



# **ΑΕΡΟΛΕΣΧΗ ΑΓΡΙΝΙΟΥ**

**Εκπαιδευτικό Κέντρο Υ.Π.Α.Μ.**

<http://alag.gr>

## **Περιορισμένο Πτυχίο Ραδιοτηλεφωνίας VFR**

**ΕΡΩΤΗΜΑΤΟΛΟΓΙΟ  
&  
ΑΠΑΝΤΗΣΕΙΣ ΕΡΩΤΗΣΕΩΝ**

**για Χειριστές Υ.Π.Α.Μ.**  
(Υπερελαφρών Πτητικών Αεραθλητικών Μηχανών)

Αγρίνιο - Ιούνιος 2008



## ΠΕΡΙΕΧΟΜΕΝΑ

Σελ. 05-28 : Ερωτήσεις με Σημείωση Σωστών Απαντήσεων

Σελ. 05-08 : PAPER 1

Σελ. 09-12 : PAPER 2

Σελ. 13-16 : PAPER 3

Σελ. 17-20 : PAPER 4

Σελ. 21-24 : PAPER 5

Σελ. 25-28 : PAPER 6

Σελ. 29-52 : Ερωτήσεις Χωρίς Σημείωση Απαντήσεων (Για Εξάσκηση)

Σελ. 29-32 : PAPER 1

Σελ. 33-36 : PAPER 2

Σελ. 37-40 : PAPER 3

Σελ. 41-44 : PAPER 4

Σελ. 45-48 : PAPER 5

Σελ. 49-52 : PAPER 6

Σελ. 53-56 : Φύλλα με σωστές Απαντήσεις

Σελ. 57-60 : Φύλλα με κενές Θέσεις Απαντήσεων (Για Εξάσκηση)



VFR PAPER 1

1)An altitude of 1500 feet is transmitted as:

- a)fifteen hundred feet
- [b\)wun tousand fife hundred feet](#)
- c)wun fife feet
- d)wun fife zero zero feet

2)Using the readability scale,readability 4 means:

- [a\)readable](#)
- b)readable with difficulty
- c)readablewith background
- d)unreadable

3) Orbit right, means

- a)turn right to avoid other traffic
- [b\)continue to make right hand turn until advised](#)
- c)make a 360 degr. Turn to the right
- d)right hand circuits in use

4)The frequency used for the first transmission of MAYDAY call should be:

- a)The distress frequency 121.5mhz
- [b\)The frequency currently in use](#)
- c)Any international distress frequency
- d)Approach frequency of the nearest airfield

5) STANDBY, means:

- [a\) wait and i will call you again](#)
- b)selected STANDBY on the SSR transponder
- c)hold your present position
- d)continue on present heading and listen out

6)The correct abbreviation of the full callsign AIRLINK GBBRA is:

- a)GOLF ROMEO ALPHA
- b)AIRLINK GOLF ROMEO ALPHA
- [c\)AIRLINK ROMEO ALPHA](#)
- d)AIRLINK GOLF BRAVO ALPHA

7. SQUAWK 1234, means

- a)count up to 4 for test purposes
- b)make a test transmission on 123.4mhz
- [c\)select this code on the SSR transponder](#)
- d)transmit for a VDF bearing

8.The phrase 'take-off' is used by a pilot:

- [a\)only to acknowledge take off clearance](#)
- b)never.It is used only by a ground station
- c)only to request immediate clearance
- d)after the a/c is airborne

9.The Q code for the measurment of altitude is:

- a)QFE
- b)QFF
- c)QNE
- [d\)QNH](#)

## Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΑΜ (VFR)

### 10. VACATE RIGHT' means:

- a) continue right to the end of the runway
- b) clear the runway immediately
- c) take the next runway exit on the right
- d) turn right after take off

### 11. A blind transmission is:

- a) a transmission of information relating to the safety of air navigation that is not addressed to a specific station or stations
- b) a transmission from an a/c to obtain VDF guidance to descent from the initial approach altitude to a position from which an approach can be completed visually
- c) a transmission from an aeronautical station to all a/c on its frequency
- d) a transmission made in circumstances where two-way communications cannot be established but it is believed that the called station is able to receive the transmission.

### 12. VERIFY'

- a) repeat your last transmission
- b) check and confirm your last message
- c) read back VDF bearing
- d) confirm your last message

### 13. If a pilot receives an instruction from ATC that he cannot carry out he should use the phrase:

- a) UNABLE TO COMPLY
- b) NEGATIVE INSTRUCTION
- c) NO CAN DO
- d) CANCEL INSTRUCTION

### 14. A class 'B' VDF bearing is accurate to within:

- a)  $\pm 2^\circ$
- b)  $\pm 3^\circ$
- c)  $\pm 5^\circ$
- d)  $\pm 1^\circ$

### 15. GO AROUND' means:

- a) Overtake the aircraft ahead
- b) Make a 360° turn
- c) Taxi past the aircraft on the holding point
- d) Carry out a missed approach

### 16. On hearing a Distress message a pilot must:

- a) Acknowledge the message immediately and standby to relay further messages if required
- b) Maintain radio silence and monitor the frequency to ensure assistance is provided
- c) Change frequency because radio silence will be imposed on the frequency in use
- d) Take control of the situation and co-ordinate the efforts of all agencies in the rescue operation

### 17. A pilot may abbreviate his aircraft callsign only:

- a) After having established communication with an aeronautical ground station on the frequency in use
- b) When he considers no confusion with another similar callsign is likely to occur on the frequency in use
- c) When communicating with the departure and destination airfields
- d) If it has first been abbreviated by the aeronautical ground station on the frequency in use

## Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΑΜ (VFR)

**18 A pilot is required to read back:**

- a) SSR operating instructions, take-off clearances, altimeter settings, VDF information, frequency changes
  - b) Altimeter settings, taxi information, terminal weather, runway clearances, approach aid serviceability
  - c) Route clearances, speed instructions, weather reports, taxi clearances, runway state information
  - d) ATC route clearances, runway clearances, conditional clearances, actual weather reports-3
- Oxford Aviation Services Limited

**19. The term 'aeronautical station' means:**

- a) An airborne station forming part of the AFTN
- b) Any station established to exchange radiotelephony communications
- c) a station in the aeronautical telecommunication service located on land or on board an aircraft to exchange radiotelephony communications
- d) A station in the aeronautical mobile service located on land or, in certain circumstances, on board a ship or on a platform at sea

**20) A DISTRESS message is preceded by the call.....and would be sent by an aircraft that is in a condition.....**

- a) Pan Pan Pan Pan Pan Pan of being threatened by imminent danger and of requiring immediate assistance.
- b) Mayday Mayday Mayday concerning the safety of an aircraft but does not require immediate assistance
- c) Pan Pan Pan concerning the safety of an aircraft but does not require immediate assistance
- d) Mayday Mayday Mayday of being threatened by imminent danger and of requiring immediate assistance

**21) The correct pronunciation for the number 2500 when used to pass altitude, height, cloud height or visibility by radiotelephony is:**

- a) TWO FIFE ZERO ZERO
- b) TOO TOUSAND FIFE HUNDRED
- c) TWO THOUSAND FIVE HUNDRED
- d) TWENTY FIVE HUNDRED

**22. Pilots requiring a MATZ penetration should pass the following information:**

- a) Callsign; A/C.Type; Position; Heading; Altitude/FL; Intentions
- b) Callsign; Position; Altitude; ETA MATZ; Next position
- c) Callsign; A/C type; Position; ETA; Altitude; Destination
- d) Callsign; A/C Type; Position; Altitude/FL; Flight conditions

**23. What are the two classified states of Emergency Message?**

- a) Emergency and PAN PAN
- b) Distress and Urgency
- c) MAYDAY and PAN PAN
- d) Emergency and Security

**24. On a VFR navigation exercise you request a flight information service from an ATSU providing a LARS. After your initial call, you are invited to "pass your message" which should consist of:**

- a) Position; Heading; Altitude; Destination; Intention
- b) Aircraft identification and type; Estimated position; Heading; Level; Intention; Type of service required
- c) Aircraft identification; Type; Level; Intention; Type of service required
- d) Aircraft identification and type; Estimated position; Level; Flight conditions; Type of service required

Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΑΜ (VFR)

25. **A Radar Information Service (RIS) is an ATC service:**

- a) in which the controller will provide radar separation from all other traffic
- b) which may only be used by aircraft flying in accordance with the instrument flight rules
- c) in which the controller will inform the pilot of the bearing, distance and, if known, the altitude of conflicting traffic
- d) in which the controller will direct the aircraft to avoid the other traffic

VFR PAPER 2

1. **The word ROGER means:**
  - a) that is correct
  - b) message received and understood
  - c) pass your message
  - d) I have received all your last transmission
  
2. **For callsign CALAIR GABCD the correct abbreviation is:**
  - a) CALAIR Charlie Delta
  - b) Golf Charlie Delta
  - c) CALAIR Golf Charlie Delta
  - d) CALAIR Golf Alpha Delta
  
3. **Using the readability scale, readability 5 means:**
  - a) readable now and then
  - b) unreadable
  - c) readable with difficulty
  - d) perfectly readable
  
4. **An Aeronautical Station is defined as:**
  - a) a radio communication service between aircraft stations and ground stations or between aircraft stations
  - b) a land station in the aeronautical mobile service. In certain instances, an aeronautical station may be placed on board a ship or an earth satellite
  - c) a mobile station in the aeronautical mobile service on board an aircraft
  - d) a radio station broadcasting aeronautical information
  
5. **A time of 1020 hours is transmitted as:**
  - a) ten twenty hours
  - b) One zero two zero' or 'two zero'
  - c) one zero two zero
  - d) ten two zero.
  
