VFR Communications

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Definitions
Meanings and significance of associated terms:

The response to general call from ATC is for the aircraft to:
A) Request a repeat of the message.
B) Give no response.
C) Respond in numerical order.
D) Respond in alphabetical order.

A Notice to Airmen NOTAM is issued when:
A) A passenger shortfall is evident at the booking in stage.
B) Information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard needs to be promulgated.
C) An actual weather report is unavailable within the next period of 6 hours.
D) A TAF is not available.

The words TAKE OFF are only to be used when:
A) An aircraft is cleared to line-up only.
B) When clearance delivery authorises its use.
C) An aircraft is cleared for take-off or, when cancelling a take-off clearance. At all times the words DEPARTURE or AIRBORNE is used. Readback is mandatory.
D) An aircraft is cleared to start.

A waypoint is defined as:
A) An optional reporting point.
B) A visual reporting point,
C) A geographical location used in relation to RNAV systems.
D) A compulsory reporting po

An example of a general call is:
A) GOOD DAY
B) STOP IMMEDIATELY I SAY AGAIN STOP IMMEDIATELY
C) ALL STATIONS
D) BRAKING ACTION UNRELIABLE

What is normally used for ATIS broadcasts?
A) DME voice channel.
B) NDB frequencies.
C) Discrete VHF frequency or/and VOR.
D) Voice channel of an ILS.

Air-ground communication is a:

A) A broadcast from an aircraft.
B) Two-way communication between aircraft and a station on the surface.
C) Pigeon post.
D) One-way communication from an aircraft to a ground station.

If a transponder is unserviceable before an IFR departure, then the pilot:

A) Has to fly low level only.
B) Has to cancel the flight.
C) May proceed with the flight with ATC permission.
D) Should fly for another company.

The term BROADCAST means that the information:

A) is not addressed to a specific station
B) is addressed to a specific station
C) is sent in circumstances where communication cannot be established but where it is believed that the called station is able to receive the transmission
D) requires a Readback

What does the term BLIND TRANSMISSION mean?

A) A transmission where no reply is required from the receiving station.
B) A transmission of messages relating to en-route weather information which may affect the safety of aircraft operations that is not addressed to a specific station or stations.
C) A transmission of information relating to air navigation that is not addressed to a specific station or stations.
D) A transmission from one station to another station in circumstances where two-way communication cannot be established but it is believed that the called station is able to receive the transmission.

In VHF communications the words:

A) OUT and ROGER are not normally used.
B) OUT and OVER are not normally used.
C) GO AHEAD and I SAY AGAIN are not normally used.
D) STANDBY and VERIFY are not normally used.

Clearance limit is defined as:

A) The point to which aircraft is granted ATC clearance.
B) The height below which you will hit the first obstacle.
C) The flight level to which an aircraft is granted ATC clearance.
D) The time at which the ATC clearance expires.

The words READ BACK mean:

A) Repeat cleared altitude.
B) Repeat all of this message back to me.
C) Repeat squawk.
D) Repeat all, or the specified part, of this message back to me exactly as received.

Air traffic services abbreviations:

The abbreviation SSR stands for:
A) Some strange radio.
B) Secondary surveillance radar.
C) Sector safety range.
D) Single system receiver.

A VASIS Indicates through the:
A) aircraft ILS system, the altitude and position of the aircraft in relation to the glideslope.
B) EICAS the vertical disposition of the aircraft in respect to an airway centre line.
C) location of lights positioned at the touchdown end of a runway, the vertical disposition of an aircraft with regard to the correct height down the glideslope.
D) Radio Altimeter System, the vertical separation of conflicting air traffic.

The abbreviation AIS stands for:
A) Attitude Inversion Selector.
B) Aerodrome Instrument Service.
C) Airborne Identification System.
D) Aeronautical Information Service.

What does the abbreviation HX mean?
A) Continuous day and night service.
B) Sunset to sunrise
C) Sunrise to sunset.
D) No specific working hours.

The abbreviation SAR stands for:
A) Search and Rescue.
B) Special Altitude Rules.
C) Special Aviation Regulations.
D) Slope Along Runway.

Which abbreviation is used for Co-ordinated universal time?
A) COUT
B) CUT
C) GMT
D) UTC

What does the abbreviation FIR mean?
A) Flight information radar.
B) Flight information region.
C) Flow information received.
D) Flight information required.

The abbreviation RVR stands for:
A) Restricted Visual Rules.
B) Radio Vertical Range.
C) Runway Visual Range.
D) Runway Vertical Range.

A standard instrument arrival is known as a:

A) STAR.
B) SDP.
C) SA.
D) SIA.

UTC:

A) concerns the notification of the closure of taxiways.
B) concerns the availability of aircraft towing facilities.
C) concerns the way in which the Earth is divided into time zones and the positioning of the international Date Line.
D) is an abbreviation for co-ordinated universal time.

PAPI stands for:

A) Propeller and power indicator.
B) Precision approach path indicators.
C) Precision approach indicators.
D) Pitch attitude prime instrument.

What does the abbreviation HJ mean?

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

SSR is:

A) Secondary surveillance radar.
B) Primary surveillance radar.
C) To do with METAR and TAF information.
D) Supersonic operations requirement.

The expected approach time (EAT) means the time at which:

A) ATC expects that an arriving aircraft, following a delay, will arrive at the holding point to complete its approach for landing.
B) ATC expects the aircraft to land.
C) Estimated arrival time.
D) The pilot expects to be over a specified point.

Which abbreviation is used for the term CONTROL ZONE?

A) CTR
B) CZ
C) CTZ
D) CTA

What does the abbreviation AFIS mean?

A) Aeronautical flight information system.
B) Automatic flight information service.
C) Aerodrome flight information service.
D) Aerodrome flashing identification signal.

FIR is short for:

A) Flight Information Region.
B) Flight Information Unit
C) Flight Information Radio
D) Flight Information Service.

The abbreviation IMC means:

A) instrument met conditions.
B) in my cockpit.
C) immediate mode communications.
D) indicated magnetic course.

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

Which Q-code is used to report altitude?
A) QFE
B) QNH
C) QNJ
D) QFF

The meaning of QNH is the:
A) Quite nifty handling.
B) Altimeter sub-scale setting that gives the elevation when on the ground.
C) Magnetic bearing to a station.
D) Altimeter sub-scale setting that gves the height above ground.

