



## **COMMUNICATIONS QUIZ**

1. You receive the following communication from Washington Center: "N12345, contact me on my frequency, 123.75. The correct response is:
  - a. "Washington Center, N12345."
  - b. "Washington Center, N12345, with you, level at 8000."
  - c. "N12345 checking in at 8000."
  - d. "Washington Center, N12345, on 123.75."
  
2. As you descend through 3000' MSL, ten miles to the west of a non-towered airport, inbound for landing, you should make the following position report on the CTAF:
  - a. "Podunk traffic, N12345, 10 out, inbound for landing, Podunk"
  - b. "Podunk unicom, Cardinal, 10 out inbound for landing, Podunk"
  - c. "Podunk traffic, Cardinal, 10 West, 3000 descending, inbound for landing, Podunk"
  - d. "Podunk radio, N12345, 10 West, inbound."
  
3. Inbound to a non-towered airport, in IMC conditions, ATC hands you off to the final controller. You have already listened to the ASOS, and know the approach you want. The correct call up is:
  - a. "Fly High Approach, Piper 12345, 4000', have the one minute weather request RNAV Runway 3 approach."
  - b. "Fly High Approach, Piper 12345, 4000'."
  - c. "Fly High Approach, Piper 12345, requesting the RNAV approach to runway 03."
  - d. "Piper 12345, 4000' requesting the RNAV approach to runway 03."
  
4. Departing a non-towered airport into a 300' overcast, your clearance reads, in part, "... climb 2000, expect 8000 in ten minutes". As you pass through 700' AGL you switch frequencies from the CTAF to Departure Control. Your initial call should be:
  - a. "ABC Departure, Cessna 12345 with you."
  - b. "ABC Departure, Cessna 12345, airborne XYZ (airport), 700, climbing 2000."
  - c. "ABC Departure, Cessna 12345, out of 700 for 2000."
  - d. "ABC Departure, Cessna 123454 checking in, 700."
  
5. You are ready to depart a non-towered airport to practice some take-offs and landings. The recommended CTAF announcement is:
  - a. "Podunk Traffic, Low Wing Light Sport, departing runway 21, Podunk".
  - b. "Podunk Traffic, Low Wing Light Sport, departing runway 21, remaining in the pattern, Podunk"
  - c. "Podunk Traffic, Low Wing Light Sport, on the roll, left closed traffic for 21, Podunk"
  - d. No radio call is necessary.

- 6.** You are flying along at 2,500 MSL, in communication with an Approach Control, assigned squawk code and receiving traffic advisories. You are approaching the boundary of a Class D surface area surrounding an airport with an operating control tower. The top of the Class D is shown as 2,900 on the sectional chart. The Approach Controller has not given you any instructions reference the Class D. You should:

  - a. Climb to 3000 to go over the Class D.
  - b. Turn 30 degrees left or right to go around the surface area.
  - c. Do nothing. The Approach controller is responsible for coordination.
  - d. Switch frequencies to the Tower and request a transit of the Class D.
  
- 7.** You are flying northeast bound at 7500' receiving flight following when ATC calls: "Mooney 345, traffic, a Bonanza, 2 o'clock, 8000, westbound, my control." You look for the traffic, but fail to see it. Your correct response should be:

  - a. "No Joy, Mooney 345."
  - b. "Mooney 345 is looking."
  - c. "Negative contact, 345."
  - d. "We've got it on the 'fish finder'."
  
- 8.** First in line, holding short of Runway 18 at BusyBee Airport, having completed your run-up and pre-takeoff checks, you change to the tower frequency and should report:

  - a. "BusyBee Tower, Aercoupe 12345 is ready to go."
  - b. "Busy Bee Tower, Aercoupe 12345 holding short, number one."
  - c. "BusyBee Tower, Aercoupe 12345 ready for departure, departing to the West."
  - d. Say nothing and wait for the tower to call you.
  
- 9.** You are flying in IMC at 7000' on an IFR flight plan, in a non-pressurized, normally aspirated Bonanza. As you are only 20NM from the IAF of the requested approach, which has a crossing altitude of 3000', you request lower from ATC. Their response is: "Lower in 5 miles." At five miles, the controller is now communicating with a student pilot who is lost and scared, and you can't get a word in edgewise. What would be an appropriate course of action:

  - a. Squawk ident.
  - b. Squawk 7600 and start your descent.
  - c. Start your descent and call ATC as soon as there is an opening on the frequency.
  - d. Do nothing, and practice patience!
  