6. **An altitude of 2400 feet is transmitted as:**
  - a) twenty four hundred feet
  - b) two four hundred feet
  - c) two four zero zero feet
  - d) two thousand four hundred feet
  
7. **The correct pronunciation of the frequency 122.1 MHz when passed by radiotelephony is:**
  - a) ONE TWO TWO POINT ONE
  - b) WUN TOO TOO DAYSEEMAL WUN
  - c) ONE TWO TWO DECIMAL ONE
  - d) ONE TWENTY TWO DAYSEEMAL ONE
  
8. **When asked by ATC "Are you able to maintain FL 40" the correct reply contains the phrase:**
  - a) ROGER
  - b) WILCO
  - c) NO SIR
  - d) AFFIRM or NEGATIVE

9. **With the SSR transponder selected ON, the ATSU message "G-ABCD Verify your level" would be made to:**
- a) identify the aircraft position
  - b) check your altimeter setting
  - c) check and confirm the accuracy of the Mode C level information displayed to the controller
  - d) check with the pilot that mode C is selected ON
10. **Which of the following is a conditional clearance ?**
- a) Fastair 345, Line-Up and hold
  - b) Redwing 42, Take-off at your discretion
  - c) G-ZZ, Report Final, two ahead
  - d) G-BOJR, after the Jersey European 146, taxi to holding point D runway 26
11. **' SQUAWK IDENT' means:**
- a) select the SSR transponder code to 7000
  - b) select the SSR transponder mode to "ALT"
  - c) say again your callsign
  - d) operate the SSR transponder "special position identification" feature
12. **When requesting a special VFR clearance in flight, ATC must be given details of:**
- a) callsign, type, position, heading, intentions and ETA at entry point
  - b) callsign, altitude, heading and ETA at entry point
  - c) callsign, type, T AS, ETA at entry point and destination
  - d) callsign, type, intentions and ETA at entry point
13. - **On a long straight-in approach to land, the call "Long Final" would be made at a range of:**
- a) 2 nm
  - b) 3 nm
  - c) between 4 nm and 8 nm
  - d) 25 nm
14. **The abbreviation ATIS stands for:**
- a) Air Traffic Information Service
  - b) Aircraft Technical Information Service
  - c) Aerodrome Traffic Information Service
  - d) Automatic Terminal Information Service
15. **URGENCY is defined as a condition:**
- a) of being threatened by serious and or immediate danger and of requiring immediate assistance
  - b) concerning the safety of an aircraft or other vehicle or of some person on board or within sight and requiring immediate assistance
  - c) concerning the safety of an aircraft or other vehicle or of some person on board or within sight, but which does not require immediate assistance
  - d) requiring urgent assistance from ground stations
16. **The callsign prefix 'Tyro' indicates that:**
- a) this is a practice emergency
  - b) the aircraft is not in immediate need of assistance
  - c) the pilot lacks experience
  - d) the pilot is lost
17. **A Class B bearing is accurate to within:**
- a)  $\pm 5^\circ$
  - b)  $\pm 10^\circ$
  - c)  $\pm 1^\circ$
  - d)  $\pm 2^\circ$

**18. The frequency 121.5 MHz may be used to practise emergency procedures:**

- a) including simulated distress or urgency situations
- b) not including any simulated distress incident
- c) at no time; only the FIS frequency should be used
- d) only on dual crew flights

**19. A pilot shall ask for a QFE as follows:**

- a) Request Quebec Foxtrot Echo
- b) Request Queen Fox Easy
- c) Request Quebec Fox Easy
- d) Request Quebec Fox Echo

**20. ATIS is to be found on:**

- a) the Approach frequency
- b) the Tower frequency
- c) a discrete VHF frequency
- d) a discrete VHF or a VOR frequency.

**21. The phrase "Squawk Charlie" means:**

- a) press the ident button on the transponder
- b) select altitude (ALT) on the transponder
- c) confirm the transponder is selected ON
- d) select 7700 on the transponder

**22. Which of the following messages has the highest priority?**

- a) CAUTION, WORK IN PROGRESS ON THE TAXIWAY
- b) REPORT FINAL NUMBER 1
- c) REQUEST QDM
- d) TAXI TO THE REFUELLING PUMPS

**23. A height of 1250 feet is transmitted as:**

- a) Wun too fife zero feet
- b) Twelve fifty feet
- c) One thousand two hundred and five zero feet
- d) One thousand two hundred and fifty feet

**24. A radar advisory service will:**

- a) Give you standard separation from all traffic
- b) Advise you of possible conflict .
- c) Give you a radar approach
- d) Give you an air traffic control service

**25. DAAIS stands for:**

- a) Dangerous Activity and Interception Service
- b) District Aerial Activity Information System
- c) Danger Area Activity Information Service
- d) Descent And Approach Information System



VFR PAPER 3

1. **The three main categories of aeronautical communication service are:**
  - a) [Air/ground, flight information, ATC](#)
  - b) Emergency, airways, VFR
  - c) ATC, operations, meteorological
  - d) Ground, lower airspace, upper airspace
  
2. **In the event of a radio failure the SSR transponder should be set to:**
  - a) [7600](#)
  - b) 7700
  - c) 7500
  - d) 7000
  
3. **The correct abbreviation of the callsign Speedbird G-BGDC is:**
  - a) Speedbird G-DC
  - b) G-DC
  - c) [Speedbird DC](#)
  - d) Speedbird G-BC
  
4. **Your radio check is reported as 'Readability 3', your transmission is:**
  - a) unreadable
  - b) perfectly readable
  - c) reading only half the time
  - d) [readable but with difficulty](#)
  
5. **The correct order and content of a position report is:**
  - a) callsign, position, level, heading, ETA
  - b) [callsign, position, time, level, next position and ETA](#)
  - c) callsign, route, position, level, request
  - d) callsign, position, level, intention and ETA at destination
  
6. **A Pilot may file a flight plan with an ATSU during flight. The frequency that would normally be used for this purpose is:**
  - a) [FIR](#)
  - b) RADAR
  - c) APPROACH
  - d) TOWER
  
7. **The correct RTF call when you are ready to take off is:**
  - a) Roger take-off
  - b) Request take-off
  - c) Request departure clearance
  - d) [Ready for departure](#)
  
8. **What is the correct way of spelling out FRI-VOR in a radio message?**
  - a) [Foxtrot Romeo India - VOR](#)
  - b) Foxtrot Romeo India - Victor Oscar Romeo
  - c) Friday - VOR
  - d) Fox Romeo India - VOR
  
9. **You receive the message "G-ABCD Squawk Ident". You should:**
  - a) select STAND-BY on the SSR transponder
  - b) select ALT - altitude reporting facility (Mode C) on the SSR transponder
  - c) [operate the special position identification on the SSR transponder](#)
  - d) reply giving your callsign

10. A time of 1300 UTC is transmitted as:

- a) one thousand three hundred
- b) one three zero zero
- c) one three hundred UTC
- d) thirteen hundred UTC

11. Pilots requiring a MATZ crossing service must establish two way RTF contact with the aerodrome controlling the zone by.....nm, or.....minutes from the boundary whichever is the sooner:

- a) 5 nm or 10 min
- b) 10 nm or 5 min
- c) 15 nm or 10 min
- d) 15 nm or 5 min

12. Which aeronautical communication service provides automated airfield and meteorological information for departing and arriving traffic?

- a) LARS
- b) AFIS
- c) FIS
- d) ATIS

13. When arriving at an airfield whose callsign ends with the Suffix "Information", the pilot's correct response to the call: "G-ABCD land at your discretion, Surface wind 260/07" should be:

- a) Land at my discretion G-ABCD
- b) Cleared to land G-ABCD
- c) G-ABCD
- d) Roger G-CD

14. A pilot who has already established communication with a civil or military ATSU should in the event of being confronted with an emergency:

- a) make a distress call on the frequency in use and maintain the allocated SSR code
- b) make a MAYDAY call on 121.5 MHz
- c) select 7700 on the SSR and change to 121.5 MHz
- d) squawk-Ident

15. On the initial call to an ATSU a pilot should pass:

- a) callsign, service requested
- b) callsign, aircraft type, position, heading, ETA
- c) callsign, position, heading, level, intention, type of service required
- d) callsign, position, level, flight conditions and intention

16. A Special VFR (SVFR) flight is a:

- a) royal flight that you must avoid
- b) flight in VMC for which you must file a Flight Plan
- c) flight made on a special occasion
- d) flight which is unable to comply with the instrument flight rules and is cleared to enter a Control Zone under specified weather minima

17. Which of the following lists are all ATC messages that must read back in full:

- a) level instructions, altimeter settings, surface wind, runway information
- b) clearance to enter, land on, take-off on, backtrack, cross or hold short of an active runway; SSR instructions
- c) VDF information, frequency changes, type of radar service
- d) ATC route clearances, runway clearances, actual weather reports

**18. You call an ATSU and receive the reply "G-XX Stand-By" you should:**

- a) acknowledge immediately: "Stand-By G-XX"
- b) say nothing, assuming no onward clearance and wait until called
- c) call the ATSU again after 5 mins to obtain a clearance
- d) change frequency

**19. When transmitting a message preceded by the phrase "Transmitting blind due to receiver failure" the aircraft station shall also:**

- a) Advise the time of its next intended transmission
- b) Hold for 5 minutes at its present position
- c) Proceed to the alternate airport
- d) Enter the next en-route holding pattern

**20. When joining overhead an airfield at 2000 ft, at what point in the circuit pattern should the aircraft commence descent to circuit height, and make the RTF Call: "G-ABCD.....descending"?**

- a) CROSSWIND
- b) DOWNWIND
- c) BASE LEG
- d) DEADSIDE

**21. A pilot may abbreviate his aircraft callsign only:**

- a) When changing frequency
- b) After establishing communication with a ground station
- c) If it has first been abbreviated by the ground station on the frequency in use
- d) When he considers that no confusion is likely to occur

**22. When an airfield has a RADIO service the answer a pilot can expect upon stating that they are ready for departure is:**

- a) Wind and traffic information
- b) "Take off at your discretion"
- c) "Cleared for take off"
- d) "Cleared to depart"

**23. On an airfield with an INFORMATION service the controller:**

- a) Can give landing clearances only
- b) Has control over all surface movements including helicopters hover taxiing
- c) No control over airfield movements
- d) Can give a take off clearance

**24. The abbreviation for a control zone is:**

- a) MATZ
- b) CTZ
- c) CTR
- d) CTA

**25. A request to a direction finding station for a bearing should be in the following format:**

- a) Oxford homer, which way to Oxford? GBODA
- b) Oxford Approach, this is Golf Bravo Oscar Delta Foxtrot. Request QDM, Golf Bravo Oscar Delta Foxtrot
- c) True bearing, true bearing, true bearing, Oxford Approach this is GBODF. Request true bearing GBODF
- d) Oxford homer this is Golf Bravo Oscar Delta Foxtrot, request steer



VFR PAPER 4

1. **Radio test transmissions should take the following form:**

- a) Station being called, aircraft identification, words "Readability check", frequency
- b) Station being called, aircraft identification, words "radio check", frequency being used
- c) Station being called, aircraft identification, words "How do you read?"
- d) Station being called, aircraft identification, frequency, words "Do you read?"