QNH is the Q-code to indicate:
A) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome.
B) The atmospheric pressure measured at the aerodrome reference point (ARP).
C) The atmospheric pressure at aerodrome elevation (or at runway threshold).
D) The altimeter sub-scale setting to obtain elevation when on the groun

The priority of message REQUEST QDM is:
A) Less than for QNH IS.
B) Equal to REQUEST DESCENT.
C) Greater than for TURN LEFT.
D) Same as for I AM LOST.

What is the Q-code for TRUE BEARING FROM THE STATION?
A) QFE
B) QTE
C) QDR
D) QDM

What does QDM mean?
A) Magnetic bearing from the station.
B) Magnetic heading to the station (no wind).
C) True heading to the station (no wind).
D) True bearing from the station.

What is the Q-code for magnetic bearing from the station?
A) QTE
B) QFE
C) QDR
D) QDM

What does QTE mean?

A) True heading to the station (no wind).
B) True bearing from the station.
C) Magnetic bearing from the station.
D) Magnetic heading to the station.

What is the Q-code for MAGNETIC HEADING TO THE STATION (NO WIND)?

A) QDM
B) QTE
C) QNE
D) QDR

A radio direction finding station will use the following Q code to pass a true heading (no wind) to an aircraft to head for that station:

A) QGE.
B) QTF.
C) QDM.
D) QUJ

What does QDR mean?

A) Magnetic bearing from the station.
B) Magnetic heading to the station (no wind).
C) True heading to the station.
D) True bearing from the station.

If QFE is set, the altimeter will read the height above the:

A) Pressure altitude of the stated reference point.
B) Standard pressure level.
C) Transition level.
D) QFE reference datum.

When an aircraft lands with QNH set the altimeter will read:

A) Airfield elevation.
B) Zero.
C) Flight Level.
D) QFE and is the same as QNH.

If you are requested to report your height, to which Q-code-setting would you refer?

A) QNH
B) QFE
C) QDM
D) QBI

Categories of message:

The message to an aeronautical ground station PLEASE CALL A TAXI-CAB FOR US. WE WILL ARRIVE AT 1045 is:

A) An unauthorized message.
B) A flight regularity message.
C) A flight safety messages.
D) An urgency message.

Which of the messages listed below shall not be handled by the aeronautical mobile service?

A) Urgency messages.
B) Radio teletype messages.
C) Flight safety messages.
D) Meteorological messages.

The priority of messages, in descending order, is:

A) Flight regularity messages, meteorological conditions.
B) Distress, urgency, direction finding messages.
C) Direction finding messages, distress, urgency.
D) Height, speed, condition.

The order of priority of the following messages in the aeronautical mobile service is:

A) Meteorological message, direction finding message, flight regularity message.
B) Direction finding message, distress message, urgency message.
C) Distress message, urgency message, direction finding message.
D) Distress message, flight safety message, urgency message.

Air traffic control messages (clearances, instructions, etc.) belong to the category of:

A) Flight regularity messages.
B) Flight safety messages.
C) Service messages.
D) Class B messages.

A message concerning aircraft parts and material urgently required is:

A) A flight regularity message..
B) A flight safety message.
C) An urgency message.
D) A flight security message.

The priority of the instruction TAXI TO RUNWAY 05 is:

A) Same as LINE-UP RUNWAY 07 AND WAIT.
B) Less than CLEARED TO LAND.
C) Greater than TRANSMIT FOR QDM.
D) Greater than CAUTION, CONSTRUCTION WORK LEFT OF TAXIWAY.

The message addressed to an Area Control Centre REQUEST RADAR VECTORS TO CIRCUMNAVIGATE ADVERSE WEATHER is:

A) A meteorological message.
B) A flight safety message.
C) An urgency message.
D) A message relating to direction finding.

A message concerning an aircraft being threatened by grave and imminent danger, requiring immediate assistance is called:

A) Urgency message.
B) Distress message.
C) Class B message.
D) Flight safety message.

The clearance: CLEARED FOR IMMEDIATE TAKE-OFF RUNWAY 03 is:

A) A flight safety message.
B) A flight regularity message
C) An urgency message.
D) An unauthorized message.

Flight safety messages are:

A) Operation messages concerning non-routine landings.
B) Air traffic control messages.
C) Messages concerning the safety of an aircraft, a vessel, any other vehicle or a person.
D) Messages relating to direction finding.

The order of priority of the following messages in the aeronautical mobile service is:

A) Flight safety message, meteorological message, flight regularity message.
B) Meteorological message, direction finding message, flight safety message.
C) Flight safety message, direction finding message, urgency message.
D) Flight regularity message, distress message, meteorological message.

General Operating procedures
Transmission of letters:

How shall a pilot ask for a QFE?
A) Request Quebec Fox Echo.
B) Request Quebec Fox Easy.
C) Request Queen Fox Easy.
D) Request Quebec Foxtrot Echo.

Transmission of numbers (including level information):

What is the correct way of transmitting the number 13.500?
A) one three five zero zero
B) one three thousand five hundred
C) thirteen thousand five hundred
D) one three five hundred

What is the correct way to transmit and read back frequency 120.375 MHz (VHF channel separated by 25 KHz):
A) One two zero decimal three seven.
B) One two zero three seven.
C) One twenty decimal three seven.
D) One two zero decimal three seven five.

An altitude of 13,500 feet would be spoken as:
A) ONE THREE THOUSAND FIVE ZERO ZERO FEET
B) THIRTEEN THOUSAND FIVEN HUNDRED FEET
C) ANGELS THIRTEEN POINT FIVE
D) ONE THREE THOUSAND FIVE HUNDRED FEET

What is the correct way of transmitting the number 118.1 to indicate a frequency?
A) one one eight point one
B) one one eight decimal one
C) one one eight one
D) one eighteen one

What is the correct way of transmitting 1001 as a QNH?
A) QNH one zero zero one.
B) QNH one thousand and one.
C) QNH one double O one.
D) QNH one double zero one.

What is the correct way of transmitting the number 3500 when indicating an altitude or an height?

