Communication

Chapter 11

Questions

1. To what frequency would first set your COM radio?
2. What would you say to Bellingham Ground and how would you expect them to reply?
3. What would you say to Bellingham Tower and how would you expect them to reply?
4. How would you get flight-following from Whidbey Approach?
5. Do you need to talk with Olympia Tower?
6. What frequency would you use at KCLS?
7. What would you say when approaching and landing at KCLS?

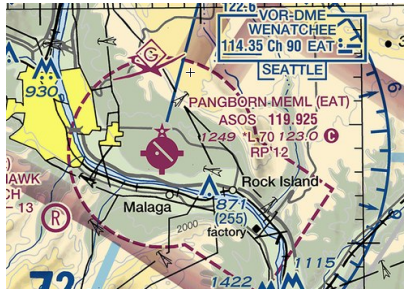
1) What UNICOM frequency, if any, is indicated for Seattle-Tacoma International Airport?

A None is listed.

B 119.9 MHz.

C 122.95 MHz.

2) Approaching the Wenatchee Airport, which frequency would you use to obtain an airport advisory of traffic in the pattern and runway in use?



A 122.3 MHz.

B 111.0 MHz.

C 123.0 MHz.

3) What is the procedure for an approach and landing at the Auburn Municipal Airport just southeast of Seattle-Tacoma Airport?

A

B

C

4) Operational tests of the Emergency Locator Transmitter (ELT) should be made only

A during the first 5 minutes of an hour.

B after one-half of the shelf life of the battery.

C upon replacing the battery.

5) When are non-rechargeable batteries of an ELT to be replaced?

A Every 24 months.

B When 50% of their useful life expires or they were in use for a cumulative period of one hour.

C At the time of each 100-hour or annual inspection.

6) When making routine transponder code changes, pilots should avoid inadvertent selection of which codes?

A 3100, 7600, and 7700.

B 7500, 7600, and 7700.

C 7000, 7600, and 7700.

7) When landing at an airport that does not have a tower, FSS, or UNICOM, broadcast your intentions in the blind on

A 123.0 MHz.

B 123.6 MHz.

C The Common Traffic Advisory Frequency.

8) ATIS is the continuous broadcast of recorded information

A concerning nonessential information to relieve frequency congestion.

B concerning non-control information in selected high-activity terminal areas.

C concerning sky conditions limited to ceilings below $1,000$ feet and visibilities lass than 3 miles.

9) The correct method for stating $4,500$ feet MSL to ATC is

A "Forty-five hundred feet."

B "Four point five."

C "Four thousand five hundred."

10) When flying HAWK N666CB, the proper phraseology for initial contact with McAlester AFSS is

A "McAlester radio, Hawk six six six charlie bravo, receiving Ardmore VORTAK, over."

B "McAlester Flight Service, Hawk six six six charlie bravo, receiving Ardmore VORTAK, over."

C "McAlester Station, Hawk six six six charlie bravo, receiving Ardmore VORTAK, over."

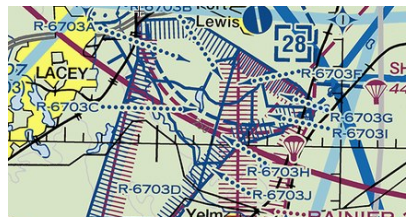
11) What frequency can be used to chat with a pilot in another airplane?

A The Common Traffic Advisory Frequency.

B 122.75 MHz.

C 122.9 MHz.

12) Select the true statement regarding Restricted Area R-6703C near Olympia.



A The pilot must be instrument rated and file an IFR flight plan before penetrating this area.

B Flight within this Restricted Area is prohibited during hours of daylight.

C Before penetrating this Restricted Area, authorization must be obtained from the controlling agency.

13) Assume that you are over the Cle Elum Airport flying eastbound at $4,500$ feet. A westbound airplane passes at your altitude. Which statement is correct?

A The westbound airplane is legally at $4,500$ feed MSL and you are at the wrong altitude for your direction of flight.

B The westbound airplane should be either $1,000$ feet above or below you in controlled airspace.

C Bopth airplanes are being operated legally withing $3,000$ feed of the ground, where the hemispherical rule does not apply.

14) Your calls to Ellensburg UNICOM on 123.0 MHz are not answered. What action should you take?

A Cancel your plans to land at Ellensburg because you cannot obtain a landing clearance.

B Attempt to obtain landing clearance from Seattle Radio by transmitting on 122.1 MHz and listening on 117.09 MHz.

C Enter the Ellensburg traffic pattern and land, announcing your position and intentions on 123.0 MHz.

15) Assume that when you contact the Paine Field tower for landing clearance, you are advised that the ceiling is 900 feet and the visibility is 2 miles. Which statement is correct?

A You can proceed into the pattern and land, because you need only remain clear of all clouds if visibility is at least 1 mile.

B You must remain clear of the Paine Field Class D airspace and request Special VFR clearance from the tower.

C You cannot land at Paine Field unless there is at least a $1,000$ foot ceiling and 3 miles of visibility.

16) On the direct route from Ellensburg to Paine Field, you cross the corner of an area marked "9500 MSL". As you fly through this area at 8,500 feet MSL

A you must have 3 miles visibility and remain clear of all clouds.

B you must stay at least 1,000 feet above, 500 feet below, and 2,000 horizontally from all clouds and have 3 miles flight visibility.

C you are in uncontrolled airspace and need only 1 mile visibility and must remain clear of clouds.

17) Referring to the Chart Supplement listings for Ellensburg and Olympia in Appendix C of this book, which one of the following statements is true?

A The Ellensburg VORTAC is unusable on the 145° radial at 7,500 feet beyond 25 NM.

B The Olympia VORTAC is unusable on the 160° radial at 8,500 feet.

C The Ellensburg VORTAC is unusable on the 255° radial at 6,700 feet at a distance of 20 NM.