2. **After making a call to an ATSU, you are asked to "pass your message". This should take the following form:**

- a) Aircraft identification and type, departure point and estimated position, heading, level, intention, type of service required
- b) Aircraft identification, full route details, level and type of service required
- c) Aircraft identification and type, last turning point, level, intentions
- d) Callsign and type, position, level and intentions

3. **A "downwind" call is made:**

- a) Just before turning on to base leg
- b) As soon as the aircraft is on the downwind leg
- c) Abeam the upwind end of the runway
- d) Any position on downwind leg

4. **Aerodrome traffic is:**

- a) All traffic on the manoeuvring area of an aerodrome and all aircraft operating in the vicinity of an aerodrome
- b) All aircraft on an aerodrome
- c) All vehicles on an aerodrome
- d) All traffic on the movement area of an aerodrome

5. **D ACS is normally spoken as one word' It means:**

- a) Direct Airfield Crossing Service
- b) Diversion Airfield Control System
- c) Danger Area Crossing Service
- d) Departing Aircraft Control Service

6. **FL180 is transmitted as:**

- a) Flight Level One Eighty
- b) Flight Level Wun Ate Zero
- c) Foxtrot Lima One Eight Zero
- d) Flight Level One hundred Eight Zero

7. **Which of the following is correct?**

- a) Runway 18 is passed as "Runway Eighteen"
- b) "With you" means that you are on frequency
- c) The words "Over, Roger and Out" may be omitted if there is no possibility of confusion
- d) The word "Wilco" means that you have received and understood the message

8. **A pilot wishing to confirm his position may request a "Training Fix" on:**

- a) The frequency in use
- b) 121.5MHz
- c) The approach- control frequency of his nearest airfield
- d) 243 MHz

9. **When calling for. a "Practice Pan", a> pilot, before transmitting, should:**

- a) Listen out
- b) Climb to as great a height as possible

## Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΑΜ (VFR)

10. **Frequency 121.725 MHz should be transmitted as:**  
a) One Two One Point Seven Two Five  
b) Wun Too Wun Dayseemal Seven Too  
c) Wun Too Wun Point Seven Too  
d) One twenty one decimal seven twenty five
11. **The priority of the message " Taxi to holding point Runway 05 " is:**  
a) less than " Clear land Runway 05 "  
b) the same as " Caution construction and men adjacent to taxi-way "  
c) same as " Line up and wait "  
d) more than " Caution wind shear on final approach ".
12. **Which statement is correct?**  
a) A D/F message has priority over a flight safety message  
b) A meteorological message has no priority over a flight safety message  
c) An urgency message is lower priority than a flight safety message  
d) A "windshear" warning has a higher priority than "clear to take-off
13. **If your signal is too weak or distorted the controller may ask you to use the speechless code. Three short transmissions means:**  
a) Negative  
b) Yes  
c) Say again  
d) My aircraft has developed another emergency
14. **If a controller passes an instruction and you understand it and will comply, the standard reply | is:**  
a) Verify  
b) Roger  
c) Confirm  
d) Wilco
15. **The opening words of an urgency message are:**  
a) Emergency  
b) Mayday, Mayday, Mayday  
c) Pan, Pan, Pan  
d) Pan Pan, Pan Pan, Pan Pan
16. **The callsign of an aeronautical station controlling surface vehicles in the manoeuvring area would be:**  
a) TOWER  
b) GROUND  
c) ARRIVALS  
d) MOVEMENT.
17. **If the pilot is unable to make contact with a station on a designated frequency, then he should:**  
a) make a blind transmission  
b) transmit using words twice  
c) transmit on 121.5 MHz  
d) try transmitting on another related frequency.
18. **A pilot who is unable to complete a landing from an approach should make the call:**  
a) GOING AROUND  
b) OVERSHOOTING  
c) CLIMBING OUT

## Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΑΜ (VFR)

19. **The correct readback of the message 'XY-CD Change to Stephenville Tower 118.7' is:**
- a) 118.7 XY-CD
  - b) Changing frequency to Stephenville Tower XY-CD
  - c) Wilco XY-CD
  - d) Roger XY-CD.
20. **An aircraft will be in the best range for VHF communications if it is:**
- a) at high altitude and long range
  - b) at low altitude and close range
  - c) at low altitude and long range
  - d) at high altitude in the vicinity of the airfield.
21. **In order to make your communications more effective, you should:**
- a) use words 'twice
  - b) modulate your voice
  - c) use a constant speaking volume
  - d) call break between sentences.
22. **The VHF aeronautical communications frequency range lies between:**
- a) 108 and 118MHz
  - b) 118 and 136.975MHz
  - c) 3 and 30 MHz
  - d) 118 and 136.975kHz.
23. **The correct callsign of a station providing flight information service is the location followed by:**
- a) RADIO
  - b) CONTROL
  - c) INFORMATION
  - d) HOMER.
24. **The abbreviation HJ means that the hours of service of an aerodrome are:**
- a) between sunrise and sunset
  - b) between sunset and sunrise
  - 1) twenty four hours
  - d) not specified hours.
25. **The maximum VHF communications range that can be expected by an aircraft at PL 100 is:**
- a) 100nm
  - b) 120nm
  - c) 150nm
  - d) 1200nm.



**1. What does the term "...broadcast" mean?**

- a) A radiotelephony transmission from a ground station to aircraft in flight
- b) A transmission where no reply is required from the receiving station
- c) A transmission containing meteorological and operational Information to aircraft engaged in flights over remote and oceanic areas out of range of VHP ground stations
- d) A transmission of information relating to air navigation that is not addressed to a specific station or stations

**2. What does the term "air-ground communication" mean?**

- a) Two-way communication between aircraft and stations or locations on the surface of the earth
- b) One-way communication from aircraft to stations or locations on the surface of the earth
- c) One-way communication from stations or locations on the surface of the earth
- d) Any communication from aircraft to ground stations requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN)

**3. What does the term "clearance limit" mean?**

- a) The time of expiry of an air traffic control clearance
- b) The time at which an aircraft is given an air traffic control clearance
- c) A point to which an aircraft is granted an air traffic control clearance  
The time after which an air traffic control clearance will be automatically cancelled if the flight has not been commenced

**4. What does the abbreviation TCAS" mean?**

- a) Traffic alert and collision avoidance system
- b) Terminal control and advisory system
- c) Tower cabin alarm stop
- d) Track confirmation by automatic sources

**5. What does the abbreviation "SELCAL" mean?**

- a) A system in which radiotelephony communication can be established between aircraft only
- b) A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft
- c) A system in which radiotelephony communication between two stations can take place in both directions simultaneously
- d) A system provided for direct exchange of information between air traffic services (ATS) units

**6. What does the abbreviation „RVR" mean?**

- a) Runway visual range
- b) Radar vectors requested
- c) Runway visibility report
- d) Recleared via route

**7. What does "QDM" mean?**

- a) Magnetic bearing to the station
- b) Magnetic bearing from the station
- c) True heading to the station (no wind)
- d) True bearing from the station

**8. The message to a ground station on a landing site**

**"PLEASE CALL A TAXI CAB FOR US, WE WILL ARRIVE AT 1045" is**

- a) a flight regularity message
- b) a flight safely message
- c) an urgency message
- d) an unauthorized message

9. **Messages concerning non-routine landings of an aircraft are**

- a) flight safety messages
- b) urgency messages
- c) flight regularity messages unauthorized messages

10. **A message concerning aircraft parts and material urgently required is**

- a) an urgency message
- b) a flight safety message
- c) a flight regularity message
- d) a flight security message

11. **The priority of the instruction "taxi to holding point runway 05 via A" is**

- a) greater than "transmit for QDM"
- b) greater than "caution, construction work left of taxiway"
- c) less than "cleared to land"
- d) same as "line-up runway 07 and wait"

12. **What is the correct way of spelling FRI-VOR?**

- a) Foxtrot Romeo Juliett - VOR
- b) Foxtrot Romeo India - VOR
- c) Fox Romeo Yankee - VOR
- d) Fox Romeo India - VOR

13. **What is the Correct way of transmitting a QNH of 1001**

- a) QNH one zero zero one
- b) QNH one double "0" one
- c) QNH one thousand and one
- d) QNH one double zero one

14. **What is the correct way of transmitting the number 13500?**

- a) One three thousand five hundred
- b) One three five hundred
- c) One three five zero zero
- d) Thirteen thousand five hundred