A) three thousand five hundred
B) three five zero zero
C) three five hundred
D) three five double zero

During the transmission of numbers containing a decimal point:

A) The term DECIMAL must always be transmitted.
B) The term DECIMAL must be spoken only if followed by three digits.
C) The term DECIMAL can be omitted if no chance of misunderstanding exists.
D) The term DECIMAL can be omitted with friendly ATS units only.

An aircraft is flying north-east at 2500 feet. TOWER requests heading and level. What is the correct response:

A) Heading 45 at 2500 feet.
B) Heading 045 at 2500 feet
C) 045 and 2500.
D) Heading north-east at level 25.

Transmission of time:

The time is 9:20 A.M. What is the correct way of transmitting this time if there is no possibility of confusion about the hour?

A) Nine twenty A.M.
B) Twenty.
C) Two zero.
D) Two zero this hour.

When transmitting time, which time system shall be used?

A) No specific system, as only the minutes are normally required.
B) Co-ordinated universal time (UTC).
C) Local time (LT), 24-hour clock.
D) Local time (LT) A.M. and P.M.

The time is 4:15 PM. What is the correct way of transmitting this time if there is any possibility of confusion about the hour?

A) Four fifteen P.M.
B) Sixteen fifteen.
C) One six one five.
D) Four fifteen in the afternoon.

Transmission technique:

Which phrase shall be used if you want to say: AN ERROR HAS BEEN MADE IN THIS TRANSMISSION (or message indicated). THE CORRECT VERSION IS:

A) QNH 1017, negative 1016
B) QNH 1017, negative I say again 1016
C) QNH 1017, negative QNH 1016
D) QNH 1017, correction QNH 1016

If all attempts to establish radio contact with a ground station fail, the pilot of an airplane shall transmit messages preceded by the phrase:

A) How do you read me?
B) Read you one, read you one.
C) Transmitting blind.
D) PAN PAN, PAN PAN, PAN PAN.

How does ATC report RVR?

A) In metres at touchdown, mid-point and stop-end of runway.
B) In nautical miles along with runway.
C) In feet and inches.
D) In kilometres along the final approach.

In the event that a pilot is required to make a blind transmission, this should be made:

A) During VFR flights only.
B) Only once on the designated frequency.
C) On the emergency frequency only.
D) Twice on the designated frequency.

My message will be more effective and understandable if I:

A) use the words twice method.
B) stress the end of message.
C) stress every beginning of message.
D) maintain the speaking volume at a constant level.

What is meant by good microphone technique?

A) Keep the microphone far away since it improves the readability.
B) Use a normal conversation tone, speak clearly and distinctly.
C) Speak very loudly into the microphone.
D) Make large use of hesitation sounds as ER.

When may the name of the location or the call sign suffix in the call sign of an aeronautical station be omitted?

A) In dense traffic during rush hours.
B) Only after the aeronautical station has used the abbreviated call sign.
C) When satisfactory communication has been established and provided it will not be confusing to do so.
D) Never.

A message preceded by the phrase TRANSMITTING BLIND DUE RECEIVER FAILURE shall be transmitted:

A) On all available aeronautical stations.
B) On the regional guard frequency.
C) On the international emergency frequency.
D) On the frequency presently in use.

A broadcast is a transmission of:

A) Navigational information for which no reply is expected.
B) Any information from the ground.
C) Information addressed to more than one aircraft.
D) Information that is not addressed to specific aircraft.

When transmitting a message preceded by the phrase TRANSMITTING BLIND DUE TO RECEIVER FAILURE during an en-route flight, the aircraft station shall also:

A) Advise the time of its next intended transmission.
B) Land at the nearest airfield/airport.
C) Return to the airport of departure.
D) Join base leg when approaching the airfield for landing

RADAR instructs aircraft X-BC: X-BC SQUAWK IDENT. What does this mean:

A) Radar identification has been achieved by correlating an observed radar blip with aircraft XY-ABC.
B) X-BC shall operate the IDENT button.
C) X-BC should perform an identification turn of at least 020 degrees.
D) X-BC shall reselect his assigned mode and code.

To expedite communication, the use of phonetic spelling should not be used unless:

A) The message is to do with MAYDAY.
B) Transmission conditions are poor and intelligibility of the message is distorted
C) Unless the message is to do with PAN MEDICAL.
D) The message is to do with PAN.

How should aircraft XY-ABC call Stephenville TOWER on initial call?

A) TOWER XY-ABC
B) Stephenville XY-ABC
C) Stephenville TOWER XY-ABC
D) Stephenville TOWER X-BC

Before transmitting the pilot should...

A) always write the message and read it during the transmission.
B) make sure that the emergency frequency is tuned in at the same time.
C) make sure that the aircraft is levelled off.
D) listen out on the frequency to ensure no interference with another station already transmitting will occur.

Standard words and phrases (relevant RTF phraseology included):

What does the phrase READ BACK mean:
A) Repeat all, or the specified part, of this message back to me exactly as received.
B) Check and confirm with originator.
C) Let me know that you have received and understood this message.
D) Did you correctly receive this message?

The term VERIFY means:
A) Confirm your last transmission.
B) Identify yourself.
C) Check and confirm with originator.
D) Cancel clearance.

Which of these statements best describes the meaning of the phrase STANDBY?
A) Permission granted for action proposed.
B) Continue on present heading and listen out.
C) Select STANDBY on the SSR transponder.
D) Wait and I will call you.

The term DISREGARD means:
A) Consider the last message as not sent.
B) You have not been cleared.
C) Pay no attention to what I say.
D) Cancel the last clearance.

What does the word NEGATIVE mean?
A) Proposed action granted.
B) Consider that transmission as not sent.
C) Disregard last instruction.
D) Permission not granted.

Your reply to the message REPORT FLIGHT CONDITIONS should be:
A) VFR / IFR
B) SMOOTH / TURBULENT
C) GOOD / BAD
D) VMC / IMC

You would use the phrase WORDS TWICE when you:
A) Make a blind transmission.
B) Want the whole message to be repeated.
C) Have a stutter.
D) Want each word repeated twice.

The phrase used to separate portions of a message is:
A) BREAK
B) BREAK BREAK
C) I SAY AGAIN
D) REPEAT

Which phrase shall be used if the repetition of an entire message is required:
A) Repeat your last transmission.
B) What was your message?
C) Say again.
D) Repeat your message.

