  
D) CHANGING TO ATIS

Fastair 345 has been instructed to contact Stephenville ARRIVAL on frequency 118.0. What is the correct way to indicate it will follow this instruction:

- A) Changing over Fastair 345.  
B) Stephenville ARRIVAL Fastair 345.  
**C) 118.0 Fastair 345.**  
D) Changing to ARRIVAL Fastair 345.

When reading back a route clearance what do you say last?

- A) The met conditions.
- B) Your level.
- C) The frequency.
- D) Your callsign.**

The correct reply to the instruction HOLD SHORT AT RUNWAY is:

- A) ROGER
- B) WILCO
- C) HOLDING SHORT**
- D) UNDERSTOOD

During radar vectoring, the controller asks the pilot of XY-ABC to turn on to heading 360° . The correct read back of this instruction is:

- A) A read back is not necessary as XY-ABC has been identified.
- B) Heading three six zero, X-BC.**
- C) Heading three hundred sixty, X-BC.
- D) Heading north, X-BC.

The information that must be included in the readback of a message include:

- A) Weather, VDF bearings, cross active runway, type of radar service.
- B) Heading, altimeter setting, runway in use, type of radar service.**
- C) Wind direction and speed, clearance to back-track on active runway, speed.
- D) Time, SSR settings, level, frequency.

## Level changes and report:

How do you report a level of 3500 feet?

- A) THIRTY FIVE HUNDRED FEET
- B) THREE FIVE ZERO FEET
- C) THREE THOUSAND FIVE ZERO ZERO FEET
- D) THREE THOUSAND FIVE HUNDRED FEET**

If you are requested to REPORT FLIGHT CONDITIONS, what does that mean:

- A) Indicate weather conditions as wind, visibility, temperature.
- B) Indicate whether you are flying IFR or VFR.
- C) Indicate if visibility is sufficient for landing
- D) Indicate whether you are flying in IMC or in VMC.**

What shall the pilots readback be for CLIMB TO 2.500 FEET?

- A) Climbing to two thousand five hundred.
- B) Up to two thousand five hundred.
- C) Climbing to two point five.
- D) Climbing to two thousand five hundred feet.**

## *Action required incase of communication failure:*

In case of a SSR transponder failure occurring after departure of an IFR flight, the pilot shall:

- A) Squawk 7600.
- B) Inform the competent ATC unit immediately.**
- C) Continue the flight in VMC.
- D) Land at the nearest suitable aerodrome for repair.

the procedure for a radio failure during an IFR departure is to:

- A) Make blind transmissions along the planned route to your destination.
- B) Land at the nearest suitable aerodrome.
- C) Maintain the last cleared level for 3 minutes and then to continue in accordance with the current flight plan.**
- D) Switch to visual signalling.

The procedure for an aircraft suffering RT failure during an IFR departure in IMC within Europe is to:

- A) Hold cleared level for 3 minutes and then continue in accordance with the current flight plan.**
- B) Give up and return to base.
- C) Land at the nearest suitable aerodrome.
- D) Maintain the last cleared level and speed for 20 minutes and then continue with the flight plan.

In case the transponder fails before the departure for an IFR flight, the pilot shall:

- A) Inform FIS for relay to AIS.
- B) Cancel flight.
- C) Insert under item 18 of the flight plan TRANSPONDER UNSERVICABLE and inform ATC after departure.
- D) Obtain prior permission by ATC to conduct the flight.**

A departing aircraft experiencing radio communication failure on an IFR flight under radar vectors has to:

- A) Squawk 7600 and thereafter return to the route indicated in the current flight plan in the most direct manner.**
- B) Squawk 7600, maintain present heading for 1 minute and thereafter return to the route indicated in the current flight plan on the shortest way.
- C) Squawk 7600 and maintain the heading last assigned by ATC for a period of 3 minutes and then return to the flight path in accordance with the current flight plan.
- D) Squawk 7600 and thereafter, regardless of any limitation instructed by ATC, return to the route indicated in the current flight plan on the shortest way.

