

**EAST AFRICAN SCHOOL OF AVIATION**

**AVIATION SAFETY AND SECURITY**

**CLASS:EWAC O1**

**FINAL EXAMINATION**

**COMMUNICATIONS AND RADIO TELEPHONY(70mks)**

**Time allowed: 2hrs**

**GENERAL INSTRUCTIONS AND INFORMATION**

**1. CONSIST OF PART A AND PART**

**2. FOLLOW PART SPECIFIC INSTRUCTIONS**

**1. The element of a position report transmitted in the correct order are:**

- A. – Call-sign, position, heading, level, time, ETA next position.
- B. – Call-sign, position, time, level, the next position and ETA.
- C. – Call-sign, position, heading, level, conditions, ETA next position.
- D. – Call-sign, position, time, heading, conditions, Eta next position.

**2. The correct transmission and pronunciation of the RTF frequency**

**125.875MHz would be:**

- A. – 125.875 spoken as 'WUN HUNDRED AND TWENTY FIVE DAYSEEMAL AIT SEVEN FIFE'.
- B. - 125.875 spoken as 'WUN TOO FIFE DAYSEEMAL AIT SEVEN FIFE'.
- C. – 125.87 spoken as 'WUN HUNDREDAND TWENTY FIFE DAYSEEMAL AIT SEVEN'.
- D. – 125.87 spoken as 'WUN TOO FIFE DAYSEEMAL AIT SEVEN'.

**3. VACATE LEFT' means”**

- A. –immediately clear runway.
- B. –the next runway exit on the left.
- C. –turn left to vacate the runway.
- D. –execute a missed approach.

**4. The meaning of the ATC instruction 'GO AROUND' is:**

- A. –make a 360° standard turn to allow traffic ahead to clear the runway.
- B. –go around the aircraft ahead on the maneuvering area wing tip clearance is adequate.
- C. –do not descend below 50ft agl.
- D. 0execute a missed approach.

**5. An aircraft commander wishing to file flight plan should do so via:**

- A. –the LARS giving a service at that time.
- B. –the published FIR frequency for the area in which the aircraft is locate.
- C. –the nearest ATCU.
- D. –any air/ ground station providing a two-way radio communication service.

**6. Which of the following multi-choice answers is the correct RTF terminology for YES?**

- A. –'WILCO'.
- B. –'ROGER'.
- C. –'AFFIRM'.
- D. –'WILLDO'.

**7. The meaning of a 'blind transmission' is:**

- A. –a transmission from one station to another in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.
- B. –an aircraft in instrument metrological conditions transmitted for a QDM to establish on a final approach to make a visual landing.
- C. –a transmission of information relating to the safety of air navigation to any station maintaining a listening watch on that frequency.
- D. –a transmission of information relating to the safety of air navigation by any aircraft in IMC unable to comply with the Visual flight Rules (VFR)

**8. In relation to SSR transponder, 'SQUAWK IDENT' means:**

- A. –set the SSR code given on mode 'A' or 'C' instructed.
- B. –operate the special position identification button on the transponder.
- C. –set the SSR code and transmit your call-sign.

D. –set the SSR code and transmit your position.

**9. 'NO' in RTF terminology is transmitted as:**

- A. –'NO'
- B. –'DISREGARD'
- C. –UNABLE COMPLY'
- D. 'NEGATIVE'

**10. When reading back an ATC instruction, the message should be concluded with:**

- A. –the call-sign of the ground station that transmitted the instruction.
- B. –the aircraft call-sign.
- C. –the phrase 'WILL COMPLY'.
- D. –the phrase 'OVER'.

**11. What is the meaning of 'VERIFY'?**

- A. –the message received is readable with difficulty.
- B. –check and confirm.
- C. –read back my last message.
- D. –make sure the content of your last transmission makes sense.

**12. What details should be passed to an Air Traffic Control Unit by an aircraft in flight when requesting a Special VFR clearance?**

- A. -Call-sign, type, position, heading, level, ETA at the entry point.
- B. –Call-sign, altitude, heading, ETA at the entry point.
- C. –call-sign, type, intentions and ETA at the entry point.
- D. –call-sign, type, intensions and ETA at the entry point.