The phrase BREAK BREAK used to indicate:
A) Split your formation flying.
B) Separation between portions of a message.
C) Separation between messages to different aircraft in a very busy environment.
D) The end of a message.

How shall a pilot inform the control tower that he is prepared for take-off:
A) Ready to go.
B) Ready for take-off.
C) Ready to line-up.
D) Ready for departure or ready.

What does the phrase SQUAWK 1234 mean:
A) Make a test transmission on 123.4 MHz.
B) Standby on frequency 123.4 MHz
C) Select code 1234 on the SSR transponder.
D) Give a short count for DF (direction finder).

The phrase used by ATC to instruct you to listen out on a frequency is:
A) CONTACT
B) REPORT
C) LISTEN
D) MONITOR

The term CANCEL means:
A) There is a correction to your last clearance.
B) Annul the previously transmitted clearance.
C) Consider the message as not sent.
D) Your flight has been cancelled by your operator.

RADAR instructs aircraft X-BC: X-BC SQUAWK STANBY. What does this mean?
A) X-BC is requested to standby for radar vectors.
B) X-BC is requested to standby as the radar controller is busy.
C) X-BC is requested to standby on the frequency.
D) X-BC is requested to switch to standby position.

BREAK BREAK is used to:
A) Used when entering a military combat zone under military radar.
B) Indicate the separation between parts of a message or messages.
C) Acknowledge a diplomatic meaning to a request.
D) Means that hi-jackers are on board and assistance is required after landing.

If the rate of speech from the ground station is high, then you should say:
A) WORDS TWICE
B) EASY BOY
C) SPEAK SLOWER
D) SAY AGAIN SLOWLY

RADAR instructs aircraft X-BC: X-BC RECYCLE 1015. What does this mean?
A) X-BC is requested to reselect SSR code 1015.
B) X-BC has been identified by SSR code 1015.
C) X-BC has been identified at 10:15 (UTC).
D) X-BC is requested to set new code 1015.

What does the word WILCO mean?
A) I have received all of your last transmission.
B) I understand your message and will comply with it.
C) As communication is difficult, I will call you later.
D) I read you five.

If you are repeating a word or a message for clarity then you should use the phrase:
A) I SAY AGAIN
B) ONES MORE
C) WORDS TWICE
D) I REPEAT

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21. The meaning of WILCO is:
A) Yes Sir.
B) I understand your message and will comply with it.
C) That is correct.
D) Standing by.

Which phrase shall be used to confirm that a message has been repeated correctly:
A) That is right.
B) Affirm.
C) That is affirmative.
D) Correct.

Which phrase shall be used if you want to say Yes:
A) Roger.
B) Yes.
C) Affirm.
D) Affirmative.

Which word or phrase shall be used if you want to say: WAIT AND I WILL CALL YOU?
A) Standby.
B) Roger.
C) Go ahead.
D) Wilco.

What does the instruction GO AROUND mean?
A) Proceed with your message.
B) Make a 360° turn.
C) Carry out a missed approach.
D) Overtake the aircraft ahead.

The message CHECK to an aircraft means that you should:
A) Examine a system or procedure.
B) Confirm that you received and understood the last message.
C) Stay where you are.
D) Pass the required information to AT

How shall a pilot inform a radar control unit that the aircraft is not equipped with transponder:
A) Negative squawk.
B) Transponder not available.
C) No SSR.
D) Negative transponder.

Which phraseology is to be used to ask the control tower for permission to taxi on a runway in the direction opposite to that in use?
A) Request backtrack on runway.
B) Clearance to backtrack.
C) To enter back runway.
D) Backtrack clearance.

Which of these phrases is used to inform the control tower that a pilot perform a missed approach:
A) Pulling up.
B) Going around.
C) Overshooting.
D) Will make another approach.

Word for the expression PERMISION NOT GRANTED is:
A) NEVER
B) CORRECTION
C) NEGATIVE
D) NOT APPROVED

Radar information relating to conflicting traffic should where possible be given in the following from:

A) relative bearing in degrees T, speed, height and heading of conflicting traffic.
B) relative bearing in clock term, distance from, direction of flight of conflicting traffic and level, type and relative speed (slow or fast). Relative movement should be described as closing, parallel, opposite direction etc.
C) relative bearing in degrees M, speed, height and heading.
D) relative bearing in degrees left or right, heading, speed, height.

The term CORRECTION is used when:

A) The readback of a message is correct.
B) An error has been made in the transmission and the correct version is.
C) The message to be deleted.
D) The readback of a message is incorrect.

A request Words Twice means that:

A) The alternative word, acknowledge need no longer be used.
B) Communication is difficult, please send all groups of words twice.
C) As a request, communication is difficult, please send every word or group of words twice.
D) The receiver station is being switched off and be transmitted twice.

The definition of the instruction MONITOR is:

A) Watch out for visual signals on frequency...
B) You are being watched.
C) Establish communications on frequency...
D) Listen out on frequency...

If you make a mistake in transmission you should use the phrase:

A) CORRECTION
B) I SAY AGAIN
C) SORRY
D) CORRECT

Which phrase shall be used if you want to say PASS ME THE FOLLOWING INFORMATION...:

A) Request.
B) Check.
C) Say again.
D) Report.

Which phrase shall be used if you want to say: I UNDERSTAND YOUR MESSAGE AND WILL COMPLY WITH IT:

A) Roger.
B) OK, will do it.
C) Wilco.
D) Will comply with your instruction.

What does the phrase Roger mean:

A) A direct answer in the negative.
B) Cleared for take-off or cleared to land.
C) A direct answer in the affirmative.
D) I have received all of your last transmission.

APPROVED means:
A) Authorised to proceed under the conditions specified.
B) Permission for proposed action granted.
C) Do as you please.
D) I have received all your last transmission.

What does the instruction VACATE LEFT mean?
A) Turn left to leave the runway.
B) Clear the runway immediately.
C) Hold position on the left side of the runway.
D) Give way to aircraft from the left.

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41. RADAR informs aircraft X-BC: X-BC IDENTIFIED. What does this mean?
A) Radar identification has been achieved.
B) X-BC is not visible on the radar screen.
C) X-BC should perform an identification turn.
D) X-BC should operate the IDENT-button.