An aircraft under IFR in IMC has radio failure. If not EAT has been received the pilot should aim to start descent over the Navaid serving the approach to the airfield:

- A)** At or as close as possible to the flight plan ETA.
- B) Within 30 minutes of the last acknowledged ETA.
- C) Within 5 minutes of the last acknowledged ETA.
- D) Within 10 minutes of the last acknowledged ETA.

An aircraft encountering radio communication failure on an IFR flight in VMC is assumed to:

- A) Leave controlled airspace and continue the flight within uncontrolled airspace.
- B) Continue the flight to destination aerodrome in any case.
- C)** Continue to fly in VMC, land at the nearest suitable aerodrome, report its arrival.
- D) Squawk IDENT and proceed to the alternate aerodrome.

An aircraft encountering radio communication failure on an IFR flight in IMC has to commence descent over the designated navigation aid serving the destination aerodrome (no EAT received):

- A) 5 minutes after the last expected approach time acknowledged.
- B) After 3 minutes, if an expected approach time is not acknowledged.
- C)** At, or as close to, the ETA resulting from the current flight plan.
- D) Immediately after reaching in any case.

The procedure for an aircraft that suffers communications failure during an IFR flight in visual met conditions, should:

- A)** Land at the nearest suitable airfield.
- B) Proceed direct to its destination.
- C) Carry out instrument approach at the nearest airfield.
- D) Maintain at last cleared level and speed for 20 minutes and then continue in accordance with the flight plan

An aircraft encountering radio communication failure on an IFR flight in IMC has to land, if possible, within:

- A) 30 minutes after noticing the radio failure.
- B) 15 minutes after vacating the transition layer.
- C) 30 minutes after waiting for the EAT.
- D)** 30 minutes after ETA or the last EAT, whichever is later.

Within the European Region, an aircraft experiencing radio communication failure on an IFR departure has to squawk 7600 and:

- A)** Maintain the level last assigned by the ATC for a period of 3 minutes and then climb in accordance with the flight plan.
- B) Maintain the altitude last assigned by ATC for a period of 5 minutes and then continue in accordance with the flight plan.
- C) Climb immediately to the cruising level indicated in the flight plan.
- D) Land at the departure aerodrome in any case.

An aircraft encountering radio communication failure on an IFR flight in IMC has to hold over the designated navigation aid serving the destination aerodrome:

- A)** Until the expected approach time last received and acknowledged.
- B) Under no circumstances.
- C) 5 minutes in any case.
- D) 3 minutes, if an expected approach time is not acknowledged.

An aircraft on an IFR flight in VMC experiences radio communication failure. The aircraft is assumed to:

- A) Land at the destination aerodrome.
- B) Land at the alternate aerodrome.
- C) Return to the aerodrome of departure.
- D)** Land at the nearest suitable aerodrome.

An aircraft experiencing radio communication failure on an IFR flight in IMC is assumed to:

- A) Proceed to an area from where the flight can be continued according to the visual flight rules.
- B)** Proceed in accordance with the current flight plan to the designated navigation aid serving the destination aerodrome.
- C) Execute a VMC approach at the nearest suitable aerodrome.
- D) Divert to the most suitable aerodrome according to the route of flight.

Part of the procedure for an aircraft suffering radio failure IMC en route is to:

- A) Make a couple of orbits and return home.
- B)** Commence descent from the navigation aid at the holding point as close as possible to the EAT last received or the ETA Resulting from the current flight plan and to land within 30 minutes of this time.
- C) Land at the nearest suitable aerodrome.
- D) Maintain the last cleared level for 3 minutes and then continue according to current flight plan to the destination.