15. **The time is 4:15 PM. What is the correct way of transmitting this time if there is a possibility of confusion?**

- a) Four fifteen P.M.
- b) Sixteen fifteen
- c) Four fifteen in the afternoon
- d) One six one five

16. **An ATC unit providing air traffic control service to departing aircraft by means of surveillance radar has the call sign**

- a) DEPARTURE
- b) DELIVERY
- c) APPROACH
- d) CONTROL

17. **What is the radiotelephony call sign for the aeronautical station indicating flight information service?**

- a) FLIGHT INFORMATION CENTRE
- b) FLIGHT CENTRE
- c) INFORMATION
- d) INFO

**18. Which of the following abbreviated call signs of Cherokee XY-ABC is correct?**

- a) Cherokee XY-BC
- b) Cherokee BC
- c) Cherokee X-BC
- d) Cherokee X-ABC

**19. When and by whom is the change of an aircraft's call sign in flight temporarily allowed**

- a) In the interest of safety to avoid confusion because of similar call signs by an ATC unit
- b) In case of a diversion to the alternate aerodrome by the pilot-in-command
- c) To facilitate subsequent radiotelephony communications by an aeronautical station
- d) When changing the destination airport during flight by the aircraft operator

**20. When may the name of the location or the unit/service of the radiotelephony call sign of an aeronautical station be omitted?**

- a) Never
- b) Only after the aeronautical station has used the abbreviated call sign
- c) In dense traffic during rush hours
- d) When satisfactory communication has been established and provided it will not be confusing to do so

**21. What does the phrase „Roger" mean?**

- a) A direct answer in the affirmative
- b) A direct answer in the negative
- c) I have received all of your last transmission
- d) Cleared for take-off or cleared to land

**22. What does the phrase «Standby- mean?**

- a) Continue on present heading and listen out
- b) Select STANDBY on the SSR transponder
- c) Wait and I will call you
- d) Permission granted for action proposed

**23. Which phrase shall be used if you want to say: "Pass me the following information....."**

- a) Report
- b) Request
- c) Say again
- d) Check

**24. What does the phrase "Monitor" mean?**

- a) Wait and I will call you
- b) Establish radio contact with ....
- c) Examine a system or procedure
- d) Listen out on (frequency)

**25. The advice by a radar controller "TRAFFIC AT THREE O'CLOCK" means that the position of the mentioned traffic is**

- a) on the left side
- b) on the right side
- c) separated by three miles
- d) three miles ahead



**1. When shall the phrase "Take-off" be used by a pilot?**

- a) Never, it is used only by the control tower
- b) To inform TOWER when ready for departure
- c) Only when the aircraft has already moved onto the active runway
- d) To acknowledge take-off clearance

**2. How shall a pilot inform the control tower that he is prepared for take-off?**

- a) Ready for take-off
- b) Ready for departure or ready
- c) Ready to line-up
- d) Ready to go

**3. What does the phrase "Vacate left" mean?**

- a) Give way to aircraft from the left
- b) Clear the runway immediately
- c) Hold Position on the left side of the runway
- d) Turn left to leave the runway

**4. What is the correct way for the Pilot to acknowledge that ATIS Information Golf has been received?**

- a) Information Golf received
- b) Weather Golf received
- c) We have the Information
- d) We have the ATIS Golf

**5. Shall an ATC route clearance be read back?**

- a) No, if the ATC route clearance is transmitted in a published form (e.g. Standard Instrument Departure Route/SID)
- b) Yes, unless authorized otherwise by the ATS authority concerned
- c) No, if the communication channel is overloaded
- d) No, if the content of the ATC clearance is clear and no confusion is likely to arise

**6. An aircraft is instructed to hold short of the runway-in-use. What is the correct phraseology to indicate it will follow this instruction?**

- a) Roger
- b) Holding short
- c) Will stop before
- d) Wilco

**7. RADAR instructs aircraft XY-ABC: "X-BC recycle 1015". What does this mean?**

- a) X-BC is requested to set new code 1015
- b) X-BC has been identified by SSR code 1015
- c) X-BC is requested to reselect SSR code 1015
- d) X-BC has been identified at 10:15 (UTC)

**8. To establish radio contact with "MUNCHEN GROUND" the pilot of DIBEL shall transmit the following call:**

- a) MUNCHEN GROUND DIBEL
- b) MUNCHEN GROUND THIS IS DIBEL
- c) DIBEL, MUNCHEN GROUND OVER
- d) MUNCHEN GROUND DIBEL GO AHEAD

**9. Aircraft XY-ABC has been instructed to listen on ATIS frequency 123,25, on which the aerodrome data are being broadcast What is the correct way to indicate it will follow this instruction?**

- a) [X-BC monitoring 123,25](#)
- b) Changing to 123,25 X-BC
- c) Will contact 123,25 X-BO
- d) X-BC checking 123,25

**10. On the readability scale what does "readability 3" mean?**

- a) No problem to understand
- b) Loud and dear
- c) [Readable but with difficulty](#)
- d) Unreadable

**11. When the term "scattered" is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:**

- a) More than half but less than overcast (5 to 7 octas)
- b) Sky entirely covered (8 octas)
- c) No clouds below 5.000 feet/GND
- d) [half or less than half \(3 to 4 octas\)](#)

**12. An aeronautical station using the identification "VOLMET" in its call sign**

- a) can be called by an aircraft in flight to obtain flight information Service
- b) executes air traffic control service to enroute aircraft
- c) is an aeronautical station operated by an airport company
- d) [is a broadcasting service for the transmission of aerodrome weather reports and landing forecasts](#)

**13. Distress is defined as**

- a) a condition concerning the safety of an aircraft or of a person on board, but which does not require immediate assistance
- b) a condition concerning the attitude of an aircraft when intercepting the localizer during an !LS-approach
- c) [a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance](#)
- d) a condition concerning the safety of a person on board or within sight and requiring immediate assistance

**14. An aircraft in distress shall send the following signal by radiotelephony**

- a) DETRESFA, spoken three times
- b) [MAYDAY, spoken three times](#)
- c) PAN PAN, spoken three times
- d) URGENCY, spoken three times

**15. Which of the following frequencies is an international emergency frequency?**

- a) 122,500MHz
- b) [121,500MHz](#)
- c) 6500 kHz
- d) 121,050MHz

**16. A signal sent by radiotelephony consisting of the spoken words PAN PAN means**

- a) [the aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle](#)
- b) imminent danger threatens the aircraft and immediate assistance is required
- c) the aircraft is diverting from the route cleared because of a thunderstorm and asks for immediate reclearance
- d) an aircraft on final approach is starting the missed approach procedure

**17. To which frequency band do the frequencies 118,000 - 136,975 MHz of the Aeronautical Mobile Service belong?**

- a) [Very high frequency](#)
- b) Very low frequency
- c) Low frequency
- d) Medium frequency

**18. Which phenomena can influence the reception quality of VHF?**

- a) The ionosphere
- b) Electrical discharges as they happen frequently in thunder storms
- c) Day- and night effect
- d) [Level of aircraft and terrain elevations](#)

**19. The ELT transmits an emergency signal on the following frequencies**

- a) [121,5 and/or 243,0 MHz](#)
- b) 121,5 MHz only
- c) 243,0 MHz only
- d) 119,2MHz

**20. QNH is the radio telephony Q-code to indicate:**

- a) The atmospheric pressure at aerodrome **elevation** (or at runway threshold)
- b) [The altimeter sub-scale setting to obtain elevation when on the ground](#)
- c) The atmospheric pressure measured at the aerodrome reference point (ARP)
- d) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome

**21. What is the Q-code for "magnetic bearing to the station"?**

- a) [QDM](#)
- b) QDR
- c) QNE
- d) QTE

**22. A message concerning an aircraft being threatened by grave and imminent danger, requiring immediate assistance is called**

- a) flight safety message
- b) [distress message](#)
- c) urgency message
- d) class B message

**23. The clearance "cleared for take-off runway 03" is**

- a) an urgency message
- b) [a flight safety message](#)
- c) an unauthorized message
- d) a flight regularity message

**24. What is the correct way of spelling FRI-VOR?**

- a) Foxtrot Romeo Juliett - VOR
- b) [Foxtrot Romeo India - VOR](#)
- c) Fox Romeo Yankee - VOR
- d) Fox Romeo India - VOR

**25) When transmitting time, which time system shall be used?**

- a) Local time (LT), 24-hour clock
- b) Local time (LT) A.M. and P.M.
- c) No specific system, as only the minutes are normally required
- d) [Co-ordinated universal time \(UTC\)](#)



**VFR PAPER 1**

**1)An altitude of 1500 feet is transmitted as:**

- a)fifteen hundred feet
- b)wun tousand fife hundred feet
- c)wun fife feet
- d)wun fife zero zero feet

**2)Using the readability scale,readability 4 means:**

- a)readable
- b)readable with difficulty
- c)readablewith background
- d)unreadable

**3) Orbit right, means**

- a)turn right to avoid other traffic
- b)continue to make right hand turn until advised
- c)make a 360 degr. Turn to the right
- d)right hand circuits in use

**4)The frequency used for the first transmission of MAYDAY call should be:**

- a)The distress frequency 121.5mhz
- b)The frequency currently in use
- c)Any international distress frequency
- d)Approach frequency of the nearest airfield

**5) STANDBY, means:**

- a) wait and i will call you again
- b)selected STANDBY on the SSR transponder
- c)hold your present position
- d)continue on present heading and listen out

**6)The correct abbreviation of the full callsign AIRLINK GBBRA is:**

- a)GOLF ROMEO ALPHA
- b)AIRLINK GOLF ROMEO ALPHA
- c)AIRLINK ROMEO ALPHA
- d)AIRLINK GOLF BRAVO ALPHA

**7. SQUAWK 1234, means**

- a)count up to 4 for test purposes
- b)make a test transmission on 123.4mhz
- c)select this code on the SSR transponder
- d)transmit for a VDF bearing

**8.The phrase 'take-off' is used by a pilot:**

- a)only to acknowledge take off clearance
- b)never.It is used only by a ground station
- c)only to request immediate clearance
- d)after the a/c is airborne

**9.The Q code for the measurment of altitude is:**

- a)QFE
- b)QFF
- c)QNE
- d)QNH

**10. VACATE RIGHT' means:**

- a) continue right to the end of the runway
- b) clear the runway immediately
- c) take the next runway exit on the right
- d) turn right after take off

**11. A blind transmission is:**

- a) a transmission of information relating to the safety of air navigation that is not addressed to a specific station or stations
- b) a transmission from an a/c to obtain VDF guidance to descent from the initial approach altitude to a position from which an approach can be completed visually
- c) a transmission from an aeronautical station to all a/c on its frequency
- d) a transmission made in circumstances where two-way communications cannot be established but it is believed that the called station is able to receive the transmission.

