



COMMUNICATIONS QUIZ ANSWERS

1. d. AIM 4-2-3-d-2 In this case the controller is remaining the same and only needs the confirmation that you have indeed switched frequencies.
2. c. AIM 4-1-9-g The primary purpose of self-announcing on a CTAF is to aid in collision avoidance through see-and-avoid. By providing position 3-dimensionally as well as stating intentions this is achieved. Tail numbers have limited usefulness in this endeavor for in most situations if you are close enough to read one's tail number I would have to ask if you had conducted a pre-flight briefing on formation flight. More important is aircraft type, thus giving an indication of expected performance.
3. a. AIM 4-3-26 *example* The AWOS/ASSOS is referred to as "one minute weather". If you don't let the controller know that you have this, they will ask if you have received it. As we all know we should always try to reduce "bandwidth" when on the frequency.
4. b. The numbers two and four should **never** be used as words in aviation phraseology. By providing your current altitude it helps the controller identify you, and by providing what you think is your assigned altitude, it could prevent an altitude violation if you have misunderstood it.
5. b. Again – stating your intentions aids in see-and-avoid collision avoidance. Some respondents argued that answer d could also be correct, which is true, however the question asked what the "recommended" announcement is.

6. c. 7110.65 2-1-16 b *“The pilot is not expected to obtain his/her own authorization through each area when in contact with a radar facility.”*
7. c. AIM 5-5-10 The controller wants to know one of two things, either you see the traffic, or you don't. To say you're "looking" could be followed by "right at it", or by "but don't see it". There are only two responses to a traffic alert: 1. negative contact, or; 2. traffic in sight.
8. c. AIM 4-3-14
9. a. The use of the "ident" button on the transponder is an accepted means of communication, when, and only if, the frequency is congested, and the controllers attention is urgently needed. Answer d is also an acceptable response.
10. a. AIM Pilot Controller Glossary – "Minimum Vectoring Altitude"
11. b. FSDOs have been getting aggressive about following up on invalid Mode-C reports because of the impact on TCAS equipped aircraft.
12. b. AIM 4-1-9-g.1 "'Traffic in the area, please advise' is not a recognized Self-Announce Position and/or intention phrase and **should not be used under any condition.**"
13. c. In most situations this will provide sufficient time for you to get the information you need from FSS without the need to return to ATC because of a required handoff to the next controller.
14. b. 7110.65 10-4-1 **TRAFFIC RESTRICTIONS** IFR traffic which could be affected by an overdue or unreported aircraft shall be restricted or suspended unless radar separation is used. The facility responsible shall restrict or suspend IFR traffic for a period of 30 minutes following the applicable release time and, if issued, the clearance void time.**10-4-3. TRAFFIC RESUMPTION** After the 30-minute traffic suspension period has expired, resume normal air traffic control if the operators or pilots of other aircraft concur. This concurrence must be maintained for a period of 30 minutes after the suspension period has expired.

15. a. Any technique that we can use to avoid being in a hurry should be used!
16. b. AIM Pilot Controller Glossary "Cruise"
17. a. Although I have only spoken with one controller who has ever issued a "through" clearance, it is a valid clearance typically used for helicopters servicing oil rigs in the gulf coast, and freight dogs hauling cancelled checks at night in the mid-west.
18. b. By requesting "GPS direct" the controller is no longer bound by the MEA, but by the MVA even though you will still be flying the exact same route as you would be on the victor airway.
19. c. Ceilings less than 1000' and visibilities less than 3 miles in surface based class E airspace is IFR. Thus one cannot cancel IFR until after landing.
20. a. Some respondents suggested to continue the approach and landing, and then calling CNN.

Note: In creating this quiz I had wonderful help from two individuals who I would like to thank for their knowledge, expertise and assistance – John Krug, a retired supervisor from the Windsor Locks Tracon, and David Faile, 1999 National CFI of the Year.

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