# *Distress and urgency procedures*

## Pan medical:

A message concerning a protected medical transport operated by aircraft assigned exclusively to medical transportation shall be preceded by the signal:

- A) PAN PAN TRANSPORT
- B) PROTECTED TRANSPORT
- C) MEDICAL TRANSPORT
- D) PAN PAN MEDICAL**

The call PAN PAN MEDICAL indicates that:

- A) One of the flight crew has taken ill.
- B) The flight is concerning a protected medical transport pursuant to 1949 Geneva Convention.**
- C) The crew require medical aid.
- D) There is concern about the safety of the aircraft or a person on board but does not require immediate assistance.

What do the spoken words PAN PAN MEDICAL mean?

- A) The aircraft has an urgent need of medical care upon landing at destination airport.
- B) The message which follows concerns a protected medical transport operated by aircraft assigned exclusively to medical transportation.**
- C) The phrase/signal is inadmissible in radiotelephony.
- D) The aircraft has a sick passenger on board and requests priority to land.

A protected medical transport is identified by the prefix:

- A) PAN PAN PAN PAN PAN PAN
- B) MEDICAL
- C) AIR AMBULANCE
- D) PAN PAN MEDICAL**

## **Distress (definition - frequencies – watch of distress frequencies - distress signal – distress message)**

The condition that defines the state of an aircraft in imminent danger is:

- A) Distress.**
- B) Urgency.
- C) Mayday.
- D) Pan Pan.

When an aircraft is no longer in distress, it shall transmit a message cancelling the distress condition. Which words shall this message include?

- A) ...distress condition terminated.
- B) ...MAYDAY, resuming normal operations.
- C) ...cancel distress.**
- D) ...MAYDAY cancelled.

When an aircraft station receives the call ALL STATIONS STEPHENVILLE RADAR, DISTRESS TRAFFIC ENDED it is requested:

- A) To impose silence to other stations in its vicinity.
- B) Acknowledge receipt of this message.
- C) To resume normal communication with Stephenville RADAR.**
- D) Discontinue communication with Stephenville RADAR.

Under which of the following circumstances shall an aircraft squawk 7700?

- A) When flying within controlled airspace.
- B) In distress.**
- C) When following a SID.
- D) When passing the transition level.

Which of the following messages shall a station in control of distress use to impose silence?

- A) All stations in this frequency, MAYDAY traffic.
- B) Stop transmitting, EMERGENCY.
- C) Stop transmitting, DISTRESS.
- D) Stop transmitting, MAYDAY.**

The prefix for distress call by an aircraft is:

- A) PAN PAN PAN PAN PAN PAN
- B) SOS SOS SOS
- C) MAYDAY MAYDAY MAYDAY**
- D) DISTRESS DISTRESS DISTRESS

Radio silence can be imposed by an aeronautical station in case of:

- A) Overload of the frequency.
- B) Urgency communication.
- C) Distress traffic.**
- D) Technical difficulties.

A signal sent by radiotelephony consisting of the spoken word MAYDAY MAYDAY MAYDAY means:

- A) The aircraft has a message to transmit concerning adverse weather conditions along its route of flight.
- B) The aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or vehicle.
- C) The aircraft is forced to perform a fuel dumping procedure.
- D) Imminent danger threatens the aircraft and immediate assistance is required.**

The definition of a Distress condition is that:

- A) the aircraft is being threatened by serious or imminent danger and requiring immediate assistance.**
- B) the aircraft is making an emergency landing away from an aerodrome.
- C) there is concern the safety of an aircraft or other vehicle or person on board but does not require immediate assistance.
- D) the aircraft is on fire.

Setting a Squawk of 7700 indicates that you:

- A) are not receiving a radar service.
- B) are in controlled airspace.
- C) have a radio failure.
- D) have an emergency.**

The distress communication and silence conditions shall be terminated by transmitting a message. Which words shall this message include?

- A) Distress traffic ended**
- B) Disregard distress communication, OUT.
- C) MAYDAY traffic ended.
- D) Emergency communication finished.