**13. During a straight in approach on an airfield that involves being established on a long final leg, an aircraft commander must report both long final and final at which of the following distances from the runway threshold?**

	<b>Long Final</b>	<b>Final</b>
A. -	2nm	1nm
B. -	4nm	2nm
C. -	6nm	3nm
D. -	8nm	4nm

**14. A pilot who receives an ATC instruction which cannot be carried out should transmit:**

- A. – ‘UNABLE COMPLY’.
- B. – ‘CANNOT COMPLY’.
- C. – ‘WILL NOT COMPLY’.
- D. ‘STAND BY’.

**15. A pilot transmitted for direction finding (DF) should end the transmission with:**

- A. – ‘will comply’.
- B. – the aircraft call-sign.
- C. – the call-sign of the DF station.
- D. QDM, QDM, QDM.

**16. The accuracy of a class ‘B’ VDF bearing is:**

- A.  $\pm 10^\circ$
- B.  $\pm 2^\circ$
- C.  $\pm 15^\circ$
- D.  $\pm 5^\circ$

**17. The accuracy of a Class ‘A’ VDF bearing is:**

- A.  $\pm 2^\circ$
- B.  $\pm 5^\circ$

C.  $\pm 10^\circ$

D.  $\pm 3^\circ$

**18. The purpose of a request by ATC to the commander of an aircraft whose is selected to ALT to ‘confirm your level’ would be”**

A. –to verify the aircraft’s position.

B. –verify the altimeter sub-scale setting.

C. –check accuracy of the mode ‘C’ Flight level displayed on the controller’s radar plot.

D. –verify the transponder is working.

**19. When is the ‘Take-off’ used by a pilot?**

A. –to request take-off when aircraft is at the holding point.

B. –to request take-off when the aircraft is lined up on the runway.

C. –only when the aircraft is cleared to take-off.

**D.** Only after the aircraft has entered the runway.

**20. When a pilot hears a distress messages/ he should:**

A. –immediately acknowledge the message and offer to relay messages if required.

B. –change another frequency as radio silence will be imposed on that frequency.

C. –request another frequency from ATC to the emergency RT traffic on that frequency.

D. –maintain radio silence but monitor that frequency to ensure assistance is provided.

**21. A call-sign that is prefixed ‘TYRO’ means”**

A. The pilot in distress lacks experience.

B. –the following transmission is a practice emergency.

C. –the aircraft is experiencing difficulty but not in need immediate assistance.

D. –the pilot of the aircraft in distress intends to ditch.

**22. A clearance limit is defined as:**

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

23. The instruction from ATC to an aircraft to abandon its take off includes phrase:

- A. CANCEL TAKE OFF IMMEDIATELY
- B. STOP IMMEDIATELY
- C. ABORT ABORT
- D. YOU WON'T LIKE THIS

24. The term 'DISREGARD' means:

- A. Ignore
- B. Cancel the last clearance
- C. You have not been cleared
- D. Pay no attention to what I say

25. The message 'CHECK' to an aircraft means that you should:

- A. Confirm that you received and understood the last message

B.Pass the required information to ATC

C.Stay where you are

D.Examine a system or a procedure

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

A. CLEARANCE

b.GROUND

c.DELIVERY

d.PRESTO

27. The term 'CORRECTION' is used when:

A.Readback of a message is incorrect

B. a.Readback of a message is correct

C.The message has to be deleted

D.An error has been made in the transmission and the correct version is.....

28. The state of urgency is defined as a condition:

A. Of being threatened by serious and or imminent danger and of requiring immediate assistance

B.Concerning the safety of an aircraft or other vehicle or of some person on board but does not require immediate assistance.

C.Where an aircraft requires an immediate take off.

D. Where use of pan mayday is required

29. If a transponder is unserviceable prior to an IFR departure, then the pilot;

A. has to cancel the flight

B. may proceed with the flight with ATC permission

C. has to fly low level only

D. may fly for another company

9. The response to general call from ATC IS FOR THE AIRCRAFT TO:

a. Respond in alphabetic order.

B. Respond in numerical order

C. Give no response.

D. request a repeat of the message

30. Following a communication failure the time at which the aircraft should aim to leave the hold is:

A. Within 10 minutes of EAT or ETA

b. Within 30 minutes of EAT or ETA

C. EAT or ETA

D. before it runs out of fuel

31. The call 'PAN PAN MEDICAL' indicates that:



A. The flight is concerning a protected medical transport pursuant to 1949 Geneva Convention

B. there is a concern about the safety of an aircraft or other vehicle or apron on board but does not require immediate assistance.

