FIA ADMISSION | WORLD STUDENT PILOT

FIA PILOT® ASIA ADMISSION 2027

ROC-A EXAM Practice

Student Pilot Admission Preparation Material



FIA PILOT® | Admission & Selection Process 2027

1. Online Application & Payment
Applications for FIA PILOT® Student Pilot Admission 2027 are open from 31 October to 15 December 2026.
Candidates must complete the official online application form and pay the required admission examination fee through **www.fiapilot.com**
The admission fee covers participation in the written examination and oral interview selection process, subject to eligibility and examination results.

2. Online Written Admission Examination
All eligible candidates must complete the online written admission examination scheduled for 9 January 2027.
The examination consists of 100 multiple-choice questions, conducted in English and based on aviation knowledge aligned with Transport Canada Private Pilot Licence (PPL) standards.

- Examination format: Online
- Total questions: 100 multiple-choice questions
- Examination duration: 120 minutes
- Minimum passing score: 60% overall
- Written examination results: 18 January 2027
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3. Oral Examination & Interview
Candidates who successfully pass the written admission examination will be eligible to proceed to the oral examination and interview, scheduled for 23–24 January 2027.
The assessment evaluates candidates across three key areas:

- Aptitude and pilot suitability assessment
- Personal interview
- Motivation and commitment review

Candidates may attend their interviews online via Zoom or in person at Thammasat University, Thailand.

4. Announcement of Final Selection Results
The final selection results will be officially announced on 27 January 2027.
Candidates may access official announcements and further admission instructions through the FIA PILOT® website at **www.fiapilot.com**

5. Aviation Medical Examination
Selected candidates must undergo the required aviation medical examination to determine their eligibility for professional pilot training.
Candidates must meet the applicable Transport Canada Category 1 Medical Certificate requirements before proceeding with flight training.
Medical examination arrangements are expected to take place between February and March 2027.

6. Offer, Enrollment & Visa Preparation
Candidates who successfully complete the required selection and medical assessment stages will proceed to the enrollment process.
This stage includes:

- Receiving an official offer letter
- Confirming acceptance and paying the required enrollment deposit
- Completing enrollment documentation
- Preparing study permit and visa applications
- Arranging international travel and pre-departure requirements

Enrollment and related preparations are expected to take place during the first half of 2027.

7. Departure & Professional Flight Training in Canada
Following completion of enrollment and approval of the necessary immigration documentation, students will travel to Canada to begin professional flight training at an approved FIA PILOT® partner flight school.
The planned arrival and training commencement period is July–December 2027.
The professional pilot training pathway includes:

- Private Pilot Licence (PPL)
- Commercial Pilot Licence (CPL)
- Flight Instructor Rating (FIR)

The estimated total training duration is 2–2.5 years, depending on individual progress, training availability, and applicable requirements.

FIA PILOT® provides an international student pilot admission and selection pathway for aspiring pilots across Asia.
Through its structured admission system, FIA PILOT® coordinates candidate assessments, selection procedures, enrollment support, and international flight training arrangements with its partner institutions.

The 2027 admission round is open to eligible applicants across Asia, including candidates with no previous flight experience.
The programme is self-funded and does not provide scholarships. All selected candidates are responsible for applicable admission, enrollment, and flight training costs. For official admission information, visit **www.fiapilot.com**

FIA PILOT® | Question Structure Framework

Written Admission Examination 2027
Examination Date: 9 January 2027
Examination Format: Online Multiple-Choice Examination
Examination Language: English

Total Questions: 100
Time Limit: 120 Minutes (2 Hours)
Passing Score: 60% Overall
Target Candidates: Aspiring student pilots, including beginners with no previous aviation experience.

Examination Standard: Aviation knowledge based on Transport Canada Private Pilot License (PPL) standards.
Part 1 : Communication & Radio
60 Questions
- ROC-A : Restricted Operator Certificate with Aeronautical Qualification: 25 Questions
- PSTAR : Pre-Solo Test on Air Regulations: 25 Questions
- ALPD : Aviation Language Proficiency Demonstration 10 Questions

Part 2 : Aviation Knowledge
40 Questions
- Air Law: 20 Questions
- Navigation: 5 Questions
- Meteorology: 5 Questions
- Aeronautics & General Knowledge: 10 Questions

Answer Key & Scoring Framework
- Total assessed questions: 100
- Question format: Multiple choice, with one correct answer per question
- Minimum passing requirement: 60% overall
- Written examination results: 18 January 2027
- Candidates who meet the passing requirement will be eligible to proceed to the oral examination and interview.