**12. VERIFY'**

- a) repeat your last transmission
- b) check and confirm your last message
- c) read back VDF bearing
- d) confirm your last message

**13. If a pilot receives an instruction from ATC that he cannot carry out he should use the phrase:**

- a) UNABLE TO COMPLY
- b) NEGATIVE INSTRUCTION
- c) NO CAN DO
- d) CANCEL INSTRUCTION

**14. A class 'B' VDF bearing is accurate to within:**

- a)  $\pm 2^\circ$
- b)  $\pm 3^\circ$
- c)  $\pm 5^\circ$
- d)  $\pm 1^\circ$

**15 GO AROUND' means:**

- a) Overtake the aircraft ahead
- b) Make a 360° turn
- c) Taxi past the aircraft on the holding point
- d) Carry out a missed approach

**16 On hearing a Distress message a pilot must:**

- a) Acknowledge the message immediately and standby to relay further messages if required
- b) Maintain radio silence and monitor the frequency to ensure assistance is provided
- c) Change frequency because radio silence will be imposed on the frequency in use
- d) Take control of the situation and co-ordinate the efforts of all agencies in the rescue operation

**17 A pilot may abbreviate his aircraft callsign only:**

- a) After having established communication with an aeronautical ground station on the frequency in use
- b) When he considers no confusion with another similar callsign is likely to occur on the frequency in use
- c) When communicating with the departure and destination airfields
- d) If it has first been abbreviated by the aeronautical ground station on the frequency in use

**18 A pilot is required to read back:**

- a) SSR operating instructions, take-off clearances, altimeter settings, VDF information, frequency changes
  - b) Altimeter settings, taxi information, terminal weather, runway clearances, approach aid serviceability
  - c) Route clearances, speed instructions, weather reports, taxi clearances, runway state information
  - d) ATC route clearances, runway clearances, conditional clearances, actual weather reports-3
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**19. The term 'aeronautical station' means:**

- a) An airborne station forming part of the AFTN
- b) Any station established to exchange radiotelephony communications
- c) a station in the aeronautical telecommunication service located on land or on board an aircraft to exchange radiotelephony communications
- d) A station in the aeronautical mobile service located on land or, in certain circumstances, on board a ship or on a platform at sea

**20) A DISTRESS message is preceded by the call.....and would be sent by an aircraft that is in a condition.....**

- a) Pan Pan Pan Pan Pan Pan of being threatened by imminent danger and of requiring immediate assistance.
- b) Mayday Mayday Mayday concerning the safety of an aircraft but does not require immediate assistance
- c) Pan Pan Pan concerning the safety of an aircraft but does not require immediate assistance
- d) Mayday Mayday Mayday of being threatened by imminent danger and of requiring immediate assistance

**21) The correct pronunciation for the number 2500 when used to pass altitude, height, cloud height or visibility by radiotelephony is:**

- a) TWO FIFE ZERO ZERO
- b) TOO TOUSAND FIFE HUNDRED
- c) TWO THOUSAND FIVE HUNDRED
- d) TWENTY FIVE HUNDRED

**22. Pilots requiring a MATZ penetration should pass the following information:**

- a) Callsign; A/C.Type; Position; Heading; Altitude/FL; Intentions
- b) Callsign; Position; Altitude; ETA MATZ; Next position
- c) Callsign; A/C type; Position; ETA; Altitude; Destination
- d) Callsign; A/C Type; Position; Altitude/FL; Flight conditions

**23. What are the two classified states of Emergency Message?**

- a) Emergency and PAN PAN
- b) Distress and Urgency
- c) MAYDAY and PAN PAN
- d) Emergency and Security

**24. On a VFR navigation exercise you request a flight information service from an ATSU providing a LARS. After your initial call, you are invited to "pass your message" which should consist of:**

- a) Position; Heading; Altitude; Destination; Intention
- b) Aircraft identification and type; Estimated position; Heading; Level; Intention; Type of service required
- c) Aircraft identification; Type; Level; Intention; Type of service required
- d) Aircraft identification and type; Estimated position; Level; Flight conditions; Type of service required

**25. A Radar Information Service (RIS) is an ATC service:**

- a) in which the controller will provide radar separation from all other traffic
- b) which may only be used by aircraft flying in accordance with the instrument flight rules
- c) in which the controller will inform the pilot of the bearing, distance and, if known, the altitude of conflicting traffic
- d) in which the controller will direct the aircraft to avoid the other traffic

**VFR PAPER 2**

- 1. The word ROGER means:**

  - a) that is correct
  - b) message received and understood
  - c) pass your message
  - d) I have received all your last transmission
  
- 2. For callsign CALAIR GABCD the correct abbreviation is:**

  - a) CALAIR Charlie Delta
  - b) Golf Charlie Delta
  - c) CALAIR Golf Charlie Delta
  - d) CALAIR Golf Alpha Delta
  
- 3. Using the readability scale, readability 5 means:**

  - a) readable now and then
  - b) unreadable
  - c) readable with difficulty
  - d) perfectly readable
  
- 4. An Aeronautical Station is defined as:**

  - a) a radio communication service between aircraft stations and ground stations or between aircraft stations
  - b) a land station in the aeronautical mobile service. In certain instances, an aeronautical station may be placed on board a ship or an earth satellite
  - c) a mobile station in the aeronautical mobile service on board an aircraft
  - d) a radio station broadcasting aeronautical information
  
- 5. A time of 1020 hours is transmitted as:**

  - a) ten twenty hours
  - b) One zero two zero' or 'two zero'
  - c) one zero two zero
  - d) ten two zero.
  
- 6. An altitude of 2400 feet is transmitted as:**

  - a) twenty four hundred feet
  - b) two four hundred feet
  - c) two four zero zero feet
  - d) two thousand four hundred feet
  
- 7. The correct pronunciation of the frequency 122.1 MHz when passed by radiotelephony is:**

  - a) ONE TWO TWO POINT ONE
  - b) WUN TOO TOO DAYSEEMAL WUN
  - c) ONE TWO TWO DECIMAL ONE
  - d) ONE TWENTY TWO DAYSEEMAL ONE
  
- 8. When asked by ATC "Are you able to maintain FL 40" the correct reply contains the phrase:**

  - a) ROGER
  - b) WILCO
  - c) NO SIR
  - d) AFFIRM or NEGATIVE

9. **With the SSR transponder selected ON, the ATSU message "G-ABCD Verify your level" would be made to:**
- identify the aircraft position
  - check your altimeter setting
  - check and confirm the accuracy of the Mode C level information displayed to the controller
  - check with the pilot that mode C is selected ON
10. **Which of the following is a conditional clearance ?**
- Fastair 345, Line-Up and hold
  - Redwing 42, Take-off at your discretion
  - G-ZZ, Report Final, two ahead
  - G-BOJR, after the Jersey European 146, taxi to holding point D runway 26
11. **' SQUAWK IDENT' means:**
- select the SSR transponder code to 7000
  - select the SSR transponder mode to "ALT"
  - say again your callsign
  - operate the SSR transponder "special position identification" feature
12. **When requesting a special VFR clearance in flight, ATC must be given details of:**
- callsign, type, position, heading, intentions and ETA at entry point
  - callsign, altitude, heading and ETA at entry point
  - callsign, type, T AS, ETA at entry point and destination
  - callsign, type, intentions and ETA at entry point
13. - **On a long straight-in approach to land, the call "Long Final" would be made at a range of:**
- 2 nm
  - 3 nm
  - between 4 nm and 8 nm
  - 25 nm
14. **The abbreviation ATIS stands for:**
- Air Traffic Information Service
  - Aircraft Technical Information Service
  - Aerodrome Traffic Information Service
  - Automatic Terminal Information Service
15. **URGENCY is defined as a condition:**
- of being threatened by serious and or immediate danger and of requiring immediate assistance
  - concerning the safety of an aircraft or other vehicle or of some person on board or within sight and requiring immediate assistance
  - concerning the safety of an aircraft or other .vehicle or of some person on board or within sight, but which does not require immediate assistance
  - requiring urgent assistance from ground stations
16. **The callsign prefix 'Tyro' indicates that:**
- this is a practice emergency
  - the aircraft is not in immediate need of assistance
  - the pilot lacks experience
  - the pilot is lost
17. **A Class B bearing is accurate to within:**
- $\pm 5^\circ$
  - $\pm 10^\circ$
  - $\pm 1^\circ$
  - $\pm 2^\circ$