The definition of the Distress condition is that:

- A) There is concern about the safety of the aircraft or a person on board but there is no need for immediate assistance.
- B) The aircraft is in imminent danger and requires immediate assistance.**
- C) The aircraft has already crashed.
- D) The aircraft is a protected medical transport pursuant to the 1948 Geneva Convention.

What do you say in a distress situation?

- A) DISTRESS DISTRESS DISTRESS
- B) PAN PAN PAN
- C) PAN PAN PAN PAN PAN PAN
- D) MAYDAY MAYDAY MAYDAY**

When an aircraft station receives the call ALL STATIONS STEPHENVILLE RADAR, STOP TRANSMITTING MAYDAY it is requested:

- A) To leave the frequency in use.
- B) Not to interfere with the distress communication.**
- C) To continue normal communication on the frequency in use.
- D) To assist Stephenville RADAR in handling the distress traffic.

The radiotelephony call for a Distress condition is:

- A) Mayday Mayday Mayday**
- B) Pan Pan Pan Pan Pan Pan
- C) SOS SOS SOS
- D) Emergency Emergency Emergency

The frequency to use in the event of a Distress condition is the:

- A) 121.5KHz
- B) Air-ground frequency currently in use.**
- C) Frequency of the nearest radar station/
- D) Frequency of the nearest Area Control Centre.

The distress signal and the distress message to be sent by an aircraft in distress be on:

- A) The regional guard frequency.
- B) The FIS frequency designated for the airspace concerned.
- C) The emergency frequency in any case.
- D) The air-ground frequency in use at the time.**

You would set 7700 on the transponder when you:

- A) are in an emergency condition.**
- B) enter the UK FIR.
- C) are being hi-jacked.
- D) suffer communications failure.

## Urgency (definition- frequencies – urgency signal – urgency message):

The frequency to transmit on first for an Urgency call is the:

- A) frequency of the nearest radar station.
- B) frequency of the area control centre.
- C) international distress frequency.
- D) frequency in use.**

Which of the following statements is correct?

- A) There is no difference regarding priority between distress communications and urgency communications.
- B) ATC clearances have the same priority as urgency communications.
- C) The urgency communications have priority over all the other communications, except distress.**
- D) The urgency communications have priority over all the other communications.

The condition that defines the state of Urgency is that:

- A) there is concern about the safety of the aircraft or a person on board but it does not require immediate assistance.**
- B) there is an emergency on the ground.
- C) the aircraft is threatened by serious or imminent danger and requires immediate assistance.
- D) there are warnings of severe weather that is likely to affect the aircraft.

On hearing an urgency message a pilot shall:

- A) Impose radio silence on the frequency in use.
- B) Acknowledge the message immediately.
- C) Change the frequency, because radio silence will be imposed on the frequency in use.
- D) Monitor the frequency to ensure assistance if required.**

The words proceeding an URGENCY message should be:

- A) Mayday Mayday Mayday
- B) Pan Pan Pan Pan Pan Pan**
- C) Pan Pan Pan
- D) Urgency Urgency Urgency

A signal sent by radiotelephony consisting of the spoken words PAN PAN, PAN PAN, PAN PAN means:

- A) The aircraft is diverting from the route cleared because of a thunderstorm and asks for immediate re- clearance.
- B) Imminent danger threatens the aircraft and immediate assistance is required.
- C) The aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, but immediate assistance is not required.**
- D) An aircraft on final approach is starting the missed approach procedure.

The urgency message to be sent by an aircraft reporting an urgency condition shall contain at least the following elements/details:

- A) Aircraft call sign, destination airport, ETA at destination, route of flight.
- B) Name of the station addressed, present position, assistance required.
- C) Aircraft call sign, nature of the urgency condition, pilots intention, present position, level and heading.**
- D) Aircraft identification, aerodrome of departure, level and heading.

