PRACTICE EXAM 15

1. A standard radio call follows which order of elements?

A. Who you are, what you intend, who you call, where you are

B. Who you are calling, who you are, where you are, what you intend

C. Where you are, what you intend, who you are, who you call

D. What you intend, where you are, who you call, who you are

2. At a non-towered airport, pilots coordinate traffic by:

A. Self-announcing position and intentions on the CTAF

B. Receiving takeoff and landing clearances from a controller

C. Filing an instrument flight plan with Flight Service

D. Squawking 7700 on the transponder for each movement

3. The phonetic alphabet is used in radio communication to:

A. Prevent misunderstanding of letters and call signs

B. Encode the aircraft's position from other pilots

C. Reduce the number of transmissions required

D. Replace the need to identify the airport by name

4. Which transponder code indicates a hijacking or unlawful interference?

A. 1200, the standard VFR code

B. 7700, the emergency code

C. 7600, the lost-communications code

D. 7500

5. At a towered airport, a pilot must:

A. Self-announce on the CTAF without contacting anyone

B. Communicate with ATC and follow their instructions

C. Squawk 7600 throughout the operation

D. File an instrument flight plan before entering

6. The recommended way to join the traffic pattern at a non-towered airport is:

A. A straight-in approach directly to the runway

B. A 45-degree entry to the downwind leg at pattern altitude

C. An overhead break above the runway centerline

D. A direct base entry against the flow of traffic

7. Which transponder code is set for normal VFR flight when not otherwise instructed?

A. 1200

B. 7700, indicating an emergency

C. 7600, indicating lost communications

D. 7500, indicating unlawful interference

8. A pilot experiencing a complete radio failure at a towered airport should:

A. Continue squawking 1200 and ignore the tower

B. Watch for light gun signals from the tower

C. Land immediately at the nearest non-towered field

D. Climb to 18,000 feet to clear the area

9. In a self-announce call, the airport name is stated:

A. Only once, at the very end of the transmission

B. At both the beginning and the end of the transmission

C. Only in the middle, after the call sign

D. Never, since other pilots already know the field

10. The CTAF (Common Traffic Advisory Frequency) is used:

A. To receive a landing clearance from a controller

B. To obtain a standard weather briefing

C. To file a VFR flight plan with Flight Service

D. At a non-towered airport or when a tower is closed

11. A transponder with Mode C provides ATC with the aircraft's:

A. Registration number and pilot certificate level

B. Fuel quantity and engine status

C. Magnetic heading and groundspeed

D. Position code and altitude

12. A steady green light gun signal directed at an aircraft in flight means:

A. Return to the airport and land

B. Cleared to land

C. Give way to other aircraft and continue circling

D. Exercise extreme caution, airport unsafe

13. The downwind leg of the traffic pattern is flown:

A. Parallel to the runway, opposite the landing direction

B. Aligned directly with the runway for landing

C. Climbing straight out off the departure end

D. At a 90-degree angle crossing the runway threshold

14. ADS-B Out broadcasts which information?

A. The aircraft's GPS-derived position

B. The pilot's medical certificate status

C. The aircraft's maintenance records

D. The fuel remaining in each tank

15. When transmitting, the pilot identifies the aircraft using:

A. The pilot's full legal name and address

B. The aircraft's call sign, often with the phonetic alphabet

C. The aircraft's serial number from the data plate

D. The destination airport's identifier only

16. A pilot squawks 7600 to indicate:

A. An in-flight emergency requiring priority handling

B. A radio (communications) failure

C. Normal VFR operations with no issues

D. Unlawful interference aboard the aircraft

17. The standard traffic pattern is flown using:

A. Right turns at every airport regardless of charting

B. Straight-in approaches with no turns

C. Alternating left and right turns each circuit

D. Left turns unless otherwise indicated

18. Before joining the pattern at a non-towered airport, a pilot determines the runway in use and pattern direction by checking the:

A. ATIS broadcast from the control tower

B. Transponder code assigned by ATC

C. Wind indicators and segmented circle

D. IFR approach plates for the airport

19. A pilot calling a control tower for the first time should state:

A. Only the aircraft's altitude and heading

B. Only the intended runway for landing

C. Who is being called, the call sign, position, and request

D. The pilot's certificate number and ratings held

20. The base leg of the traffic pattern connects the:

A. Downwind leg to the final approach

B. Upwind leg to the crosswind leg

C. Final approach to the departure leg

D. Crosswind leg directly to the runway

21. The mnemonic "seven-five, taken alive" helps a pilot recall that 7500 indicates:

A. Hijacking or unlawful interference

B. A radio communications failure

C. An in-flight emergency

D. Normal VFR cruise operations

22. A pilot transmits "Light-Sport six-three-four-five-Xray." The "Xray" is:

A. The aircraft's assigned squawk code

B. The runway in use at the airport

C. The pilot's certificate identifier

D. The phonetic pronunciation of the letter X in the call sign

23. Two-way radio communication must be established before entering which airspace?

A. Class G in the vicinity of a non-towered airport

B. Class E in the en route environment

C. Class C around a moderately busy airport

D. Class A above 18,000 feet (which is prohibited anyway)

24. A pilot announcing an inbound position at a non-towered airport should include:

A. Only the aircraft's call sign with no position

B. The pilot's home airport and total flight time

C. The position, distance, and landing intentions

D. The aircraft's empty weight and fuel load

25. A flashing red light gun signal to an aircraft on the ground means:

A. Taxi clear of the runway in use

B. Cleared to taxi

C. Return to the starting point on the airport

D. Stop immediately

26. The upwind/departure leg of the pattern is flown:

A. Parallel to the runway in the opposite direction

B. Climbing out aligned with the runway

C. At a 90-degree turn away from the runway

D. Turning final for the landing runway

27. A transponder reply to ATC radar that includes altitude reporting requires:

A. A Mode A transponder with no altitude function

B. A radio failure code of 7600

C. Mode C altitude-reporting capability

D. An instrument rating for the pilot

28. When self-announcing, a pilot should make position reports on the CTAF:

A. At key points such as entering downwind, base, and final

B. Only once, before starting the engine

C. Continuously without pausing for other transmissions

D. Only after landing and clearing the runway

29. A pilot hears another aircraft announce it is on a 3-mile final to the same runway. The pilot should:

A. Disregard the call and continue without adjustment

B. Squawk 7700 to alert ATC of the conflict

C. Maintain awareness of that traffic and sequence accordingly

D. Immediately climb to 18,000 feet to avoid it

30. The phonetic words for the letters C, T, and A, F are:

A. Cat, Tom, Apple, Frank

B. Carlos, Tango, Apple, Foxtrot

C. Charlie, Tom, Alpha, Fox

D. Charlie, Tango, Alpha, Foxtrot

31. The final approach leg of the traffic pattern is:

A. Flown parallel to the runway in the opposite direction

B. A 90-degree turn from the downwind leg

C. The climbing departure off the runway end

D. Aligned with the runway for landing

32. Light gun signals exist primarily to communicate with aircraft that have:

A. An instrument rating but no transponder

B. Exceeded the maximum gross weight

C. A radio communications failure

D. Filed an instrument flight plan

33. At an airport with an operating control tower (Class D), a Sport Pilot must have:

A. A first class medical certificate

B. A commercial certificate with a rating

C. No special authorization of any kind

D. The appropriate airspace endorsement

34. A pilot self-announcing departure at a non-towered field should state intentions such as:

A. The aircraft's complete maintenance history

B. The runway in use and direction of departure

C. The pilot's total logged flight hours

D. The destination's current weather observation

35. ADS-B Out is generally required to operate in airspace where which equipment is also required?

A. An instrument landing system receiver

B. A high-frequency long-range radio

C. A Mode C altitude-reporting transponder

D. A second independent attitude indicator

36. A pilot should monitor and transmit on the CTAF beginning approximately:

A. Only after entering the downwind leg

B. Only when on the runway for takeoff

C. Several miles out, when inbound to the airport

D. Only after the engine is shut down

37. The crosswind leg of the traffic pattern is:

A. Flown directly aligned with the landing runway

B. The climbing departure straight off the runway