- 18. The frequency 121.5 MHz may be used to practise emergency procedures:**
- a) including simulated distress or urgency situations
  - b) not including any simulated distress incident
  - c) at no time; only the FIS frequency should be used
  - d) only on dual crew flights
- 19. A pilot shall ask for a QFE as follows:**
- a) Request Quebec Foxtrot Echo
  - b) Request Queen Fox Easy
  - c) Request Quebec Fox Easy
  - d) Request Quebec Fox Echo
- 20. ATIS is to be found on:**
- a) the Approach frequency
  - b) the Tower frequency
  - c) a discrete VHF frequency
  - d) a discrete VHF or a VOR frequency.
- 21. The phrase "Squawk Charlie" means:**
- a) press the ident button on the transponder
  - b) select altitude (ALT) on the transponder
  - c) confirm the transponder is selected ON
  - d) select 7700 on the transponder
- 22. Which of the following messages has the highest priority?**
- a) CAUTION, WORK IN PROGRESS ON THE TAXIWAY
  - b) REPORT FINAL NUMBER 1
  - c) REQUEST QDM
  - d) TAXI TO THE REFUELLING PUMPS
- 23. A height of 1250 feet is transmitted as:**
- a) Wun too fife zero feet
  - b) Twelve fifty feet
  - c) One thousand two hundred and five zero feet
  - d) One thousand two hundred and fifty feet
- 24. A radar advisory service will:**
- a) Give you standard separation from all traffic
  - b) Advise you of possible conflict .
  - c) Give you a radar approach
  - d) Give you an air traffic control service
- 25. DAAIS stands for:**
- a) Dangerous Activity and Interception Service
  - b) District Aerial Activity Information System
  - c) Danger Area Activity Information Service
  - d) Descent And Approach Information System



**VFR PAPER 3**

- 1. The three main categories of aeronautical communication service are:**
  - a) Air/ground, flight information, ATC
  - b) Emergency, airways, VFR
  - c) ATC, operations, meteorological
  - d) Ground, lower airspace, upper airspace
  
- 2. In the event of a radio failure the SSR transponder should be set to:**
  - a) 7600
  - b) 7700
  - c) 7500
  - d) 7000
  
- 3. The correct abbreviation of the callsign Speedbird G-BGDC is:**
  - a) Speedbird G-DC
  - b) G-DC
  - c) Speedbird DC
  - d) Speedbird G-BC
  
- 4. Your radio check is reported as 'Readability 3', your transmission is:**
  - a) unreadable
  - b) perfectly readable
  - c) reading only half the time
  - d) readable but with difficulty
  
- 5. The correct order and content of a position report is:**
  - a) callsign, position, level, heading, ETA
  - b) callsign, position, time, level, next position and ETA
  - c) callsign, route, position, level, request
  - d) callsign, position, level, intention and ETA at destination
  
- 6. A Pilot may file a flight plan with an ATSU during flight. The frequency that would normally be used for this purpose is:**
  - a) FIR
  - b) RADAR
  - c) APPROACH
  - d) TOWER
  
- 7. The correct RTF call when you are ready to take off is:**
  - a) Roger take-off
  - b) Request take-off
  - c) Request departure clearance
  - d) Ready for departure
  
- 8. What is the correct way of spelling out FRI-VOR in a radio message?**
  - a) Foxtrot Romeo India - VOR
  - b) Foxtrot Romeo India - Victor Oscar Romeo
  - c) Friday - VOR
  - d) Fox Romeo India - VOR
  
- 9. You receive the message "G-ABCD Squawk Ident". You should:**
  - a) select STAND-BY on the SSR transponder
  - b) select ALT - altitude reporting facility (Mode C) on the SSR transponder
  - c) operate the special position identification on the SSR transponder
  - d) reply giving your callsign

**10. A time of 1300 UTC is transmitted as:**

- a) one thousand three hundred
- b) one three zero zero
- c) one three hundred UTC
- d) thirteen hundred UTC

**11. Pilots requiring a MATZ crossing service must establish two way RTF contact with the aerodrome controlling the zone by.....nm, or.....minutes from the boundary whichever is the sooner:**

- a) 5 nm or 10 min
- b) 10 nm or 5 min
- c) 15 nm or 10 min
- d) 15 nm or 5 min

**12. Which aeronautical communication service provides automated airfield and meteorological information for departing and arriving traffic?**

- a) LARS
- b) AFIS
- c) FIS
- d) ATIS

**13. When arriving at an airfield whose callsign ends with the Suffix "Information", the pilot's correct response to the call: "G-ABCD land at your discretion, Surface wind 260/07" should be:**

- a) Land at my discretion G-ABCD
- b) Cleared to land G-ABCD
- c) G-ABCD
- d) Roger G-CD

**14. A pilot who has already established communication with a civil or military ATSU should in the event of being confronted with an emergency:**

- a) make a distress call on the frequency in use and maintain the allocated SSR code
- b) make a MAYDAY call on 121.5 MHz
- c) select 7700 on the SSR and change to 121.5 MHz
- d) squawk-Ident

**15. On the initial call to an ATSU a pilot should pass:**

- a) callsign, service requested
- b) callsign, aircraft type, position, heading, ETA
- c) callsign, position, heading, level, intention, type of service required
- d) callsign, position, level, flight conditions and intention

**16. A Special VFR (SVFR) flight is a:**

- a) royal flight that you must avoid
- b) flight in VMC for which you must file a Flight Plan
- c) flight made on a special occasion
- d) flight which is unable to comply with the instrument flight rules and is cleared to enter a Control Zone under specified weather minima

**17. Which of the following lists are all ATC messages that must read back in full:**

- a) level instructions, altimeter settings, surface wind, runway information
- b) clearance to enter, land on, take-off on, backtrack, cross or hold short of an active runway; SSR instructions
- c) VDF information, frequency changes, type of radar service
- d) ATC route clearances, runway clearances, actual weather reports

**18. You call an ATSU and receive the reply "G-XX Stand-By" you should:**

- a) acknowledge immediately: "Stand-By G-XX"
- b) say nothing, assuming no onward clearance and wait until called
- c) call the ATSU again after 5 mins to obtain a clearance
- d) change frequency

**19. When transmitting a message preceded by the phrase "Transmitting blind due to receiver failure" the aircraft station shall also:**

- a) Advise the time of its next intended transmission
- b) Hold for 5 minutes at its present position
- c) Proceed to the alternate airport
- d) Enter the next en-route holding pattern

**20. When joining overhead an airfield at 2000 ft, at what point in the circuit pattern should the aircraft commence descent to circuit height, and make the RTF Call: "G-ABCD.....descending"?**

- a) CROSSWIND
- b) DOWNWIND
- c) BASE LEG
- d) DEADSIDE

**21. A pilot may abbreviate his aircraft callsign only:**

- a) When changing frequency
- b) After establishing communication with a ground station
- c) If it has first been abbreviated by the ground station on the frequency in use
- d) When he considers that no confusion is likely to occur

**22. When an airfield has a RADIO service the answer a pilot can expect upon stating that they are ready for departure is:**

- a) Wind and traffic information
- b) "Take off at your discretion"
- c) "Cleared for take off"
- d) "Cleared to depart"

**23. On an airfield with an INFORMATION service the controller:**

- a) Can give landing clearances only
- b) Has control over all surface movements including helicopters hover taxiing
- c) No control over airfield movements
- d) Can give a take off clearance

**24. The abbreviation for a control zone is:**

- a) MATZ
- b) CTZ
- c) CTR
- d) CTA

**25. A request to a direction finding station for a bearing should be in the following format:**

- a) Oxford homer, which way to Oxford? GBODA
- b) Oxford Approach, this is Golf Bravo Oscar Delta Foxtrot. Request QDM, Golf Bravo Oscar Delta Foxtrot
- c) True bearing, true bearing, true bearing, Oxford Approach this is GBODF. Request true bearing" GBODF
- d) Oxford homer this is Golf Bravo Oscar Delta Foxtrot, request steer



VFR PAPER 4

- 1. Radio test transmissions should take the following form:**
  - a) Station being called, aircraft identification, words "Readability check", frequency
  - b) Station being called, aircraft identification, words "radio check", frequency being used
  - c) Station being called, aircraft identification, words "How do you read?"
  - d) Station being called, aircraft identification, frequency, words "Do you read?"
  
- 2. After making a call to an ATSU, you are asked to "pass your message". This should take the following form:**
  - a) Aircraft identification and type, departure point and estimated position, heading, level, intention, type of service required
  - b) Aircraft identification, full route details, level and type of service required
  - c) Aircraft identification and type, last turning point, level, intentions
  - d) Callsign and type, position, level and intentions
  
- 3. A "downwind" call is made:**
  - a) Just before turning on to base leg
  - b) As soon as the aircraft is on the downwind leg
  - c) Abeam the upwind end of the runway
  - d) Any position on downwind leg
  
- 4. Aerodrome traffic is:**
  - a) All traffic on the manoeuvring area of an aerodrome and all aircraft operating in the vicinity of an aerodrome
  - b) All aircraft on an aerodrome
  - c) All vehicles on an aerodrome
  - d) All traffic on the movement area of an aerodrome
  
- 5. D ACS is normally spoken as one word' It means:**
  - a) Direct Airfield Crossing Service
  - b) Diversion Airfield Control System
  - c) Danger Area Crossing Service
  - d) Departing Aircraft Control Service
  
- 6. FL180 is transmitted as:**
  - a) Flight Level One Eighty
  - b) Flight Level Wun Ate Zero
  - c) Foxtrot Lima One Eight Zero
  - d) Flight Level One hundred Eight Zero
  
- 7. Which of the following is correct?**
  - a) Runway 18 is passed as "Runway Eighteen"
  - b) "With you" means that you are on frequency
  - c) The words "Over, Roger and Out" may be omitted if there is no possibility of confusion
  - d) The word "Wilco" means that you have received and understood the message
  
- 8. A pilot wishing to confirm his position may request a "Training Fix" on:**
  - a) The frequency in use
  - b) 121.5MHz
  - c) The approach- control frequency of his nearest airfield
  - d) 243 MHz
  
