



Mitchinson Flight Center Pre-Solo Communication Quiz

Please give a detailed explanation for the questions below. Understand that all communications with ATC are to be acknowledged by the pilot and certain instructions require a readback (Ex. Hold Short). In the examples below assume acknowledgement has been made and provide your actions following acknowledgement. (For a detailed guide on radio procedures/requirements refer to the [AIM Canada](#) and [VFR Phraseology Guide](#))

At the hangar line

1. At the hangar line, you're ready to taxi to the runup area, explain what the initial radio call to "Saskatoon Ground" should be:

In the Runup Area/Taxi Instructions

2. In the runup area, after runup is complete, explain what the radio call to "Saskatoon Ground" should be:
3. You have requested taxi clearance and Ground responds with the following. Explain what you would do to comply with the clearance/instruction:
 - a. "Golf Kilo Hotel, Runway 27, Taxi Foxtrot, Contact Tower 118.3 holding short"
 - b. "Golf Kilo Hotel, Runway 15, Taxi Alpha, Stay to the right side for opposite direction Cessna, Contact Tower 118.3 holding short at Alpha"
 - c. "Golf Kilo Hotel, Runway 33, Taxi Alpha Bravo, Through the main apron at your discretion, Contact Tower 118.3 holding short"
 - d. "Golf Kilo Hotel, Runway 09, Taxi Alpha, Hold Short Runway 15/33"
 - e. "Golf Kilo Hotel, Runway 15, Taxi Alpha, Hold short of the entrance to Apron one"
 - f. "Golf Kilo Hotel, Runway 27, Give way to an ATR taxiing on Alpha for the hangar line then Taxi Foxtrot, Contact Tower 118.3 holding short"

Holding Short/Takeoff Instructions

4. You are Holding Short of the runway and are ready for takeoff, explain what the radio call to "Saskatoon Tower" should be:
5. After being cleared for takeoff, explain what actions should be followed as you enter the runway:
6. You've requested takeoff clearance and Tower responds with the following. Explain what you would do to comply with the clearance/instruction:
 - a. "Yankee Bravo India, Hold short Runway 27"
 - b. "Yankee Bravo India, at Alpha Cleared takeoff runway 15"
 - c. "Yankee Bravo India, at Bravo line up runway 09"
 - d. "Yankee Bravo India, Line up runway 33 number two for departure behind aircraft departing runway 27"
 - e. "Yankee Bravo India, cleared takeoff runway 27, Right turn for the circuit as soon as safely able"
 - f. "Yankee Bravo India, cleared takeoff runway 33, follow the Cessna ahead in the right circuit"
 - g. "Yankee Bravo India, left turnout, cleared immediate takeoff runway 27"



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Downwind, Base & Final/Landing Instructions

7. You have joined the downwind leg, explain what the radio call to “Saskatoon Tower” should be:

8. After making your downwind call, Tower responds with the following. Explain what you would do to comply with the clearance/instruction:
 - a. “Oscar Lima Kilo, number one runway 27”
 - b. “Oscar Lima Kilo, cleared touch and go runway 27, keep the base in tight”
 - c. “Oscar Lima Kilo, cleared stop and go runway 33, minimal delay”
 - d. “Oscar Lima Kilo, cleared to land runway 09, plan to exit on Foxtrot”
 - e. “Oscar Lima Kilo, number two runway 15 following a Cessna on the opposite downwind for a stop and go”
 - f. “Oscar Lima Kilo, extend your downwind, I’ll advise your base”
 - g. “Oscar Lima Kilo, number three following a Q400 on 5 mile final, Report traffic in sight”
 - h. “Oscar Lima Kilo, number two following a 737 on 5 mile final, caution wake turbulence”
 - i. “Oscar Lima Kilo, for spacing do a left 360 report re-established on downwind”

9. You are on the base leg and Tower communicates the following. Explain what you would do to comply with the clearance/instruction:
 - a. “Zulu Hotel Lima, turn direct to threshold”
 - b. “Zulu Hotel Lima, Unable touch and go due to wake turbulence, cleared to land runway 27, hold on the runway”
 - c. “Zulu Hotel Lima, cleared to land runway 33, hold short runway 27, ATR on final for runway 27 will be on a full stop”
 - d. “Zulu Hotel Lima, due to wake turbulence, cleared low approach only runway 27”
 - e. “Zulu Hotel Lima, cleared touch and go runway 15, next circuit left hand”
 - f. “Zulu Hotel Lima, cleared touch and go runway 27, on departure join a left downwind runway 33”

10. After being told to overshoot, explain what actions (in order) must be followed to perform a proper overshoot procedure.

11. You are on final for the runway and Tower communicates the following. Explain what you would do to comply with the clearance/instruction:
 - a. Mike Romeo Bravo, traffic on the runway, pull up and go around, start a left turn for the circuit as soon as safely able”
 - b. Mike Romeo Bravo, pull up and go around, climb runway heading”



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After Landing/Taxi Instructions

12. You have just touched down for a full stop landing, explain what actions should be followed during runway exit:
13. After touchdown on runway 27 Tower communicates the following. Explain what you would do to comply with the clearance/instruction:
- “India Quebec Bravo, exit Bravo without delay, taxi to the hangars, monitor ground 121.9, no need to call”
 - “India Quebec Bravo, exit Runway 15, contact ground 121.9 when off”