The word for the expression HAVE I CORRECTLY RECEIVED THE FOLLOWING is:
A) ACKNOWLEDGE
B) ARE YOU SURE
C) VERIFY
D) CONFIRM

What does the phrase GO AHEAD mean:
A) Proceed with your message.
B) Pass me the following information...
C) Yes.
D) Taxi on.

Which phrase shall be used if you want to say: I SHOULD LIKE TO KNOW... or I WISH TO OBTAIN...?
A) Request.
B) Confirm.
C) Acknowledge.
D) Report

What does the instruction ORBIT RIGHT mean?
A) Turn right to avoid other traffic.
B) Make 360° turns to the right.
C) Right-hand circuits are in use.
D) Leave the runway to the right.

The meaning of CORRECT is:
A) There is a change to your last clearance.
B) That is correct.
C) That an error has been made in the transmission and the correct version is..
D) You got the last question right.

The term RECLEARED means that:
A) Your last chance has been cancelled.
B) A change has been made to your last clearance and this new clearance supersedes your previous clearance.
C) Your last chance is confirmed.
D) You may proceed as you please.

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

What is the radiotelephony call sign suffix for the aeronautical station indicating aerodrome control service:

A) AERODROME
B) APRON
C) CONTROL
D) TOWER

What is the radiotelephony call sign for the aeronautical station providing surface movement control of aircraft on the manoeuvring area:

A) TOWER
B) APPROACH
C) CONTROL
D) GROUND

The callsign for a radar station (general) would be:

A) CENTRE
B) CONTROL
C) SPARKS
D) RADAR

The callsign suffix of a station providing clearance delivery would be:

A) DELIVERY
B) CLEARANCE
C) GROUND
D) CENTER

The callsign suffix of an area control centre without radar is:

A) CONTROL
B) CENTRE
C) APPROACH
D) AREA

A call to a station followed by the suffix ARRIVAL after its callsign is a transmisson to:

A) Approach control.
B) Clearance delivery.
C) Approach control radar arrivals.
D) The tower.

The callsign of the station that you would be communicating with when receiving a radar service on departure would be:

A) DIRECTOR
B) RADAR
C) DEPARTURE
D) CONTROL

The callsign suffix for an airfield without radar would be:

A) RADIO
B) APPROACH
C) CENTRE
D) INFORMATION

What is the radiotelephony call sign for the aeronautical station providing flight information service:

A) FLIGHT CENTRE
B) CONTROL
C) INFORMATION
D) FLIGHT INFORMATION CENTRE

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

An aircraft call sign shall be chosen from one of the following possibilities:

A) The registration letters of the aircraft only.
B) The registration letters of the aircraft or, the telephony designator of the aircraft operating agency or, telephony designator of the operating agency followed by the flight identification number.
C) The registration letters of the aircraft or, the telephony designator of the operating agency.
D) The telephony designator of the operating agency and the flight identification number only.

What is the correct way of spelling out HB-JYC in a radio message?

A) Hotel Bravo India Yankee Charlie
B) Hotel Bravo Juliet Yankee Charlie
C) Hotel Bravo India Victor Charlie
D) Hotel Bravo Juliet India Kilo

The initial call by the aircraft FASTAIR 345 with MTOW of 136 tonnes should be:

A) HEAVY FASTAIR 345
B) FASTAIR 345 FAT
C) FASTAIR 345 CAUTION WAKE TURBULENCE
D) FASTAIR 345 HEAVY

Which of the following abbreviated call signs of Cherokee XY-ABC is correct:

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

When is an aircraft station allowed to use its abbreviated call sign?

A) Provided no confusion is likely to result.
B) In dense traffic.
C) Only after satisfactory communication has been established.
D) After it has been addressed in this manner by the aeronautical ground station.

The initial call from an aircraft, callsign FASTAIR 285 weighing more than than 136 tonnes would be:

A) FASTAIR 285 WIDEBODY
B) HEAVY FASTAIR 285
C) FASTAIR 285
D) FASTAIR 285 HEAVY

Which of the following abbreviated call signs of aircraft XY-ABC is correct:

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

An aircraft call sign be abbreviated, once contact has been established and provided that no confusion is likely to occur, to the form of?

A) The telephony designator of the operating agency and all registration letters.
B) All of the registration letters only.
C) The first and at least the last two characters of the registration letters or, the telephony designator of the operating agency and at least two characters of the aircraft registration.
D) The telephony designator of the operating agency and the least two numbers of the flight identification.

Transfer of communication:

An example of the content of a flight regularity message is as follows:
A) Weather on route.
B) Messages concerning the servicing of the aircraft.
C) Individual dietary requirements of a passenger or crew member.
D) Individual requirements of passenger or crew members.

Which is the maximum distance at which you might expect solid VHF contact over flat terrain at flight level 50:
A) About 85 NM
B) About 8 NM
C) About 15 NM
D) About 150 NM

A route clearance should be ideally passed to an aircraft:
A) During the Take-off Checks.
B) During taxi.
C) Prior to start when work loads are low, mistakes are less likely to happen and aircraft manoeuvring is not taking place.
D) Just prior to take-off so that the pilot gets the latest information.

Which is the frequency band containing frequencies of the Aeronautical Mobile Service?
A) 1810 - 2850 KHz
B) 11650 - 13200 KHz
C) 118.000 - 136.975 MHZ
D) 108.000 - 117.975 MHz

The band for frequencies between 118.0 to 136.975 MHz is known as the:
A) UHF band
B) SHF band
C) VHF band
D) HF band

Which phenomena will normally influence the reception of VHF transmission?
A) Electrical discharges as they happen frequently in thunderstorms.
B) Day- and night effect.
C) The ionosphere.
D) Level of aircraft and terrain elevations.

To which frequency bands do the frequencies 118.000 - 136.975 MHz of the Aeronautical Mobile Service belong?
A) Low frequency.
B) Very low frequency.
C) Very high frequency.
D) Medium frequency.

The order of priority when passing flight details is as follows:

A) Callsign, aircraft type, heading, altitude, estimate, condition, request, position.
B) Callsign, altitude, estimate, request, position, aircraft type, heading, conditions.
C) Aircraft type, callsign, position, heading, altitude, condition, estimate, request.
D) Callsign, aircraft type, position, heading, altitude, condition, estimate, request.