- 9. When calling for. a "Practice Pan", a pilot, before transmitting, should:**
  - a) Listen out
  - b) Climb to as great a height as possible

## Ερωτήσεις από ύλη απόκτησης πτυχίου ραδιοναυτιλίας πιλότου ΥΠΙΑΜ (VFR)

- 10. Frequency 121.725 MHz should be transmitted as:**
- One Two One Point Seven Two Five
  - Wun Too Wun Dayseemal Seven Too
  - Wun Too Wun Point Seven Too
  - One twenty one decimal seven twenty five
- 11. The priority of the message " Taxi to holding point Runway 05 " is:**
- less than " Clear land Runway 05 "
  - the same as " Caution construction and men adjacent to taxi-way "
  - same as " Line up and wait "
  - more than " Caution wind shear on final approach ".
- 12. Which statement is correct?**
- A D/F message has priority over a flight safety message
  - A meteorological message has no priority over a flight safety message
  - An urgency message is lower priority than a flight safety message
  - A "windshear" warning has a higher priority than "clear to take-off
- 13. If your signal is too weak or distorted the controller may ask you to use the speechless code. Three short transmissions means:**
- Negative
  - Yes
  - Say again
  - My aircraft has developed another emergency
- 14. If a controller passes an instruction and you understand it and will comply, the standard reply | is:**
- Verify
  - Roger
  - Confirm
  - Wilco
- 15. The opening words of an urgency message are:**
- Emergency
  - Mayday, Mayday, Mayday
  - Pan, Pan, Pan
  - Pan Pan, Pan Pan, Pan Pan
- 16. The callsign of an aeronautical station controlling surface vehicles in the manoeuvring area would be:**
- TOWER
  - GROUND
  - ARRIVALS
  - MOVEMENT.
- 17. If the pilot is unable to make contact with a station on a designated frequency, then he should:**
- make a blind transmission
  - transmit using words twice
  - transmit on 121.5 MHz
  - try transmitting on another related frequency.
- 18. A pilot who is unable to complete a landing from an approach should make the call:**
- GOING AROUND
  - OVERSHOOTING
  - CLIMBING OUT

- 19. The correct readback of the message 'XY-CD Change to Stephenville Tower 118.7' is:**
- a) 118.7 XY-CD
  - b) Changing frequency to Stephenville Tower XY-CD
  - c) Wilco XY-CD
  - d) Roger XY-CD.
- 20. An aircraft will be in the best range for VHF communications if it is:**
- a) at high altitude and long range
  - b) at low altitude and close range
  - c) at low altitude and long range
  - d) at high altitude in the vicinity of the airfield.
- 21. In order to make your communications more effective, you should:**
- a) use words 'twice
  - b) modulate your voice
  - c) use a constant speaking volume
  - d) call break between sentences.
- 22. The VHF aeronautical communications frequency range lies between:**
- a) 108 and 118MHz
  - b) 118 and 136.975MHz
  - c) 3 and 30 MHz
  - d) 118 and 136.975kHz.
- 23. The correct callsign of a station providing flight information service is the location followed by:**
- a) RADIO
  - b) CONTROL
  - c) INFORMATION
  - d) HOMER.
- 24. The abbreviation HJ means that the hours of service of an aerodrome are:**
- a) between sunrise and sunset
  - b) between sunset and sunrise
  - 1) twenty four hours
  - d) not specified hours.
- 25. The maximum VHF communications range that can be expected by an aircraft at PL 100 is:**
- a) 100nm
  - b) 120nm
  - c) 150nm
  - d) 1200nm.



**1. What does the term "...broadcast" mean?**

- a) A radiotelephony transmission from a ground station to aircraft in flight
- b) A transmission where no reply is required from the receiving station
- c) A transmission containing meteorological and operational Information to aircraft engaged in flights over remote and oceanic areas out of range of VHP ground stations
- d) A transmission of information relating to air navigation that is not addressed to a specific station or stations

**2. What does the term "air-ground communication" mean?**

- a) Two-way communication between aircraft and stations or locations on the surface of the earth
- b) One-way communication from aircraft to stations or locations on the surface of the earth
- c) One-way communication from stations or locations on the surface of the earth
- d) Any communication from aircraft to ground stations requiring handling by the Aeronautical Fixed Telecommunication Network (AFTN)

**3. What does the term "clearance limit" mean?**

- a) The time of expiry of an air traffic control clearance
  - b) The time at which an aircraft is given an air traffic control clearance
  - c) A point to which an aircraft is granted an air traffic control clearance
- The time after which an air traffic control clearance will be automatically cancelled if the flight has not been commenced

**4. What does the abbreviation TCAS" mean?**

- a) Traffic alert and collision avoidance system
- b) Terminal control and advisory system
- c) Tower cabin alarm stop
- d) Track confirmation by automatic sources

**5. What does the abbreviation "SELCAL" mean?**

- a) A system in which radiotelephony communication can be established between aircraft only
- b) A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft
- c) A system in which radiotelephony communication between two stations can take place in both directions simultaneously
- d) A system provided for direct exchange of information between air traffic services (ATS) units

**6. What does the abbreviation „RVR" mean?**

- a) Runway visual range
- b) Radar vectors requested
- c) Runway visibility report
- d) Recleared via route

**7. What does "QDM" mean?**

- a) Magnetic bearing to the station
- b) Magnetic bearing from the station
- c) True heading to the station (no wind)
- d) True bearing from the station

**8. The message to a ground station on a landing site**

**"PLEASE CALL A TAXI CAB FOR US, WE WILL ARRIVE AT 1045" is**

- a) a flight regularity message
- b) a flight safely message
- c) an urgency message
- d) an unauthorized message

**9. Messages concerning non-routine landings of an aircraft are**

- a) flight safety messages
- b) urgency messages
- c) flight regularity messages unauthorized messages

**10. A message concerning aircraft parts and material urgently required is**

- a) an urgency message
- b) a flight safety message
- c) a flight regularity message
- d) a flight security message

**11. The priority of the instruction "taxi to holding point runway 05 via A" is**

- a) greater than "transmit for QDM"
- b) greater than "caution, construction work left of taxiway"
- c) less than "cleared to land"
- d) same as "line-up runway 07 and wait"

**12. What is the correct way of spelling FRI-VOR?**

- a) Foxtrot Romeo Juliett - VOR
- b) Foxtrot Romeo India - VOR
- c) Fox Romeo Yankee - VOR
- d) Fox Romeo India - VOR

**13. What is the Correct way of transmitting a QNH of 1001**

- a) QNH one zero zero one
- b) QNH one double "0" one
- c) QNH one thousand and one
- d) QNH one double zero one

**14. What is the correct way of transmitting the number 13500?**

- a) One three thousand five hundred
- b) One three five hundred
- c) One three five zero zero
- d) Thirteen thousand five hundred

**15. The time is 4:15 PM. What is the correct way of transmitting this time if there is a possibility of confusion?**

- a) Four fifteen P.M.
- b) Sixteen fifteen
- c) Four fifteen in the afternoon
- d) One six one five

**16. An ATC unit providing air traffic control service to departing aircraft by means of surveillance radar has the call sign**

- a) DEPARTURE
- b) DELIVERY
- c) APPROACH
- d) CONTROL

**17. What is the radiotelephony call sign for the aeronautical station indicating flight information service?**

- a) FLIGHT INFORMATION CENTRE
- b) FLIGHT CENTRE
- c) INFORMATION
- d) INFO

- 18. Which of the following abbreviated call signs of Cherokee XY-ABC is correct?**
- Cherokee XY-BC
  - Cherokee BC
  - Cherokee X-BC
  - Cherokee X-ABC
- 19. When and by whom is the change of an aircraft's call sign in flight temporarily allowed**
- In the interest of safety to avoid confusion because of similar call signs by an ATC unit
  - In case of a diversion to the alternate aerodrome by the pilot-in-command
  - To facilitate subsequent radiotelephony communications by an aeronautical station
  - When changing the destination airport during flight by the aircraft operator
- 20. When may the name of the location or the unit/service of the radiotelephony call sign of an aeronautical station be omitted?**
- Never
  - Only after the aeronautical station has used the abbreviated call sign
  - In dense traffic during rush hours
  - When satisfactory communication has been established and provided it will not be confusing to do so
- 21. What does the phrase „Roger" mean?**
- A direct answer in the affirmative
  - A direct answer in the negative
  - I have received all of your last transmission
  - Cleared for take-off or cleared to land
- 22. What does the phrase «Standby- mean?**
- Continue on present heading and listen out
  - Select STANDBY on the SSR transponder
  - Wait and I will call you
  - Permission granted for action proposed
- 23. Which phrase shall be used if you want to say: "Pass me the following69. Which phrase shall be used if you want to say: "Pass me the following information.....**
- Report
  - Request
  - Say again
  - Check
- 24. What does the phrase "Monitor" mean?**
- Wait and I will call you
  - Establish radio contact with ....
  - Examine a system or procedure
  - Listen out on (frequency)
- 25. The advice by a radar controller "TRAFFIC AT THREE O'CLOCK" means that the position of the mentioned traffic is**
- on the left side
  - on the right side
  - separaten by three miles
  - three miles ahead



**1. When shall the phrase "Take-off" be used by a pilot?**

- a) Never, it is used only by the control tower
- b) To inform TOWER when ready for departure
- c) Only when the aircraft has already moved onto the active runway
- d) To acknowledge take-off clearance

**2. How shall a pilot inform the control tower that he is prepared for take-off?**

- a) Ready for take-off
- b) Ready for departure or ready
- c) Ready to line-up
- d) Ready to go

**3. What does the phrase "Vacate left" mean?**

- a) Give way to aircraft from the left
- b) Clear the runway immediately
- c) Hold Position on the left side of the runway
- d) Turn left to leave the runway