Important: The written examination consists entirely of multiple-choice questions. No additional written-response section is included in the 2027 examination structure.The admission examination is designed to assess candidates' foundational aviation knowledge and readiness to proceed to the next stage of international pilot selection.

FIA PILOT® ROC-A EXAM PRACTICE 2027
SECTION 1: RADIO COMMUNICATION (25 QUESTIONS)

Q1. What is the primary purpose of the Restricted Operator Certificate with Aeronautical Qualification (ROC-A)?
A) To authorize an individual to provide air traffic control services.
B) To qualify an individual to operate applicable aeronautical radiotelephone equipment.
C) To permit a pilot to conduct commercial flight operations.
D) To certify an aircraft's navigation and surveillance equipment.

Q2. Who is authorized to conduct an ROC-A examination in Canada?
A) Any holder of a Canadian Private Pilot Licence.
B) Any employee working at an airport.
C) An examiner accredited by the responsible Canadian radio certification authority.
D) Any aircraft maintenance engineer.

Q3. Once issued, what is the normal validity period of a Canadian ROC-A certificate?
A) It is issued for life and does not require periodic revalidation.
B) It remains valid for five years.
C) It must be renewed every two years.
D) It expires when the holder's aviation medical certificate expires.

Q4. Which type of message has the highest priority in the aeronautical radio communication service?
A) Meteorological information.
B) Flight safety information.
C) Radio direction-finding communications.
D) Distress communications.

Q5. In the established order of aeronautical communication priorities, which message category immediately follows distress communications?
A) Routine flight information.
B) Urgency communications.
C) Meteorological messages.
D) Aircraft operational messages.

Q6. Which communication category has priority immediately after distress and urgency communications?
A) Radio direction-finding communications.
B) Flight regularity messages.
C) Meteorological information.
D) Routine aeronautical communications.

Q7. A radio operator hears a private message addressed to another aircraft. Which statement correctly describes the operator's obligation?
A) The message may be disclosed if it concerns a commercial flight.
B) The message may be shared with other pilots whenever convenient.
C) The privacy of the communication must be preserved unless disclosure is specifically permitted.
D) The message becomes public information once transmitted over an aeronautical frequency.

Q8. Which of the following messages is generally exempt from the ordinary restrictions on disclosing private radiocommunications?
A) A private conversation between two aircraft operators.
B) A message concerning a company's internal business.
C) A routine message addressed to one specific aircraft.
D) A weather warning broadcast to "ALL STATIONS."

Q9. During routine communication between an aircraft station and an aeronautical ground station, which station normally controls the order and timing of transmissions?
A) The aircraft station.
B) The aeronautical ground station.
C) The station with the strongest signal.
D) The station that initiated the first transmission.

Q10. During routine communication between two aircraft stations, which station normally controls the communication?
A) The aircraft station being called.
B) The aircraft operating at the higher altitude.
C) The aircraft transmitting at the higher power setting.
D) The aircraft travelling at the greater airspeed.

Q11. Which activity is prohibited during aeronautical radio communication?
A) Using standard phonetic pronunciation.
B) Identifying the transmitting station.
C) Making unnecessary transmissions using profane or obscene language.
D) Requesting clarification of an unclear message.

Q12. Which statement correctly describes the transmission of a knowingly false distress message?
A) It is permitted for training when the frequency is not busy.
B) It is permitted if the transmission lasts less than five seconds.
C) It is permitted when no other aircraft are operating nearby.
D) It is prohibited under Canadian radio communication law.

FIA PILOT® ROC-A EXAM PRACTICE 2027
SECTION 1: RADIO COMMUNICATION (25 QUESTIONS)

Q13. Before making a routine transmission on an aeronautical frequency, what should a radio operator do?
A) Begin transmitting immediately after selecting the frequency.
B) Listen long enough to ensure the transmission will not interfere with communication already in progress.
C) Increase transmitter power to prevent another station from interrupting.
D) Repeat the aircraft call sign continuously until another station responds.

Q14. Which speaking technique is recommended for effective aeronautical radio communication?
A) Speak quickly to minimize the duration of every transmission.
B) Speak loudly and exaggerate every syllable.
C) Maintain a clear and consistent speaking rate without rushing.
D) Use a slower speaking rate only during emergency communications.

Q15. Which practice should normally be avoided when transmitting an aeronautical radio message?
A) Inserting unnecessary sounds such as "er" and "um" between words.
B) Pronouncing words clearly.
C) Maintaining a consistent speaking rhythm.
D) Using the standard phonetic alphabet when necessary.

