**Radio Communications Quiz**

**CHI Aerospace**

When making initial contact to Air Traffic Control, what is the correct procedure?

1) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ a) Who you are

2) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ b) Where you are

3) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ c) Who you’re calling

4) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ d) What you want

Call signs should never be shortened on \_\_\_\_\_\_\_\_\_\_\_\_\_ contact.

When making initial contact with ground control, you should advise them that you have what?

What should you reply with when ground control gives you a taxi route?

You are holding short of runway 34 at Portsmouth. You call Tower and they say: “RV-271VA,

Portsmouth Tower, Runway 34 line up and wait” - What do you do and what are you not allowed to do?

You request a flight following from Portsmouth Ground. After departing the runway, Tower

says: “RV-271VA, Portsmouth Tower, contact Boston Departure on 125.05” - What are your

next two radio calls?

Portsmouth -

Boston -

When should you obtain the ATIS for your destination?

For the following questions you are located at the FBO Ramp

You are flying back into Portsmouth after practicing your maneuvers and are 10 miles to the

north. You have ATIS information Foxtrot. What is your initial call to Portsmouth?

You are coming in to land at KPSM and Portsmouth Tower clears you for the option. What

are you allowed to do?

You are coming in to land at KPSM and Portsmouth Tower clears you for a low approach

only. What are you not allowed to do?

Define the Following:

* Affirmative:
* Blocked:
* Cleared for Takeoff:
* Cleared for the option:
* Cleared to land
* Expedite:
* Fly heading (degrees)
* Go Around:
* Have numbers:
* Ident:
* Immediately:
* Line Up and Wait:
* Maintain:
* Make short approach:
* Mayday:
* Negative:
* Negative Contact:
* Radar Contact:
* Radar service terminated:
* Report:
* Say again:
* Say altitude:
* Say heading:
* Speak slower:
* Squawk:
* Standby
* Traffic:
* Traffic in sight:
* Unable :
* Verify:
* Wilco: