

**Workbook for Restricted Operator Certificate with Aeronautical Qualification (ROC-A)**

**ENGLISH**

**Rank, First and Last Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Squadron:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

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**OPI: Regional Cadet Air Operations Standards Officer (RCA Ops Stds O)**

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**FORWORD**

1. Candidates for the Flying Scholarships will be required to operate radios as part of their flight training. The use of radios in Canada is overseen by Industry Canada’s Spectrum Management department and all operators are required to hold Restricted Radio Operator Certificate with an Aeronautical qualification (ROC-A).
2. The intent of this workbook is to further prepare candidates for the written examination required in order to obtain an ROC-A. While there is no passing mark for the completion of this workbook, taking the time to go through all the exercise will demonstrate that the candidate taken their studies seriously and have prepared adequately before the written exam. The only classes that will be given prior to the written exam, will be in the form of a review or question and answer period.
3. Candidates should have read the Industry Canada (IC) document: Study Guide for the Restricted Operator Certificate with Aeronautical Qualification (ROC-A) (RIC-21 Issue 3 dated February 2010) prior to completing this workbook.
4. In order to assist candidates in answering the questions in this workbook there are frequent references to the IC guide (RIC-21) where candidates can find further information. Some questions may have multiple references. There may be several questions covering the same material to demonstrate different ways that the information may be presented.
5. The written exam will be composed of 25 multiple choice questions, so example multiple choice questions have been placed at the end of the workbook.

**SCORING**

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| **GENERAL** | **/15** |
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| **TIME** | **/8** |
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|  |  |
| **TOTAL** | **/90** |

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| **GENERAL** |  |
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| 1. In order to obtain an ROC-A, candidates must demonstrated their competency by \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_that may include written, practical and oral exercises. *(RIC-21 pg 1 pt 3.1)* | **/1** |
| \*The term “STATION” is used to describe a place where an aeronautical radio is located. This term can mean an aircraft (referred to as an aircraft station or a station airborne) or a fixed ground based station (ground station – includes unicoms, control towers, etc…). |  |
| 1. In communications between aeronautical ground stations and aircraft stations normally the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_station has control over communications, except in a distress situation in which case \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ has control, unless they delegate control to another station. *(RIC-21 pg 3 pt 4.3, pg15 pt 6.6)* | **/2** |
| 1. Radio operators and all persons who become acquainted with radio communications are required to: *(RIC-21 pg 2 pt 4.2)* 2. Preserve the privacy of those communications. 3. Report the content of all communications overheard. 4. Listen attentively in case something important is passed on. 5. None of the above. | **/1** |
| 1. If convicted of violating the privacy of radio communications a person is liable: *(RIC-21 pg 2 pt 4.2)*   In the case of an individual, a fine not exceeding $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and/or imprisonment for a term not exceeding\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.  In the case of a corporation, a fine not exceeding $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. | **/3** |
| 1. Which of the following are considered unauthorized communications in Canada: *(RIC-21 pg 4 pt 4, pt 5)* 2. Profane or obscene language 3. False or fraudulent distress signals 4. Superfluous communications 5. All of the above | **/1** |

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| 1. In Canada, the *Radiocommunication Act* prohibits unauthorized communications or the use of an unauthorized (un-licenced) radio station. If convicted of one of the preceding offenses the sentence can be:   *(RIC-21 pg 4 pt 4.4, pt 4.5, pg 28 Appendix D)*  In the case of an individual, a fine not exceeding $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and/or imprisonment for a term not exceeding\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.  In the case of a corporation, a fine not exceeding $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. | **/3** |
| \*All radio stations in Canada must have a valid licence issue by Industry Canada except where there is an exemption in place. In Canada, aviation radios used in aircraft do not require licences, fixed ground stations however do. Perhaps you have never made the connection between your local radio station (ex: CHOM 97.7 in Montreal, CJAD 800, CKOI 96.9) and your local airports (St Jean CYJN 118.2, Bromont CZBM 122.15, Montreal CYUL 119.9), but all have licences and official radio station indicators. *(RIC-21 pg 28 Appendix D)* |  |
| 1. What are the three main items listed on a radio station licence:   *(RIC-21 pg 28 Appendix D)*   1. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 2. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 3. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/3** |
| 1. In order for a station to be licenced in Canada the actual radio equipment to be used by the station does not need to approve by IC: *(RIC-21 pg 28 Appendix D)* 2. True 3. False | **/1** |
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| **GENERAL section total** | **/15** |
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| **PRIORITY OF COMMUNICATIONS** |  |
| \*Before transmitting a communication on an aeronautical frequency it is important to remember that some types of communications take priority over others. For example if you are lost and are looking for assistance to help find your position and navigate back to your intended direction (communications relating to radio direction-finding) but another aircraft is facing grave or imminent danger (in distress) you will have to wait until the situation with the other aircraft has been resolved before you can broadcast over the frequency. |  |
| 1. The 2 most important types of radio communications (in order of priority) are:   *(RIC-21 pg 2 pt 4.1)*   1. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 2. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/2** |
| 1. Place the following communications in order of priority (numbers 1 to 10):   *(RIC-21 pg 2 pt 4.1)*   |  |  | | --- | --- | | Communication relating to radio direction-finding |  | | Government messages for which priority has been expressly requested |  | | Distress communications |  | | Flight safety messages |  | | All other aeronautical communication |  | | Meteorological messages |  | | Messages relating to the application of the United Nations Charter |  | | Flight regularity messages (relating to flight scheduling) |  | | Urgency communications |  | | Service communications relating to the workings of telecommunication service or to communications previously exchanged |  | | **/10** |
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| 1. What is the order of priority for transmission of messages in the aeronautical service from highest to lowest? *(RIC-21 pg 2 pt 4.1)* 2. Urgency, Distress, Flight Safety, Communications related to radio direction-finding, Meteorological 3. Distress, Urgency, Flight Safety, Communications related to radio direction-finding, Meteorological 4. Distress, Urgency, Flight Safety, Meteorological, Communications related to radio direction-finding 5. Distress, Urgency, Flight Safety, Communications related to radio direction-finding, Meteorological | **/1** |
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| **PRIORITY OF COMMUNICATIONS section total** | **/13** |

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| **TIME** |  |
| 1. How would you refer to the following times on the radio: *(RIC-21 pg 5 pt 5.2)* 2. Midnight:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 3. 08:00 am:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 4. 01:26 pm:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 5. 10:10 pm:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/4** |
| 1. When transmitted over the radio, the time 11:45 pm should be expressed as:   *(RIC-21 pg 5 pt 5.2)*   1. Eleven Forty Five P M. 2. Fifeteen Be For Twelve. 3. Twenty Three Forty Five. 4. None of the above. | **/1** |
| 1. \*Due to the nature of aviation, pilots will frequently work in several time zones during a single flight. Pilots in different time zones could also be talking on the same frequency and even be flying to the same destination, therefore to avoid confusion all times are converted to the same time zone: the time zone used can be referred to in three ways, they are: *(RIC-21 pg 5 pt 5.2)* 2. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 3. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 4. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/3** |
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| **TIME section total** | **/8** |

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| **THE PHONETIC ALPHABET**  *(the phonetic alphabet can be found on page 6 of the RIC-21)* |  |
| \*In Canada aircraft call signs are assigned by Transport Canada *(RIC-21 pg 8 pt 5.6)*. The call sign is usually visible on the outside of the aircraft and begins with “C-” followed by four letters the first of which is “F”, “G” or “I”. Calls signs that begin with the letter I such as C-Ixxx are reserved for ultralight and homebuilt aircraft. When flying in Canadian airspace the first letter (C) is not normally pronounced. |  |
| 1. What is the spelling of the word G-L-I-D-E-R using the phonetic alphabet? 2. Golf Lima India Delta Echo Roger. 3. Golf Lima India Delta Echo Romeo. 4. Gold Lima India Delta Echo Roger. 5. Golf Lima Indigo Delta Echo Romeo. | **/1** |
| 1. What is the spelling of the word M-I-S-S-I-O-N using the phonetic alphabet? 2. Motel India Sierra Sierra India Oscar November 3. Mike India Sierra Sierra India Oscar November 4. Motel Indigo Sierra Sierra Indigo Oscar November 5. Mike Indigo Sierra Sierra Indigo Oscar November | **/1** |
| 1. Write out the word “BAGEL” using the phonetic alphabet:   \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/1** |
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| **THE PHONETIC ALPHABET section total** | **/3** |

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| **NUMBERS (with or without decimals)** |  |
| \*While the number 3000 could be spoken as “TREE **TOU**-SAND”, the number 300 would be “TREE ZE-RO ZE-RO” AND NOT “TREE **HUN**-dred”. The term “hundred” is usually only used when referring to altitudes such as “the clouds are at three hundred feet” or “Cessna Charlie Golf November is currently at Eight hundred feet and climbing”. |  |
| 1. The altimeter setting 29.92 is spoken phonetically as: *(RIC-21 pg 7 pt 5.4)* 2. TOO NIN-er DAY-SEE-MAL NIN-er TOO. 3. TOO NIN-er DECIMAL NIN-er TOO. 4. TOO NIN-er POINT NIN-er TOO. 5. None of the above. | **/1** |
| 1. When transmitted over the radio, the altitude 5,000 should be expressed as:   *(RIC-21 pg 7 pt 5.4)*   1. Five Zero **TOU**-SAND. 2. Five Decimal Thousand. 3. Fife **TOU**-SAND. 4. Five Thousand. | **/1** |
| 1. When transmitted over the radio, the number 300 should be expressed as:   *(RIC-21 pg 7 pt 5.4)*   1. Three hundred 2. Three zero zero 3. Three nil nil 4. None of the above | **/1** |
| 1. When referring to money on the radio, the word\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ precedes the amount. (RIC-21 pg 7 pt 5.4) | **/1** |
| 1. How would you say $525.39 on the radio: *(RIC-21 pg 7 pt 5.4)*   \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/1** |
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| **NUMBERS section total** | **/5** |

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| **RADIOTELEPHONY TERMS**  *(definition for radiotelephony terms can be found on pages 25-26, Appendix B unless otherwise indicated)* |  |
| 1. Some terms that you will commonly hear on television shows are not used in aviation. What are six common expression that are not actually used in aviation telephony: *(RIC-21 pg 8 pt 5.5)* 2. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 3. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 4. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 5. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 6. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 7. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/6** |
| 1. What is the term for the following definitions:   \_\_\_\_\_\_\_\_\_\_\_: My transmission is ended and I expect a response from you.  \_\_\_\_\_\_\_\_\_\_\_: The conversation is ended and no response is expected.  \_\_\_\_\_\_\_\_\_\_\_: To acknowledge receipt of a transmission or “I have received all of your last transmission”. | **/3** |
| 1. Match the following terms to their definitions:  |  |  | | --- | --- | | PAN PAN | Silence have been imposed on the frequency | | CORRECTION | The radiotelephony urgency signal | | MAYDAY | The radiotelephone distress signal | | STANDBY | An error was made in the transmission. The correct version is… | | SEELONCE | Please wait, I will call you back | | **/5** |

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| 1. In terms of radiotelephony, what do the following terms mean:   AFFIRMATIVE:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  NEGATIVE: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/2** |
| 1. Which of the following terms means “An error has been made in this transmission. The correct version is…” 2. Say again 3. Repeat 4. Negative 5. Correction | **/1** |
| 1. Which of the following terms means “I have received all of your last transmission” 2. ROGER 3. OUT 4. OVER 5. WILCO | **/1** |
| 1. What does the term WILCO mean: 2. Communication is difficult, please repeat the last transmission 3. Your instructions received, understood and will be complied with 4. The international radiotelephony security signal. There is a concern for the general safety of an aircraft or persons. 5. None of the above | **/1** |
| 1. What is the definition of the phrase “Say Again”? 2. Let me know you have received and understood the message. 3. Your instructions received, understood, and will be complied with. 4. Repeat all, or the specified part, of this message back to me exactly as received. 5. An expression used to request the repetition of the last transmission. | **/1** |
| 1. What is the definition of the phrase “Over”? 2. My transmission has ended and no response is expected. 3. I have received your last transmission. 4. My transmission has ended and I expect a response from you. 5. None of the above. | **/1** |
| 1. What is the definition of the phrase “Acknowledge”? 2. Yes, or permission granted. 3. Let me know that you have received and understood this message. 4. My transmission has ended and I expect a response from you. 5. Proceed with your message. | **/1** |
| 1. Which of the following is not a recognized aviation radiotelephone term:   *(RIC-21 pg 8 pt 5.5)*   1. Seelonce 2. Break 3. Words twice 4. Repeat | **/1** |
| 1. What is the definition of the phrase “Go Ahead”? 2. Yes, or permission granted. 3. Let me know that you have received and understood this message. 4. My transmission has ended and I expect a response from you. 5. Proceed with your message. | **/1** |
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| **RADIO TERMS section total** | **/24** |

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| **BASIC COMMUNICATIONS** |  |
| \*There is no set distance to hold the mic when talking on the radio. Different types of microphones may have different levels of sensitivity, some radios will allow you to adjust the level of sensitivity and external factors to the mic and radio (such as ambient noise cause my engines or the wind) may force you to alter the way in which you use the microphone when transmitting. It is most important to remember to speak slowly and clearly. |  |
| 1. When transmitting a message, the radio operator should to these three things: *(RIC-21 pg 12 pt 5.7.4)*    1. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_    2. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_    3. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/3** |
| 1. Why is it important to listen to the frequency before transmitting: *(RIC-21 pg 9 pt 5.7.1, pg 12 pt 5.7.4)* 2. To ensure you will not interfere with other transmissions 3. To ensure your radio is properly functioning 4. To make sure the station you wish to call is also on the same frequency 5. To make sure the volume is loud enough before transmitting | **/1** |
| \*Call signs should be used at least on the initial call and at the end of a series of communications when ending the call. |  |
| 1. You are flying the tow plane C-FTGN and you would like to call the glider C-GCSK who is also in flight. Write down your initial call, being careful to use the phonetic alphabet: *(RIC-21 pg 12 pt 5.7.4)*  |  | | --- | |  | | **/4** |

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| 1. Which statement is true with regards to signal checks: *(RIC-21 pg 13 pt 5.7.5)* 2. When your radio is functioning in at the optimum level, you should be told “loud and clear” in response to the check 3. The check should not last more than 10 seconds to avoid frequency congestion 4. Only aircraft require signal checks 5. None of the above | **/1** |
| 1. Complete the Readability Scale below: *(RIC-21 pg 13 pt 5.7.5)*  |  |  | | --- | --- | | 1 |  | | 2 |  | | 3 |  | | 4 |  | | 5 | Excellent (perfectly readable) | | **/4** |
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| **BASIC COMMUNICATIONS section total** | **/13** |

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| **DISTRESS** |  |
| 1. A distress call is defined as: *(RIC-21 pg 14 pg 6.1)* 2. A condition of being threatened by grave and/or imminent danger and requiring immediate assistance. 3. A condition that requires immediate evacuation and/or assistance to exit an aircraft. 4. A condition concerning the safety of an aircraft or other vehicle, or of someone on board or within sight, but which does not require immediate assistance. 5. A condition that notifies other aircraft of a moderately sick or incapacitated passenger. | **/1** |
| 1. The international radiotelephony term for distress is: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and it should be repeated three times. (RIC-21 pg 14 pt 6.4) | **/1** |
| 1. Before using the aeronautical air-ground distress frequency, on which frequency should pilots first transmit their distress call: *(RIC-21 pg 14 pt 6.3)* 2. The soaring frequency for glider pilots (123.4) 3. The general use frequency for uncontrolled airspace (126.7) 4. The frequency of the closest control area 5. The frequency in use at the time. | **/1** |
| 1. What is the aeronautical air-ground distress frequency: (RIC-21 pg 14 pt 6.3) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/1** |
| 1. When dealing with grave and imminent danger apart from dealing with the transmission for a distress call pilots should also activate their ELT. What does ELT stand for: *(RIC-21 pg 16 pt 6.10)*   \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | **/1** |
| 1. Which of the following is an example of the proper format of a distress message? *(RIC-21 pg 16 pt 6.8)* 2. MAYDAY MAYDAY MAYDAY. This is Piper Foxtrot X-Ray Quebec Quebec. Piper Foxtrot X-Ray Quebec Quebec. Piper Foxtrot X-Ray Quebec Quebec. 3. MAYDAY. Piper Foxtrot X-Ray Quebec Quebec. Struck by lightning. Ditching aircraft. Position: 20 miles east of Winnipeg. Altitude: 1500 feet, airspeed: 125 knots, heading: 270 degrees. One person on board. Piper Foxtrot X-ray Quebec Quebec. 4. MAYDAY MAYDAY MAYDAY. Piper Foxtrot X-Ray Quebec Quebec. Over. 5. MAYDAY. Struck by lightning. Ditching aircraft 20 miles east of Winnipeg. X-Ray Quebec Quebec. Out. | **/1** |

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| 1. The acknowledgement of receipt of a distress message shall be given in what form? *(RIC-21 pg 17 pt 6.14)* 2. "MAYDAY", followed by the call sign of the station in distress (spoken three times), followed by "THIS IS", followed by the call sign of the station acknowledging receipt of the distress message (spoken three times), followed by "RECEIVED MAYDAY". 3. The call sign of the station acknowledging receipt of the distress message, followed by the call sign of the station in distress (spoken three times), followed by the question, "ARE YOU DECLARING AN EMERGENCY?" 4. "THIS IS", followed by the call sign of the station in acknowledging receipt of the distress message, followed by "CALLING" followed by the call sign of the station in distress, followed by the question, "ARE YOU DECLARING AN EMERGENCY?" 5. The call sign of the station in distress, followed by "THIS IS", followed by the call sign of the station acknowledging receipt of the distress message, followed by "RECEIVED MAYDAY". | **/1** |
| 1. You are operating St Jean tower and have been dealing with a distressed Cessna aircraft, call sign C-GVWT. It is now 4pm Eastern Daylight Time and the situation has been resolved. Write out the radio call to cancel the distress message (to end radio silence): *(RIC-21 pg 20 pt 6.18)*  |  | | --- | |  | | **/8** |
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| **DISTRESS section total** | **/15** |

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| **URGENCY** |  |
| 1. An urgency call is defined as: *(RIC-21 pg 14 pt 6.1)* 2. A condition of being threatened by grave and/or imminent danger and requiring immediate assistance. 3. A condition that requires immediate evacuation and/or assistance to exit an aircraft. 4. A condition concerning the safety of an aircraft or other vehicle, or of someone on board or within sight, but which does not require immediate assistance. 5. A condition that notifies other aircraft of a moderately sick or incapacitated passenger. | **/1** |
| 1. The international radiotelephony term for an urgency situation is: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and it should be repeated three times.   *(RIC-21 pg 20 pt 7.1)* | **/1** |
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| **URGENCY section total** | **/2** |