



**EAST AFRICAN SCHOOL OF AVIATION
EXAMINATIONS**

**FINAL EXAM
SAFETY SECTION**

SUBJECT: COMMUNICATION

Stream: Flight Dispatch 25

Duration: 2Hrs

DATE: 12/05/17

TIME: 2.00 – 4.00PM

Instructions to Candidate:

- 1. This paper consists of **EIGHT (8)** pages*
- 2. Answer **ALL** questions in **Section A and B***
- 3. Examination rules and regulations should be adhered to.*

STUDENT'S NAME:

STUDENT'S NUMBER:

PART 1

1. An altitude of 13,500 feet would be spoken as:
 - a. one three thousand five hundred feet
 - b. thirteen decimal five zero zero
 - c. thirteen thousand five hundred feet
 - d. one three thousand five zero zero feet

2. If unable to make contact on a designated frequency you should first:
 - a. Make a BLIND TRANSMISSION
 - b. Try another frequency appropriate to the route
 - c. Land at the nearest suitable aerodrome
 - d. Look out for visual signals

3. The prefix for distress call by an aircraft is:
 - a. MAYDAY MAYDAY MAYDAY
 - b. DISTRESS DISTRESS DISTRESS
 - c. PAN PAN PAN PAN PAN PAN
 - d. PAN PAN MEDICAL TRANSPORT DISTRESS

4. In radio testing READABILITY 3 means:
 - a. Unreadable
 - b. Readable now and then
 - c. Incomprehensible
 - d. Readable but with difficult

5. Air-ground communication is a:
 - a. Two-way communication between an aircraft and a station on the surface of the earth
 - b. One-way communication from stations on the surface of the earth aircraft.
 - c. One-way communication from an aircraft to a ground station
 - d. One way communication from stations or locations on the surface of the earth to aircraft

6. The abbreviation for the callsign Airbus XY-ABC would be:
 - a. Airbus XY-BC
 - b. Airbus
 - c. ABC
 - d. XY-BC

7. The callsign suffix for the ATC unit controlling aircraft and vehicles on the manoeuvring area is:
 - a. CLEARANCE
 - b. TOWER
 - c. GROUND
 - d. APRON

8. If you wish to say "Wait and I will call you" the correct phrase to use is:
 - a. HOLD

- b. I SAY AGAIN
 - c. STANDBY
 - d. GO AHEAD
9. The phrase “ BREAK BREAK” used to indicate:
- a. Separation between portions of a message
 - b. The end of a message
 - c. Separation between messages to different aircraft in a very busy environment
 - d. Split your formation flying
10. The name or suffix on the callsign of an aeronautical station may be omitted:
- a. Never
 - b. Provided that the aircraft is in visual contact with the aerodrome
 - c. Only when first used by the ground station
 - d. Once satisfactory communications have been established and providing there will be no confusion
11. A broadcast is a transmission of:
- a. Navigational information for which no reply is expected
 - b. Information that is not addressed to specific aircraft
 - c. Information addressed to more than one aircraft
 - d. Any information from the ground
12. A blind transmission is defined as a transmission where:
- a. A transmission of information relating to air navigation that is not addressed to a specific station or stations
 - b. Two-way communications cannot be established but where it is believed that the called station is able to receive the transmission
 - c. The aircraft is not in visual contact with the receiver
 - d. The receiver is out of radio range
13. You would use the phrase “ WORDS TWICE” when you
- a. Want each word repeated twice
 - b. Make a blind transmission
 - c. Say again twice
 - d. Want the whole message to be repeated
14. The callsign suffix of an Area Control Centre without radar is:
- a. APPROACH
 - b. CENTRE
 - c. CONTROL
 - d. RADIO
15. The international emergency frequency is:
- a. 121.050 MHz
 - b. 121.500 MHz

- c. 123.500 MHz
 - d. 121.005 MHz
16. 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 are warnings of severe weather that is likely to affect the aircraft
 - c. There is an emergency on the ground
 - d. The aircraft is threatened by serious or imminent danger and requires immediate assistance
17. An Aeronautical station is defined as
- a. A radio communication service between aircraft stations and ground stations or between aircraft stations
 - b. A land station in the aeronautical mobile service, in certain instances, an aeronautical station may be placed on board a ship or an earth satellite
 - c. A mobile station in the aeronautical mobile service on board an aircraft
 - d. A radio station broadcasting aeronautical information
18. The content of an urgency message should include:
- a. Your company's radiotelephony designator, call sign and flight number
 - b. Aircraft call sign, nature of emergency, intentions, position, level, heading
 - c. Station called, aircraft call sign, nature of emergency, position, level bearing
 - d. Aircraft call sign, departure aerodrome, destination, position, level intentions
19. What, if any, is the abbreviated call sign of Kenya 324
- a. Kenya 324
 - b. Kenya 24
 - c. No abbreviation
 - d. Kilo Quebec 24
20. If you make a mistake in transmission you should use the phrase:
- a. CANCEL
 - b. I SAY AGAIN
 - c. CORRECT
 - d. CORRECTION
21. What is the last thing you say in the readback of a flight clearance?
- a. The call sign of the other station
 - b. Your call sign
 - c. Confirm
 - d. I say again the clearance
22. On hearing an Urgency message a pilot should:
- a. Change frequency because a radio silence will be imposed
 - b. Maintain a listening watch to see if you can assist in any way
 - c. Acknowledge the message straight away
 - d. Impose a radio silence on the frequency