C. one of the crew has fallen ill

D. the crew require medical aid on the pan

32. An urgency message requires the following information:

A. Name of the station being addressed, aircraft callsign, nature of urgency condition, commander's intention, position, level, heading.

B. callsign, position, route, destination, endurance

C. Name of the station being addressed, aircraft call sign, present position, level ETA destination.

D. captains, number, rank and name.

33. Readability 2 means your transmission is:

A. Readable but with difficulty

B. readable

C.readable now and then

D.two way communication has been established

34. How does ATC report RVR?

A.in kilometers along the final approach

B.in meters at touchdown, mid-point and stop- end-of a runway

C.in nautical miles

D.in feet and inches

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

A. Maintain the last cleared level and speed for 20 minutes and then continue with the flight plan

B. hold cleared level for 7 minutes and then continue in accordance with current flight plan

C. land at the nearest aerodrome

D. make 90 degrees turn and depart controlled airspace

36. An altitude of 13,500 feet would be spoken as:

A. THIRTEEN THOUSAND FIVE HUNDRED FEET

B. ONE THREE THOUSAND FIVE ZERO ZERO FEET

C.ONE THREE THOUSAND FIVE HUNDRED FEET

D.NONE OF THE ABOVE

37. The call sign suffix for an airfield without radar would be?

A. APPROACH

B.CENTER

C.INFORMATION

D.RADIO

38. The definition of instruction 'MONITOR' is?

a. Listen out on the frequency

B.establish communications on frequency

C.watch out on visual signs on frequency

D.you are being watched

39.. The phrase 'BRAKING CO-EFFICIENT 20' from ATC means that braking action is?

a. Poor

B.medium to poor

C.medium.

D.slipperly

40. Your reply to the message' REPORT FLIGHT CONDITIONS' should be:

A.VFR/IFR

B.TURBULENT/SMOOTH

C.NOT BAD/SO SO

D.VMC/IMC

41. If you are repeating a word or a message for clarity then you should use the phrase:

A. Words twice

B.i repeat

C.i say again

D.DITTO

23. The abbreviation of a control zone is:

A.CTR

B.CTZ

C.ATZ

D.CTA

42. The call sign of a station controlling surface vehicles in the maneuvering area would be:

A. TOWER

B. CLEARANCE

C. GROUND

D. APRON

43. When asking for a repeat of a message you should say:

A. WORDS TWICE

B. SPEAK SLOWER

C. SAY AGAIN

D. REPEAT MESSAGE

44. The selection of code 7500 on the transponder means:

A. loss of communication

B. distress

C.urgency

D.hi-jacking

45. The QCODE true bearing a station is:

A.QDR

B.QFE

C.QUJ

D.QTE

46The call from an aircraft for missed approach is:

A.OVERSHOOTING

B.TOUCH AND GO

C.GOING AROUND

D.ABORTING

47. The correct read back of the frequency123.725 on 25 KHz spacing is:

A.123.725

B.123.7

C.12372

D.123.72

**48. What are the three main categories provided by the aeronautical communication service?**

- A. –Tower, Approach and Radar.
- B. –LARS, information, and approach.
- C. –ATC, information, and approach.
- D. –ATC, AFIS and aerodrome air/ ground (A/G) communication service.

**49. The two categories of emergency message are:**

- A. –PAN and MAYDAY.
- B. –urgent and emergency.
- C. –emergency and distress.
- D. –urgency and distress.

**50. An example of a conditional clearance passed to an aircraft is:**

- A. –Gold wing 759 after the landing aircraft line-up runway 23.
- B. –GGP take-off at your discretion.
- C. –GGA you are number 3 in traffic, report final.
- D. –GGA exit left after passing the intersection on your right.

PART B

QS LHRFFKQ JNBOOBA 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 the meaning of the codes **DL 21/0045** as appears in line six
- v. The flight KQ 432 originated from either **NBO** or **EBB** or **FCO** ( choose the correct one)
- vi. Decode the **5<sup>th</sup> line** of the message i.e. **AD 2205/2217 EA 0230 FCO**

(15 marks)