What are the propagation characteristics of VHF:

A) The waves travel along the surface of the earth and penetrate into valleys in a way that topographical obstacles have no influence
B) Similar to short waves with practically no atmospheric disturbance.
C) Practically straight-line similar to light waves.
D) The waves are reflected at the ionosphere at the height of about 100 km and reach the earth surface in the form of sky-waves.

What is the consequence of a microphone button stuck on transmit (switched on)?

A) Other stations will have to use the WORD TWICE technique.
B) Readability will improve for all stations.
C) None.
D) The frequency can not be used by others.

The basic phraseology for transfer control is:

A) TRANSFER TO (unit call sign - frequency) OVERHEAD (place or time).
B) CONTACT (unit call sign - frequency) AT (place or time) IF NO contact (instructions).
C) CHANGE TO (frequency - unit call sign).
D) CONTROL CHANGE TO (unit call sign - frequency) OVERHEAD (place or time).

Under which of the following circumstances may you expect a solid reception of the TOWER frequency 118.2 MHz:

A) Aircraft at low level, far away from the ground station, in the radio shadow zone of a hill.
B) Aircraft at high level in the vicinity of the ground station.
C) Aircraft at low level but far away from the ground station.
D) Aircraft at low level, in the vicinity of the ground station, in the radio shadow zone of a hill.

Which is the maximum distance at which you might expect solid VHF contact over flat terrain at flight level 100:

A) About 300 NM.
B) About 12 NM.
C) About 120 NM.
D) About 30 NM.

When a ground station wishes to broadcast information the message is prefaced by:

A) AIRCRAFT IN MY VICINITY.
B) ALL STATIONS.
C) ALL CALL SIGNS.
D) CALL SIGNS.

Which is the frequency separation between consecutive frequencies in the VHF band:

A) 250 KHz
B) 25 KHz
C) 75 KHz
D) 50 KHz

Test procedures including readability scale:

What is meant by the phrase READIBILITY 4?
A) Readable but with difficulty.
B) Perfectly readable.
C) Readable.
D) Readable now and then.

On the readability scale what does READABILITY 1 mean?
A) Readable.
B) Readable but with difficulty.
C) Perfectly readable.
D) Unreadable.

Aircraft XY-ABC is making a test transmission with Stephenville TOWER on frequency 118.7. What is the correct phrasing for this transmission:
A) Stephenville TOWER XY-ABC pre-flight check.
B) Stephenville TOWER XY-ABC frequency check.
C) Stephenville TOWER XY-ABC radio check 118.7.
D) Stephenville TOWER XY-ABC signal check.

A test call shall not continue for more than:
A) 8 seconds.
B) 10 seconds.
C) 12 seconds.
D) 5 seconds.

On the readability scale what does READABILITY 5 mean:
A) Readable but with difficulty.
B) Unreadable.
C) Problem to understand.
D) Perfectly readable.

READABILITY 2 means that your transmission is:
A) Readable.
B) Two way communications have been established.
C) Readable now and then.
D) Readable but with difficulty.

In order to request for a readability check in flight you should use the phrase:
A) HOW DO YOU READ
B) RADIO CHECK
C) HOW ME
D) REQUEST READABILITY CHECK

READABILITY 1 means:
A) Readable.
B) Unreadable.
C) Readable now and then.
D) Incomprehensible.

On the readability scale what does READABILITY 3 mean:
A) Loud and clear.
B) No problem to understand.
C) Readable but with difficulty.
D) Unreadable.

The readability of test transmission is classified as follows:
A) 5 - perfectly readable to 1 - unreadable.
B) Class A - perfectly readable to Class E - unreadable.
C) 5 - unreadable to 1 - perfectly readable.
D) Class E - perfectly readable to Class A - unreadable.

What is meant by the phrase READABILITY 2?
A) Unreadable.
B) Readable.
C) Readable but with difficulty.
D) Readable now and then.

A radio test procedure consists of the following items:
A) The words RADIO CHECK only.
B) The station identification and the words RADIO CHECK only.
C) The station identification being used, the aircraft call sign and the words RADIO CHECK.
D) The station identification being called, the aircraft call sign, the words RADIO CHECK shall be used and the frequency being used.

Read back and acknowledgement requirements:

The readback from an aircraft that is cleared to change level from FL100 to FL80 is:
A) WILCO
B) DOWN TO 8K
C) LEAVING FL100 DESCENDING TO FL80
D) DESCENDING TO FL80

The information in a message from ATC that has to be readback includes:
A) weather, wind
B) QNH, runway in use
C) everything except hesitation sounds
D) runway state

What is the last thing you say in the readback of a flight clearance?
A) The designator of the standard instrument departure.
B) Your callsign.
C) The callsign of the other station.
D) Your name.

Aircraft X-BC has been instructed to listen on ATIS frequency 123.25, on which information are being broadcast.
What is the correct response to indicate that it will follow this instruction?
A) Checking 123.25 X-BC
B) Will contact 123.25 X-BC
C) Changing to 123.25 X-BC
D) Monitoring 123.25 X-BC

Which elements of instructions or information shall always be read back?
A) Surface wind, visibility, ground temperature, runway-in-use, altimeter settings, heading and speed instructions.
B) Time check, runway-in-use, altimeter settings, level instructions, SSR codes.
C) Runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions.
D) Runway-in-use, visibility, surface wind, heading instructions, altimeter settings.

What cannot be left out from a position report?
A) Position, Time, Flight level, Next position and ETA.
B) Callsign Flight Level and Time.
C) Callsign, Position and Time.
D) Your signature.

An aircraft is instructed to hold short of the runway-in-use. What is the correct phraseology to indicate it will follow this instruction?

A) Wilco.
B) Roger.
C) Holding short.
D) Will stop before.

Must a general call be acknowledged?

A) Yes, but only from the station first called.
B) Yes, from all stations in the sequence they have been addressed.
C) No.
D) Yes, from all stations in a random sequence.

Aircraft X-BC has been instructed to contact Stephenville TOWER on frequency 118.7. What is the correct response to indicate that it will follow this instruction?