23. An aircraft station can abbreviate its call sign:
- Only after the aeronautical station has first used the abbreviation
 - Only during readbacks of instructions
 - After satisfactory communications have been established with the ground station
 - To reduce the time for radio communications
 - Station called, aircraft call sign, nature of emergency, position, level bearing
24. The abbreviation HJ in the operating hours column for an aerodrome means that the aerodrome:
- Is open from sunset to sunrise
 - Has unspecified opening hours
 - Is open from sunrise to sunset
 - Requires prior permission from inbound aircraft
25. The call sign suffix of an aeronautical station providing control of surface traffic on the movement area would be:
- TOWER
 - CLEARANCE
 - APRON
 - GROUND
26. How do you report a level of 3500 feet
- THREE FIVE ZERO FEET
 - THREE THOUSAND FIVE ZERO ZERO FEET
 - THIRTY FIVE HUNDRED FEET
 - THREE THOUSAND FIVE HUNDRED FEET
27. The correct abbreviation of call sign XY-BCD is:
- X-CD
 - BCD
 - XY-CD
 - CD
28. The true bearing from a station when using the Q codes is:
- QDM
 - QUJ
 - QTE
 - QDR
29. The suffix in the call sign of an aerodrome control service would be:
- CONTROL
 - APRON
 - GROUND
 - TOWER
30. The priority for an urgency call is:
- Lower than for a Pan Pan medical
 - Higher than for everything else but less than for distress
 - Same as for flight safety
 - Dependent upon the seriousness of the condition.
31. The meaning of QNH is the:
- Altimeter sub-scale setting that gives the elevation when on the ground
 - Altimeter sub-scale setting that gives the height above ground

- c. Quite nifty handling
 - d. Magnetic bearing to a station
 - e.
32. The meaning of "WILCO" is:
- a. Standing by
 - b. That is correct
 - c. I understand your message and will comply with it
 - d. Willing to comply
33. The term "CORRECTION" is used when:
- a. The readback of a message is incorrect
 - b. The message to be deleted
 - c. The readback of a message is correct
 - d. An error has been made in the transmission and the correct version is
34. The definition of the instruction "MONITOR" is:
- a. You are being watched
 - b. Establish communications on frequency..
 - c. Watch out for visual signals on frequency..
 - d. Listen out on frequency..
35. How is the time 9.20 am reported on RT if there is no possibility of confusion about the hour?
- a. ZEO NNE TWO ZERO
 - b. TWO ZERO
 - c. NINE TWO ZERO
 - d. DECIMAL TWO ZERO
36. The definition of the phrase "STANDBY" is:
- a. Consider the transmission as not sent
 - b. Hold your present position
 - c. Proceed with your message
 - d. Wait and I will call you
37. When making a blind transmission you should:
- a. Transmit the message twice
 - b. Transmit each word twice
 - c. Wait for visual signals
 - d. Repeat the message on 121.5MHz
38. If you are unable to contact a station on a designated frequency you should:
- a. Start transmitting blind
 - b. Land at the nearest suitable aerodrome
 - c. Try another appropriate frequency

- d. Transmit the words twice
39. The frequency to be used for a blind transmission is:
- Frequency of the nearest radar station
 - The approach frequency
 - 121,5KHz
 - The frequency in use
40. If you are unable to contact a station on a designated frequency you should:
- Start transmitting blind
 - Land at the nearest suitable aerodrome
 - Try another appropriate frequency
 - Transmit the words twice

PART B

- Define any two of the following words or phrases.
 - Broadcast
 - Air- ground communication
 - Aeronautical station

6 marks
- List at least five good message transmitting techniques that ensure that transmitted speech is clear and satisfactorily received

5 marks
- List in their order of priority the six types of messages that are handled by the aeronautical mobile service

8 marks
- How would the following be transmitted in aviation communication
 - Flight level 100
 - KQA 564
 - 200/70KT
 - Runway Visual Range 2500
 - Time 0915
 - 21000
 - Transponder Code 2030

7 marks
- Explain the specific actions that an aircraft station would take in an event that it fails to establish communication with an aeronautical station on the designated frequency.

8 marks
- List the six important information items that an aircraft wishing to transmit distress or urgency message should inform the controlling unit

5 marks
- Explain the contents of the first line of an Aeronautical Fixed Telecommunications Network (AFTN) message format.

7 marks

7. Study the following message and answer the questions that follow

QS LHRFFKQ JNBBAOO BAKKDAR EBBKKQU
NBOCMKL 92230
MVT
KQ 432/09 . 5Y BET EBB .
AD 2205/2217 EA 0230 FCO
DL21/0045
SI BAD WX
PAX 90/125

- i. The message was sent from the Kenya airways commercial department in Nairobi (True or False)
- ii. Is the priority appropriate for the text (Yes/No)
- iii. Mention three important items in the message that are missing
- iv. Indicate two important items in the message that are wrong
- v. In plain language indicate two stations where the message was sent.
- vi. Decode the 5th line of the message i.e. AD 2205/2217 EA 0230 FCO

(14 marks)