## *Relevant weather information term (VFR)*

### Aerodrome weather:

When transmitting runway visual range (RVR) for runway 16 ATC will use the following phrase?

- A) RVR at the beginning of runway 16 is ... metres.
- B) The values of the transmissometer are: ... metres and ... metres.
- C) RVR runway 16 ... metres diagonal ... metres diagonal ... metres.
- D) RVR runway 16 touchdown ... metres, mid-point ... metres, stop end ... metres.**

What does FRICTION COEFFICIENT 20 in a runway report mean?

- A) Braking action poor.**
- B) Braking action good.
- C) Braking action unreliable.
- D) Braking action medium.

CAVOK means that the values of visibility and cloud are:

- A) > 8km and cloud less than 3 octas below 5.000 feet.
- B) > 10km and no cloud below 10.000 feet.
- C) > 10 km and no significant clouds**
- D) > 5km and no cloud below 10.000 feet.

Under what runway conditions is the braking action reported to be UNRELIABLE?

- A) Runway conditions normal.
- B) Runway covered with wet snow and slush.**
- C) Runway covered with dry snow.
- D) Runway covered with ice.

What does FRICTION COEFFICIENT 45 in a runway report mean?

- A) Braking action good.**
- B) Braking action poor.
- C) Braking action not measurable.
- D) Braking action medium.

# Weather broadcast:

On a METAR BROKEN means a cloud cover of:

- A) 3-4 octas
- B) 1-2 octas
- C) 5-7 octas**
- D) 8 octas

In METARs SCATTERED means cloud cover of:

- A) no significant cloud
- B) 3-4 octas**
- C) 1-2 octas
- D) 5-7 octas

The message from ATC saying VISIBILITY 1200 means that the visibility is:

- A) 1200 metres**
- B) 12 km
- C) 1200 feet
- D) 1.2 nm

What information does VOLMET broadcast (on VHF)?

- A) Flight schedules.
- B) METARs for various aerodromes.**
- C) SIGMETs
- D) TAFs for specific aerodromes.

The VOLMET broadcasts include information about:

- A) METARs for selected airfields.**
- B) Arrival and departure details for selected airfields.
- C) TAFs for selected airfields.
- D) QNHs for all airfields.

## *Principle of VHF propagation and frequency allocation:*

The maximum VHF range when flying at FL100 would be:

- A)** 120 nm
- B) 85 nm
- C) 100 nm
- D) 12 nm

An aircraft would be in a position for best reception of radio signals from the Tower if it is:

- A) Low and behind high ground.
- B) High at a great range from the aerodrome.
- C) Low and in the vicinity of the aerodrome.
- D)** High and in vicinity of the aerodrome.

The VHF range for an aircraft at FL 50 is:

- A)** 85 nm
- B) 70 nm
- C) 50 nm
- D) 8.5 nm

On what frequency do you transmit your first MAYDAY call?

- A) The frequency of the nearest radar station.
- B) 121.5 MHz
- C)** The frequency in use.
- D) The frequency of the nearest FIS.

The international emergency frequency is:

- A) 123.500 MHz
- B)** 121.500 MHz
- C) 121.005 MHz
- D) 121.050 MHz

The theoretical VHF range that you can obtain at FL50 is:

- A) 71 nm
- B) 120 nm
- C) 9 nm
- D)** 85 nm

The best signals for VHF communications are obtained when the position of the aircraft is at:

- A) Low level and long range.
- B) Low altitude and short range/
- C) High altitude at long range.
- D)** High altitude and in the vicinity of the aerodrome.

The frequency on which ATIS can be found is?

- A) VOR frequency only.
- B) Any ATC frequency.
- C)** Discrete VHF or VOR frequency.
- D) Discrete VHF only.

An aircraft at FL100 over flat terrain on a clear day will have a maximum VHF communications range of about:

- A) 100 nm
- B) 150nm
- C) 75 nm
- D)** 120 nm