

Mitchinson Flying Service Pre-Solo Communications Quiz

The following are examples of radio calls that could be heard on the tower or ground frequencies.
For each call:

A) Explain what it means.

B) Give what your reply would be.

C) State the situation where you would hear that call. (ex. Downwind, final, inbound from training area)

1. Taxi foxtrot for 27, contact the tower holding short.
2. Taxi Alpha Bravo for runway 33, taxi through the main ramp at your discretion.
3. Taxi Alpha Right on Bravo, hold short of runway 09.
4. Taxi Alpha, hold short of Bravo.
5. Hold short, traffic on final.
6. Line up runway 27.
7. Line up and wait.
8. Cleared Takeoff runway 27.
9. Line up behind aircraft ahead, your number two for departure.
10. Line up on runway 27, your number two for departure behind aircraft departing runway 33.
11. You're cleared takeoff runway 09 from the Bravo intersection with a left turn out.
12. Taxi Alpha, hold short of the north entrance to the main apron.
13. Climb runway heading.
14. Cleared takeoff, left turn as soon as safely able. Faster traffic to depart.
15. Cleared touch and go, climb runway heading until advised.
16. You're number 2 in the circuit.
17. Keep it in tight.
18. Extend your downwind.
19. You're number two following aircraft on 4 mile final.
20. Extend your downwind, Tower will advise your base.

21. Do a right (left) 360, report reestablished in the downwind.
22. Report traffic in sight.
23. Cleared for the low approach only.
24. Cleared for a touch and go.
25. Cleared for a stop and go.
26. Cleared to Land.
27. Cleared to Land, I'll call the go.
28. Pull up and go around.
29. Overshoot.
30. You're number 2 following 737 on final, keep the base in sight, caution wake turbulence.
31. Cleared for takeoff, follow Cessna ahead in right hand circuit.
32. Fly direct to threshold.
33. You're number one.
34. Confirm you can land 27 and hold short of 33.
35. Cleared to land runway 27, hold short runway 33.
36. Extend your climbout one mile before turning crosswind.
37. Do you see traffic at your two o'clock for one mile?
38. You're cleared to land runway 27. Hold on the runway, there will be an aircraft doing a low approach on runway 33.
39. You're cleared to land runway 27. Hold on the runway, there will be an aircraft doing a low approach on runway 09.
40. You're number three following a King Air seven miles final for runway 33. Report the traffic in sight. What do you say if:
 - a) You do not see the King Air yet?
 - b) You see the King Air?
41. You are cleared left downwind for runway 27.

42. You are cleared left base for runway 33.
43. You are cleared right base for runway 09.
44. You are cleared right downwind for runway 15.
45. Do a left hand 270 to join base for runway 27.
46. Is your transponder turned on?
47. Squawk ident.
48. Is there an instructor on board?
49. Cleared for a low approach on the left side of the runway. (right, north, west, etc.)
50. Cleared for a touch and go with no delay on the runway.
51. Expedite your taxi.
52. Exit left on Bravo without delay, contact ground 121.9.
53. Exit left on Alpha, taxi to the hangars, monitor ground 121.9, no need to call.
54. Right turn out, cleared take off runway 15 from Alpha.
55. You are returning from Asquith and are cleared to join downwind right hand for 27.
Describe how you would do this.

The following are situations for a pilot to call ground or tower. What do you say for each situation?

56. Initial call up.
57. After run-up is complete.
58. Holding short of the runway.
59. Downwind.
60. After landing.
61. Coming in from the Training Area.