A) Stephenville TOWER X-BC.
B) Will change to TOWER X-BC.
C) Changing over X-BC.
D) 118.7 X-BC.

Cherokee XY-ABC receives the following instruction: X-BC CLIMB STRAIGHT AHEAD UNTIL 2500 FEET BEFORE TURNING RIGHT, WIND 270 DEGREES 6 KNOTS, CLEARED FOR TAKE-OFF. What is the correct read back:

A) Right turn after 2500, roger, X-BC.
B) Straight ahead, 2500 feet right turn, wind west 6 knots, cleared for take-off, X-BC.
C) Wilco, cleared for take-off, X-BC.
D) Straight ahead, at 2500 feet right turn, cleared for take-off, X-BC.

Shall an ATC route clearance always be read back:

A) No, if the communication channel is overloaded.
B) No, if the ATC route clearance is transmitted in a published form (e.g. Standard Instrument Departure Route/SID).
C) No, if the content of the ATC clearance is clear and no confusion is likely to arise.
D) Yes, unless authorized otherwise by ATS authority concerned.

If an ALL STATIONS call is made:

A) No reply is ever to be made.
B) It must be repeated an acknowledgement of receipt is made.
C) No reply is expected unless individual stations are asked to acknowledge receipt.
D) Acknowledgement of an ALL STATIONS call is mandatory.

Relevnat weather infonrmation term (VFR)
Aerodrome weather:

How can aviation routine weather reports (METAR) of specific airports be obtained by aircraft in flight:
A) SIGMET
B) AFIS
C) VOLMET
D) ATIS

How is the visibility in an aviation routine weather report (METAR) expressed in plain language:
A) In nautical miles only.
B) In feet and nautical miles.
C) Up to 1500 m in metres, above in kilometres.
D) Up to 5000 m in metres, above in kilometres.

CAVOK means:
A) The runway is dry.
B) No departure airfield diversion is available.
C) No cloud below 5.000 feet or below the minimum sector altitude, whichever is greater; no CB thunderstorms or precipitation; visibility 10 km or more, no shallow fog, or low drifting snow.
D) No destination diversion is available.

Which information can aircraft in flight obtain by VOLMET:
A) Runway reports.
B) SPECI and TAF.
C) Aviation routine weather reports (METAR) of specific airports.
D) SIGMET

Weather broacast:

When the term Overcast is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:
A) No clouds but poor ground visibility.
B) Less than 50%.
C) 50% or more.
D) 100%

When the term Broken is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:
A) 1 to 4 octas
B) 8 octas below 10000 feet
C) No clouds below 5000 feet
D) 5 to 7 octas

Wind velocity is transmitted in:

A) degrees magnetic and MPH.
B) degrees true and MPH.
C) degrees true and knots.
D) degrees magnetic and knots.

Runway surface condition for which braking action would be unreliable is:

A) grass
B) dry snow
C) wet snow and slush
D) ice

When the term Cavok is used in an aviation routine weather report (METAR), the values of visibility and clouds are:

A) Visibility more than 5000 m, no clouds below 1500 m/GND.
B) Visibility 10 km or more, no clouds below 1500 feet/GND.
C) Visibility 10 km or more, no clouds below 5000 feet/GND.
D) Visibility more than 8 km, no clouds below 3000 feet/GND.

What is the correct way of expressing visibility?

A) Visibility 1200 metres.
B) Visibility 1200 feet.
C) Visibility 1.2 nautical miles.
D) Visibility 1.2 kilometres.

The phrase BRAKING CO-EFFICIENT 20 from ATC means that the braking action is:

A) medium
B) medium to poor
C) good
D) poor

When the term Scattered is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:

A) Sky entirely covered (8 octas).
B) More than half but less than overcast (5 to 7 octas).
C) No clouds below 5000 feet/GND.
D) Half or less than half (3 or 4 octas).

A SIGMET is issued when:

A) SST operations are inhibited by significant solar activity.
B) Significant weather phenomena which may affect the safety of the aircraft is forecast for enroute operations.
C) Passenger handling is unavailable during the silent hours.
D) Snow is forecast at the destination airport.

Action required incase of communication failure:

If all attempts to establish radio contact with a ground station fail, the pilot of an aeroplane shall transmit messages preceded by the phrase:

A) Read you one, read you one.
B) Transmitting blind.
C) How do you read?
D) PAN PAN, PAN PAN, PAN PAN.

What is the transponder code for radio communication failure:

A) 7600
B) 7200
C) 7700
D) 7500

An aircraft station fails to establish radio contact with an aeronautical station on the designated frequency.What action is required by the pilot:

A) Land at the nearest airport without an ATC unit
B) Return to the airport of departure.
C) Continue the flight to the destination airport without any communication.
D) Attempt to establish contact with the station on an alternative frequency.

Under which of the following circumstances shall an aircraft station squawk 7600?

A) When approaching a prohibited area.
B) When flying over desert areas.
C) In case of radio communication failure.
D) When entering bad weather areas.

When shall the pilot of an aircraft experiencing communications failure keep a watch for instructions passed by visual signals?

A) When flying VFR above clouds.
B) When the aircraft is forming part of the aerodrome traffic at a controlled aerodrome.
C) When entering a FIR during an IFR flight.
D) When the aircraft is entering the traffic pattern of an uncontrolled airport.

If an aircraft radio receiver fails the aircraft should:

A) transmit using the phrase TRANSMITTING BLIND DUE TO RECEIVER FAILURE at the scheduled time or positions on the frequency in use and state the time of the next transmission. The SSR, if fitted, should be selected to 7600.
B) as above but 7500.
C) as above but 7777.
D) as above but squawk 7700.

What action is required by the pilot of an aircraft station if he/she is unable to establish radio contact with an aeronautical station?

A) Land at the nearest aerodrome appropriate to the route of flight.
B) Squawk mode A code 7500.
C) Divert to the alternate airport.
D) Try to establish communication with other aircraft or aeronautical stations.