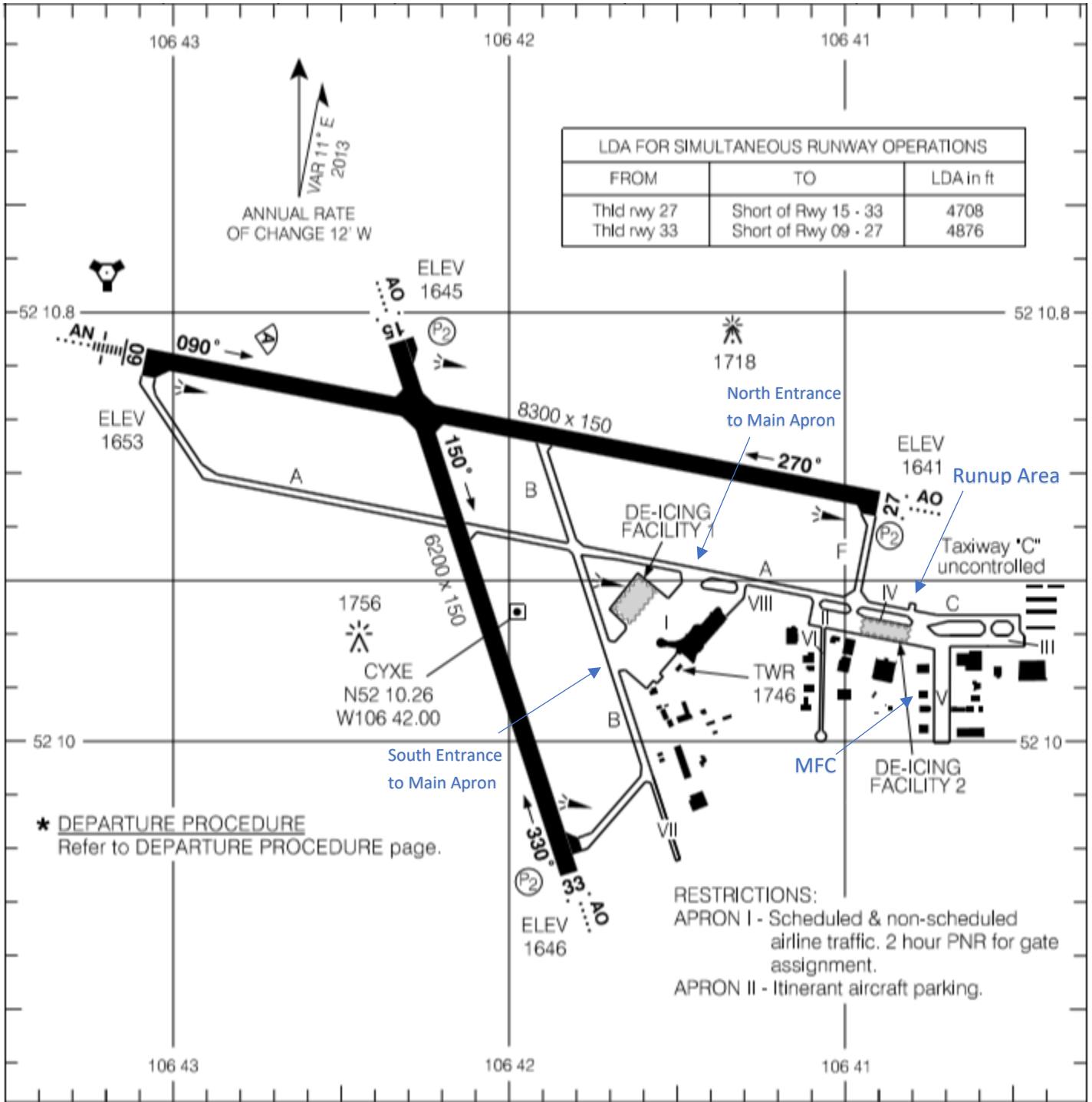
Inbound from Training Area

14. You are coming back from the Saskatoon training area, explain at what point you would contact Tower and what the radio call should be:
15. You are inbound from the Saskatoon training area and Tower communicates the following. Explain what you would do to comply with the clearance/instruction:
- “Bravo Kilo Golf, Squawk Ident”
 - “Bravo Kilo Golf, Identified two thousand nine hundred, Altimeter three zero one four, Cleared left downwind runway 27”
 - “Bravo Kilo Golf, Re-Cleared left base runway 33”
 - “Bravo Kilo Golf, Traffic ten o’clock one mile, opposite direction Cessna, report traffic in sight”

Miscellaneous Questions

16. Please explain what actions you would take in the following situations:
- Explain the difference between an ATC clearance and instruction.
 - During takeoff, you realize your airspeed indicator isn’t working.
 - En-route to the training area, Tower asks you to recycle your transponder.
 - In the circuit, Tower has just relayed traffic information to you but after carefully looking you don’t have the aircraft in sight.
 - On downwind, Tower has just given you an instruction that you do not understand.
 - On downwind abeam the runway, your engine becomes very rough and RPM drops to 2000.
 - On very short final, you’ve been cleared to land but you see a Coyote run onto the runway in front of you.
 - From the training area, Tower gives you a clearance to join a right downwind for runway 27.
 - From the training area, Tower tells you due to traffic to orbit at the railyard.
 - In the training area, you find that you can no longer transmit or receive any radio calls.
17. Are there any radio calls you have heard during your flight experience that you’ve been unsure about, if so please explain?

Saskatoon Aerodrome Chart (CYXE)



References:

- Aeronautical Information Manual (<https://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>)
- Nav Canada VFR Phraseology Guide (<http://www.navcanada.ca/en/products-and-services/pages/on-board-safety-initiatives-ats-pilot-communications.aspx>)
- From the Ground Up
- LiveATC.net (<https://www.liveatc.net/search/?icao=CYXE>)