C. Flown parallel to the runway opposite landing

D. A 90-degree turn from the upwind/departure leg

38. A steady green light gun signal directed at an aircraft on the ground means:

A. Stop immediately and hold position

B. Return to the starting point on the airport

C. Cleared for takeoff

D. Taxi clear of the runway

39. The purpose of stating the airport name at the end of a self-announce call is to:

A. Confirm to listeners which airport the call concerns

B. Request a clearance from the nearest tower

C. Indicate the aircraft is squawking 1200

D. Report the current altimeter setting

40. A pilot with a radio failure at a non-towered airport should:

A. Squawk 7500 and land at the nearest towered field

B. Refrain from landing, since a radio is legally required

C. Climb to clear the area and wait for the radio to restore

D. Remain especially vigilant and use standard procedures, as a radio is not legally required for many operations

ANSWER KEY WITH EXPLANATIONS

1. B — Who you are calling, who you are, where you are, what you intend. A standard radio call states the facility/traffic called, the aircraft call sign, the position, and the intention, in that order. This sequence builds a clear picture for listeners.

2. A — Self-announcing position and intentions on the CTAF. At a non-towered airport, pilots coordinate by self-announcing on the CTAF, since no controller issues clearances. Vigilance and communication replace ATC separation.

3. A — Prevent misunderstanding of letters and call signs. The phonetic alphabet (Alpha, Bravo, Charlie…) prevents letters and call signs from being confused over the radio. It improves clarity, not transmission count.

4. D — 7500. Squawk 7500 indicates hijacking or unlawful interference; 7700 is emergency, 7600 is lost comms, and 1200 is the VFR code. These special codes must be memorized.

5. B — Communicate with ATC and follow their instructions. At a towered airport, the pilot communicates with ATC and complies with their instructions. A Sport Pilot also needs the appropriate airspace endorsement to operate there.

6. B — A 45-degree entry to the downwind leg at pattern altitude. The recommended non-towered pattern entry is a 45-degree intercept to the downwind at pattern altitude. Straight-ins and overhead breaks are not the standard entry.

7. A — 1200. The standard VFR squawk code, when not otherwise instructed, is 1200. The 7500/7600/7700 codes signal specific abnormal situations.

8. B — Watch for light gun signals from the tower. With a radio failure at a towered airport, the pilot watches for light gun signals—for example, steady green for cleared to land. Squawking 7600 and remaining vigilant are also appropriate.

9. B — At both the beginning and the end of the transmission. The airport name is stated at both the start and end of a self-announce call so listeners are sure which airport is meant. This bracketing avoids confusion between nearby fields.

10. D — At a non-towered airport or when a tower is closed. The CTAF is used at non-towered airports, or when a tower is closed, for pilots to announce positions and intentions. No clearance is issued on it.

11. D — Position code and altitude. A Mode C transponder replies with a position code and reports altitude to ATC radar. It does not transmit registration, fuel, or heading.

12. B — Cleared to land. A steady green light gun signal to an aircraft in flight means cleared to land. Light signals are the backup when radio communication fails.

13. A — Parallel to the runway, opposite the landing direction. The downwind leg is flown parallel to the runway in the direction opposite to landing, at pattern altitude. From it the pilot turns base, then final.

14. A — The aircraft's GPS-derived position. ADS-B Out broadcasts the aircraft's GPS-derived position (and related data) for traffic awareness and ATC surveillance. It does not transmit medical, maintenance, or fuel data.

15. B — The aircraft's call sign, often with the phonetic alphabet. The pilot identifies the aircraft by its call sign, frequently using the phonetic alphabet for the letters. The pilot's name or the aircraft serial number is not used.

16. B — A radio (communications) failure. Squawk 7600 indicates a radio/communications failure. 7700 is emergency, 7500 is unlawful interference, and 1200 is normal VFR.

17. D — Left turns unless otherwise indicated. The standard traffic pattern uses left turns; right traffic is flown only where charted or indicated. This keeps pattern operations predictable.

18. C — Wind indicators and segmented circle. At a non-towered field the pilot checks the wind indicators and segmented circle to determine the runway in use and pattern direction. There is no tower ATIS or ATC squawk at such fields.