The Squawk code for radio failure is:

A) 7700
B) 7000
C) 7600
D) 7500

The transponder code for radio failure is:

A) 7700
B) 7200
C) 7500
D) 7600

The Call TRANSMITTING BLIND DUE TO RECEIVER FAILURE is made by:

A) an aircraft
B) ATC
C) a pilot who cannot find the volume control
D) the Area Control Centre

An aircraft is squawking 7600. This indicates:

A) It is unable to establish communication due to radio equipment failure.
B) It is about to make a forced landing.
C) It is requesting immediate level change.
D) It is diverting to the alternate aerodrome.

The initial frequency for a blind transmission is:

A) The area control centre frequency.
B) The frequency currently in use.
C) The emergency frequency.
D) The frequency dialled up without looking.

The procedure to be followed in the event of communications failure after departure for an aircraft that is receiving radar vectors is to:

A) Make a three sixty degree turn and get out of controlled airspace.
B) Land at the nearest suitable aerodrome.
C) Maintain the cleared level for 7 minutes and then to continue in accordance with the current flight plan.
D) Maintain the last cleared level and speed for 20 minutes and then to continue with the flight plan.

Distress and urgency procedures

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

The transponder code for unlawful interference is:

A) 7200
B) 7700
C) 7500
D) 7600

An urgency call content is to be as follows:

A) MAY DAY MAY DAY MAY DAY, heading, position, level, aircraft identification, the intention of the person in command.
B) PAN PAN PAN, aircraft identification, the intention of the person in command, heading, height, position.
C) PAN PAN PAN (on 121,5 MHz). present position, heading aircraft, identification, the intention of the person in command, the identification of the station being called.
D) PAN PAN PAN (on the frequency in use), name of station addressed, the nature of the urgency condition, the intention of the person in command.

Which frequency shall be used for the first transmission of an urgency call:

A) Any frequency at pilots discretion.
B) The regional guard frequency.
C) The international emergency frequency.
D) The air-ground frequency in use at the time.

On hearing an Urgency message a pilot should:

A) Maintain a listening watch to see if you can assist in any way.
B) Acknowledge the message straight away.
C) Impose a radio silence on the frequency.
D) Change frequency because a radio silence will be imposed.

An urgency message should include the following information:

A) Name of station addressed, callsign, present position, level, ETA destination.
B) Callsign, position, route, destination, endurance.
C) Name of station addressed, aircraft callsign, nature of emergency condition, intention of commander, position, level, heading.
D) Captains number, rank and name.

The words proceeding an URGENCY message should be:

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

The priority for an urgency call is:

A) Same as for flight safety.
B) Dependant upon the length of the queue.
C) Lower than for a Pan Pan medical.
D) Higher than for everything else but less than for distress.

Urgency is defined as:

A) A condition concerning the safety of a person on board or within sight and requiring immediate assistance.
B) A condition concerning the safety of an aircraft other vehicles or of a person on board, but which does not require immediate assistance.
C) A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.
D) A condition concerning the attitude of an aircraft when intercepting the localizer during an ILS approach.

In an urgency condition the frequency to use first is:

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

A PAN message is defined as follows:

A) PAN is not longer used in aircraft telecommunications.
B) A conditions concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but does not require immediate assistance.
C) A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance.
D) Medical assistance only is required immediately after the aircraft lands.

The condition that defines the state of Urgency is that:

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

The signal that is used to identify an urgency call is:

A) PAN PAN PAN
B) MAYDAY MAYDAY MAYDAY
C) URGENCY URGENCY URGENCY
D) PAN PAN PAN PAN PAN PAN

The content of an urgency message should include:

A) Aircraft callsign, departure aerodrome, destination, position, level intentions.
B) Your companies name and telephone number.
C) Aircraft callsign, nature of emergency, intentions, position, level, heading.
D) Station called, aircraft callsign, position, cleared route, service required after landing.

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

A) Frequency in use.
B) Frequency of the nearest radar station.
C) Frequency of the area control centre.
D) International distress frequency.

An urgency message shall be preceded by the radiotelephony urgency signal:

A) PAN PAN, spoken three times.
B) ALERFA, spoken three times.
C) URGENCY, spoken three times.
D) MAYDAY, spoken three times.

Principle of VHF propagation and frequency allocation:

The minimum frequency separation between VHF channels is:
A) 8.33 kHz
B) 25 kHz
C) 25 MHz
D) 8.33 MHz

Which of the following frequencies is an international emergency frequency:
A) 122.500 MHz
B) 121.500 MHz
C) 121.050 MHz
D) 121.005 MHz

The correct readback of the frequency 123.725 on 25 kHz spacing is:
A) 123.7
B) 123.725
C) 123.72
D) 12372

One megahertz (MHz) is equal to:
A) 10 000 Hz.
B) 1 000000 Hz or 1000 kHz.
C) 10 000000 Hz.
D) 1000 Hz.

The frequency range of a VDF station is:
A) 3 MHz to 30 MHz
B) 15 MHz to 400 MHz
C) 30 MHz to 300 MHz
D) 10 MHz to 200 MHz

The standard frequency range for UHF communication is:
A) 300 to 3000MHz.
B) 3000 to 6000 MHz.
C) 30 to 300 MHz.
D) 10 to 40 MHz.

The VHF frequency band for aeronautical communications covers the range of frequencies:
A) 3 to 30 MHz
B) 108.0 to 118.0 MHz
C) 118.0 to 136.975 kHz
D) 118.0 to 136.975 MHz

The full range of VHF frequencies used for communications is:

A) 88 to 108 MHz
B) 118.0 to 136.975 MHz
C) 3 to 30 MHz
D) 108.0 to 139.5 MHz

The frequency 121.500 MHz is designated as:

A) An international emergency frequency.
B) A frequency for air-to-air communication.
C) A regional UHF frequency.
D) An airline operation frequency.

Which of the following statements is correct?

A) The higher frequencies do not penetrate the ionosphere.
B) Smooth surfaces are very poor reflectors of radio waves.
C) The higher the frequency of a radio wave the longer the range.
D) The lower the frequency the longer the range and the highest frequencies are attenuate by moisture and are used in radar equipment.

A detector and a discriminator remove the intelligence from the radio waves of:

A) AM sets only.
B) AM and FM sets respectively.
C) Radar sets only.
D) FM sets only.

The HF radio frequency range is:

A) 121.5 to 243 MHz.
B) 2850 to 22 000 MHz.
C) 108.0 to 117.95 MHz.
D) 2850 to 22 000 kHz.