- 10.** We know that ATC can vector an aircraft when it is at, or above the MVA (Minimum Vectoring Altitude). Under certain conditions, ATC may also vector an aircraft below the MVA. They are:

  - a. A missed approach or departure.
  - b. The facility is using DRDRS (Dual Redundant Digital RADAR screens)
  - c. The Supervisor is not looking.
  - d. The aircraft is RADAR identified on 2 separate RADAR displays.

- 11.** You are on a cross-country VFR flight, receiving flight following from a TRACON when the controller says: "Cherokee 12345 say altitude." You have been cruising at 5,500 in good VMC for the last 100 NM. You reply: "Five thousand, five hundred." The controller issues the current local altimeter setting, and you corroborate with the controller that it is correctly set. The controller then says: "I show you at 5,900, altitude differs more than 200 feet, stop altitude squawk." You must:
- Turn off your transponder and expect a letter from the FSDO
  - Turn off you mode C altitude encoding, and expect a letter from the FSDO
  - Turn your transponder to Standby, and expect a letter from the FSDO
  - Say you are really at 6200' to avoid getting a letter from the FSDO
- 12.** "All other traffic please advise." Is a recommended and acceptable phrase to use when flying in the traffic pattern of a non-towered airport?
- True
  - False
- 13.** The best time to request a frequency change from an ARTCC, while on an IFR clearance, so that you can talk to FLIGHT WATCH to file a PIREP and get a weather update, is:
- Any time you are above 5000'
  - Whenever the weather is not as forecast
  - Right after reporting to a new Center sector in a hand off
  - Any time the frequency is quiet
- 14.** You are ready to depart a non-towered airport. The ASOS is reporting IFR conditions. You obtain your IFR clearance and release via telephone from FSS with a void time of 1430Z. You rush out to the airplane, flip on the master switch and nothing! Dead battery. The battery of your cell phone is dead as well. The FBO has just closed. You have no way to contact FSS or ATC. You hear another airplane holding overhead in the clouds, obviously waiting for you to depart. When may ATC clear the holding aircraft for the approach?
- Never. You own the airspace around the airport until you contact ATC.
  - At 1500Z if the other pilot concurs.
  - An ALNOT must be issued first, then at, or after 1530Z.
  - FSS must contact the local authorities to do a ramp check prior to using the airport.
- 15.** One way to avoid having to rush to meet a void time at a non-towered airport that does not have an RCO or GCO, and requires receiving your clearance and release over the telephone, is to request a clearance with a "Hold for release", provided you can call the TRACON for your release using your cell phone from within the airplane, once you are ready for departure.
- True
  - False
- 16.** A "CRUISE" clearance allows you to change altitudes between the minimum IFR altitude up to and including the altitude specified in the clearance, but not to make an approach at the clearance limit.
- True
  - False
- 17.** A "THROUGH" clearance allows you to fly an approach to an airport, land, and take back off without having to close one flight plan, and / or receive another release.
- True
  - False

- 18.** You are on an IFR flight in a slant GOLF airplane. Your clearance reads, in part: "Victor 104, BML, Direct, Maintain 8000." The MEA for V104 is 6,700. At 8000' you are flying into a hellacious headwind, and it's quite possible that you might become fuel critical. You know that the winds are significantly less at 6000, and that the MVA will allow you to descend to 6000. How can you get CENTER to clear you to 6000 without declaring an emergency?
- Report that you are "fuel critical."
  - Request "GPS DIRECT BML." and the descent.
  - Turn off your mode C altitude encoding and descend.
  - You can't... you are stuck at 8000 until reaching the VOR.
- 19.** You are stacked in a holding pattern with four other airplanes, number two for the approach, at a non-towered airport that is at the center of surface based class E airspace. The AWOS is reporting 800 broken with 2 3/4 miles visibility. As the approach controller clears the airplane in front of you for the approach, he also requests the pilot to cancel as soon as possible. The pilot does not cancel until he is on the ground. The controller now clears you for the approach, with the same request to cancel as soon as possible. You break out at 800 feet, and seeing the runway in front of you call ATC and cancel your IFR flight plan. As you taxi in to the ramp and shut down, a person walks up to the airplane, shows her identification as an FAA inspector, and asks to see your "papers". Is there cause for concern?
- No, the inspector is probably just conducting a routine ramp check.
  - Yes... after all, the inspector is from the FAA, isn't she?
  - Yes, the inspector is about to serve you with a violation.
  - No, you were following ATC's instructions.
- 20.** You are flying the ILS to 31 Right at JFK. Approach control hands you off to the tower, and after you call the tower, the voice of what sounds like a ten year old boy clears you to land. You should:
- Respond with "Cleared to land" and continue the approach and landing.
  - Question the clearance and ask to speak to a supervisor.
  - Refuse the clearance and ask for the controller's call sign.
  - Initiate an immediate missed approach.