19. C — Who is being called, the call sign, position, and request. An initial call to a tower states who is being called, the aircraft's call sign, its position, and the request. Certificate numbers are not part of a radio call.

20. A — Downwind leg to the final approach. The base leg connects the downwind leg to final approach with a 90-degree turn. It is the transition between flying parallel to the runway and lining up to land.

21. A — Hijacking or unlawful interference. "Seven-five, taken alive" recalls that 7500 signals hijacking or unlawful interference. The mnemonic ties the code to its meaning.

22. D — The phonetic pronunciation of the letter X in the call sign. "Xray" is the phonetic word for the letter X within the aircraft's call sign. It is not a squawk code, runway, or certificate identifier.

23. C — Class C around a moderately busy airport. Two-way radio communication must be established before entering Class C (and Class D); Class B requires a clearance. Class E and G do not require it, and Class A is prohibited to Sport Pilots.

24. C — The position, distance, and landing intentions. An inbound self-announce call includes position, distance, and landing intentions so others can sequence. Weight, fuel, and flight time are irrelevant to the call.

25. C — Return to the starting point on the airport. A flashing red light gun signal to an aircraft on the ground means taxi clear of the landing area in use; to an aircraft taxiing it directs returning to the starting point. Recognizing the ground signals is part of lost-comm procedure.

26. B — Climbing out aligned with the runway. The upwind/departure leg is the climb-out aligned with the runway after takeoff. The crosswind and downwind legs follow.

27. C — Mode C altitude-reporting capability. Reporting altitude to radar requires a Mode C transponder. Mode A alone does not report altitude, and altitude reporting is unrelated to the pilot's rating.

28. A — At key points such as entering downwind, base, and final. Self-announce position reports are made at key points—entering downwind, turning base, turning final—so others can track the aircraft. Continuous transmission would block the frequency.

29. C — Maintain awareness of that traffic and sequence accordingly. Hearing another aircraft on final, the pilot maintains awareness and sequences behind or adjusts accordingly. Disregarding it or squawking 7700 is inappropriate.

30. D — Charlie, Tango, Alpha, Foxtrot. The phonetic words for C, T, A, F are Charlie, Tango, Alpha, Foxtrot. Knowing the standard phonetics prevents miscommunication.

31. D — Aligned with the runway for landing. The final approach leg is flown aligned with the runway for landing, following the base leg. It is the last leg before touchdown.

32. C — A radio communications failure. Light gun signals exist to communicate with aircraft that have lost radio communication. They provide clearances and instructions visually.

33. D — The appropriate airspace endorsement. To operate at a towered Class D airport, a Sport Pilot needs the appropriate airspace endorsement. No medical upgrade or commercial certificate is required.

34. B — The runway in use and direction of departure. A departure self-announce states intentions such as the runway in use and direction of departure. Maintenance history and flight hours are irrelevant.

35. C — A Mode C altitude-reporting transponder. ADS-B Out is generally required in airspace where a Mode C transponder is required—Class A, B, C, and within the Mode C veil. It is not tied to an ILS or HF radio.

36. C — Several miles out, when inbound to the airport. Pilots begin monitoring and transmitting on the CTAF several miles out when inbound, to build awareness before entering the pattern. Waiting until on the runway or after shutdown is too late.

37. D — A 90-degree turn from the upwind/departure leg. The crosswind leg is a 90-degree turn from the upwind/departure leg, connecting it to the downwind. It is part of the rectangular pattern.

38. C — Cleared for takeoff. A steady green light gun signal to an aircraft on the ground means cleared for takeoff. The same color means cleared to land for an aircraft in flight.

39. A — Confirm to listeners which airport the call concerns. Stating the airport name at the end confirms to all listeners which airport the call concerns, important where frequencies are shared. It is not a clearance request or altimeter report.

40. D — Remain especially vigilant and use standard procedures, as a radio is not legally required for many operations. With a radio failure at a non-towered field, the pilot uses standard procedures and stays especially vigilant; a radio is not legally required for many such operations. Squawking 7500 or refusing to land would be incorrect.