**4. What is the correct way for the Pilot to acknowledge that ATIS Information Golf has been received?**

- a) Information Golf received
- b) Weather Golf received
- c) We have the Information
- d) We have the ATIS Golf

**5. Shall an ATC route clearance be read back?**

- a) No, if the ATC route clearance is transmitted in a published form (e.g. Standard Instrument Departure Route/SID)
- b) Yes, unless authorized otherwise by the ATS authority concerned
- c) No, if the communication channel is overloaded
- d) No, if the content of the ATC clearance is clear and no confusion is likely to arise

**6. An aircraft is instructed to hold short of the runway-in-use. What is the correct phraseology to indicate it will follow this instruction?**

- a) Roger
- b) Holding short
- c) Will stop before
- d) Wilco

**7. RADAR instructs aircraft XY-ABC: "X-BC recycle 1015". What does this mean?**

- a) X-BC is requested to set new code 1015
- b) X-BC has been identified by SSR code 1015
- c) X-BC is requested to reselect SSR code 1015
- d) X-BC has been identified at 10:15 (UTC)

**8. To establish radio contact with "MUNCHEN GROUND" the pilot of DIBEL shall transmit the following call:**

- a) MUNCHEN GROUND DIBEL
- b) MUNCHEN GROUND THIS IS DIBEL
- c) DIBEL, MUNCHEN GROUND OVER
- d) MUNCHEN GROUND DIBEL GO AHEAD

**9. Aircraft XY-ABC has been instructed to listen on ATIS frequency 123,25, on which the aerodrome data are being broadcast What is the correct way to indicate it will follow this instruction?**

- a) X-BC monitoring 123,25
- b) Changing to 123,25 X-BC
- c) Will contact 123,25 X-BO
- d) X-BC checking 123,25

**10. On the readability scale what does "readability 3" mean?**

- a) No problem to understand
- b) Loud and dear
- c) Readable but with difficulty
- d) Unreadable

**11. When the term "scattered" is used in an aviation routine weather report (METAR), the amount of clouds covering the sky is:**

- a) More than half but less than overcast (5 to 7 octas)
- b) Sky entirely covered (8 octas)
- c) No clouds below 5.000 feet/GND
- d) half or less than half (3 to 4 octas)

**12. An aeronautical station using the identification "VOLMET" in its call sign**

- a) can be called by an aircraft in flight to obtain flight information Service
- b) executes air traffic control service to enroute aircraft
- c) is an aeronautical station operated by an airport company
- d) is a broadcasting service for the transmission of aerodrome weather reports and landing forecasts

**13. Distress is defined as**

- a) a condition concerning the safety of an aircraft or of a person on board, but which does not require immediate assistance
- b) a condition concerning the attitude of an aircraft when intercepting the localizer during an !LS-approach
- c) a condition of being threatened by serious and/or imminent danger and of requiring immediate assistance
- d) a condition concerning the safety of a person on board or within sight and requiring immediate assistance

**14. An aircraft in distress shall send the following signal by radiotelephony**

- a) DETRESFA, spoken three times
- b) MAYDAY, spoken three times
- c) PAN PAN, spoken three times
- d) URGENCY, spoken three times

**15. Which of the following frequencies is an international emergency frequency?**

- a) 122,500MHz
- b) 121,500MHz
- c) 6500 kHz
- d) 121,050MHz

**16. A signal sent by radiotelephony consisting of the spoken words PAN PAN means**

- a) the aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle
- b) imminent danger threatens the aircraft and immediate assistance is required
- c) the aircraft is diverting from the route cleared because of a thunderstorm and asks for immediate reclearance
- d) an aircraft on final approach is starting the missed approach procedure

- 17. To which frequency band do the frequencies 118,000 - 136,975 MHz of the Aeronautical Mobile Service belong?**
- a) Very high frequency
  - b) Very low frequency
  - c) Low frequency
  - d) Medium frequency
- 18. Which phenomena can influence the reception quality of VHF?**
- a) The ionosphere
  - b) Electrical discharges as they happen frequently in thunder storms
  - c) Day- and night effect
  - d) Level of aircraft and terrain elevations
- 19. The ELT transmits an emergency signal on the following frequencies**
- a) 121,5 and/or 243,0 MHz
  - b) 121,5 MHz only
  - c) 243,0 MHz only
  - d) 119,2MHz
- 20. QNH is the radio telephony Q-code to indicate:**
- a) The atmospheric pressure at aerodrome **elevation** (or at runway threshold)
  - b) The altimeter sub-scale setting to obtain elevation when on the ground
  - c) The atmospheric pressure measured at the aerodrome reference point (ARP)
  - d) The atmospheric pressure referred to the highest obstacle located on the surface of an aerodrome
- 21. What is the Q-code for "magnetic bearing to the station"?**
- a) QDM
  - b) QDR
  - c) QNE
  - d) QTE
- 22. A message concerning an aircraft being threatened by grave and imminent danger, requiring immediate assistance is called**
- a) flight safety message
  - b) distress message
  - c) urgency message
  - d) class B message
- 23. The clearance "cleared for take-off runway 03" is**
- a) an urgency message
  - b) a flight safety message
  - c) an unauthorized message
  - d) a flight regularity message
- 24. What is the correct way of spelling FRI-VOR?**
- a) Foxtrot Romeo Juliett - VOR
  - b) Foxtrot Romeo India - VOR
  - c) Fox Romeo Yankee - VOR
  - d) Fox Romeo India - VOR
- 25) When transmitting time, which time system shall be used?**
- a) Local time (LT), 24-hour clock
  - b) Local time (LT) A.M. and P.M.
  - c) No specific system, as only the minutes are normally required
  - d) Co-ordinated universal time (UTC)



**VFR ANSWERS**

Question No	Paper 1	Paper 2	Paper 3	Paper 4	Paper 5	Paper 6	Question No
1	B	D	A	B	D	D	1
2	A	A	A	A	A	B	2
3	B	D	C	D	C	D	3
4	B	B	D	A	A	A	4
5	A	B	B	C	B	B	5
6	C	D	A	B	A	B	6
7	C	B	D	C	A	C	7
8	A	D	A	B	D	A	8
9	D	C	C	A	C	A	9
10	C	D	B	B	C	C	10
11	D	D	D	C	D	D	11
12	B	D	D	A	B	D	12
13	A	C	C	C	A	C	13
14	C	D	A	D	A	B	14
15	D	C	A	D	D	B	15
16	B	C	D	B	A	A	16
17	D	A	B	D	C	A	17
18	A	B	B	A	B	D	18
19	D	A	A	A	A	A	19
20	D	D	D	D	D	B	20
21	B	B	C	C	C	A	21
22	A	C	B	B	C	B	22
23	B	A	C	C	A	B	23
24	B	A	C	A	D	B	24
25	C	C	C	B	B	D	25



**VFR ANSWERS**

Question No	Paper 1	Paper 2	Paper 3	Paper 4	Paper 5	Paper 6	Question No
1	B	D	A	B	D	D	1
2	A	A	A	A	A	B	2
3	B	D	C	D	C	D	3
4	B	B	D	A	A	A	4
5	A	B	B	C	B	B	5
6	C	D	A	B	A	B	6
7	C	B	D	C	A	C	7
8	A	D	A	B	D	A	8
9	D	C	C	A	C	A	9
10	C	D	B	B	C	C	10
11	D	D	D	C	D	D	11
12	B	D	D	A	B	D	12
13	A	C	C	C	A	C	13
14	C	D	A	D	A	B	14
15	D	C	A	D	D	B	15
16	B	C	D	B	A	A	16
17	D	A	B	D	C	A	17
18	A	B	B	A	B	D	18
19	D	A	A	A	A	A	19
20	D	D	D	D	D	B	20
21	B	B	C	C	C	A	21
22	A	C	B	B	C	B	22
23	B	A	C	C	A	B	23
24	B	A	C	A	D	B	24
25	C	C	C	B	B	D	25



**VFR ANSWERS TEST**

Question No	Paper 1	Paper 2	Paper 3	Paper 4	Paper 5	Paper 6	Question No
1							1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
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10							10
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23							23
24							24
25							25



**VFR ANSWERS TEST**

Question No	Paper 1	Paper 2	Paper 3	Paper 4	Paper 5	Paper 6	Question No
1							1
2							2
3							3
4							4
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7							7
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24							24
25							25



# ΑΕΡΟΛΕΣΧΗ ΑΓΡΙΝΙΟΥ

## Εκπαιδευτικό Κέντρο Υ.Π.Α.Μ.

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Η παρούσα έκδοση δημιουργήθηκε για λογαριασμό του εκπαιδευτικού κέντρου ΥΠΑΜ της ΑΕΡΟΛΕΣΧΗΣ ΑΓΡΙΝΙΟΥ, με σκοπό να βοηθήσει τους υποψήφιους χειριστές στις εξετάσεις της ΥΠΑ για την απόκτηση του ΠΕΡΙΟΡΙΣΜΕΝΟΥ ΠΤΥΧΙΟΥ ΡΑΔΙΟΤΗΛΕΦΩΝΙΑΣ VFR

Φυσικά είναι διαθέσιμο για όλους τους χειριστές –εκπαιδευμένους και μη – που θέλουν να πλουτίσουν ή να φρεσκάρουν τις γνώσεις τους.

Οποιοσδήποτε έχει κάτι να προτείνει για την βελτίωση της παρούσας έκδοσης μπορεί να επικοινωνήσει με το μέλος της ΑΕΡΟΛΕΣΧΗΣ ΑΓΡΙΝΙΟΥ **Κωνσταντίνο Σαμψών** στο προσωπικό του email [info@kSamson.gr](mailto:info@kSamson.gr)

Αγρίνιο - Ιούνιος 2008