Q16. In aeronautical radio communication, how should 4:30 p.m. be expressed using the 24-hour clock system?
A) 0430.
B) 1230.
C) 1430.
D) 1630.

Q17. What does "ZULU" indicate when used with a time in aeronautical communication?
A) The local time at the destination aerodrome.
B) The aircraft's departure time zone.
C) Coordinated Universal Time (UTC).
D) The local time at the transmitting station.

Q18. When both the day of the month and the time are required, how should 02:45 on the 24th day of the month be expressed as a six-digit group?
A) 022445.
B) 240245.
C) 245024.
D) 240145.

Q19. Which spelling is correct for the letter A in the international aeronautical phonetic alphabet?
A) Alfa.
B) Alpha.
C) Alfo.
D) Alta.

Q20. Which phonetic word represents the letter J?
A) Juliet.
B) Julian.
C) Jupiter.
D) Juliett.

Q21. Which word represents the letter Q in the international phonetic alphabet?
A) Queen.
B) Quebec.
C) Quarto.
D) Quest.

Q22. A Canadian private aircraft is registered C-FMKT. Which phonetic sequence correctly identifies the last four letters of its registration?
A) Foxtrot November Kilo Tango.
B) Foxtrot Mike Charlie Tango.
C) Foxtrot Mike Kilo Tango.
D) Charlie Foxtrot Mike Kilo.

Q23. Which pronunciation is used for the digit 9 in standard aeronautical radiotelephony?
A) Niner.
B) Nine.
C) Nineteen.
D) Nin-er-zero.

Q24. How should the frequency 121.5 MHz normally be transmitted?
A) "One hundred twenty-one point five."
B) "Twelve one point five."
C) "One twenty-one five."
D) "One two one decimal five."

Q25. How should a heading of 005 degrees be expressed in standard aeronautical phraseology?
A) "Heading five degrees."
B) "Heading zero zero five."
C) "Heading zero five zero."
D) "Heading five zero zero."

ANSWER KEY

SECTION 1: RADIO COMMUNICATION (25 QUESTIONS)

ANSWER KEY

Q1: B, Q2: C, Q3: A, Q4: D, Q5: B, Q6: A, Q7: C, Q8: D, Q9: B, Q10: A, Q11: C, Q12: D, Q13: B, Q14: C, Q15: A, Q16: D, Q17: C, Q18: B, Q19: A, Q20: D, Q21: B, Q22: C, Q23: A, Q24: D, Q25: B

ANSWER EXPLANATIONS

Q1: ROC-A CERTIFICATION: The ROC-A establishes the operator qualification for applicable aeronautical radiotelephone equipment. It does not authorize a person to exercise pilot or air traffic controller privileges.

Q2: ACCREDITED EXAMINERS: ROC-A examinations are conducted by accredited examiners. A pilot license or aviation employment alone does not establish authorization to conduct ROC-A examinations.

Q3: CERTIFICATE VALIDITY: ROC-A certificates are normally issued for life and do not require periodic revalidation.

Q4: DISTRESS PRIORITY: Distress communications receive absolute priority over all other aeronautical transmissions because they concern grave or imminent danger requiring immediate assistance.

Q5: URGENCY PRIORITY: Urgency communications rank immediately below distress communications and above all other routine and operational messages.

Q6: RADIO DIRECTION-FINDING PRIORITY: Radio direction-finding communications follow distress and urgency in the established aeronautical communication priority order.

Q7: COMMUNICATION PRIVACY: Radio operators must preserve the privacy of communications and may disclose their contents only under applicable legal exceptions.

Q8: ALL-STATIONS BROADCAST: Messages such as general weather warnings addressed to all stations are not subject to the same privacy restrictions as private communications.

Q9: GROUND STATION CONTROL: In routine aircraft-to-ground communication, the ground station normally controls transmission timing, frequency selection, and communication order. Distress and urgency procedures are exceptions.

Q10: AIRCRAFT-TO-AIRCRAFT CONTROL: When two aircraft stations communicate directly, the station being called normally controls the communication.

Q11: PROHIBITED RADIO COMMUNICATION: Unnecessary transmissions and profane or obscene language are prohibited on aeronautical frequencies.

Q12: FALSE DISTRESS SIGNALS: Knowingly transmitting a false or fraudulent distress message is prohibited because it can disrupt emergency services and legitimate communications.

Q13: FREQUENCY MONITORING: Operators must listen before transmitting to reduce the risk of interfering with messages already being exchanged.

Q14: SPEECH TRANSMISSION TECHNIQUE: A clear, steady speaking rate improves intelligibility and allows the receiving operator to record important information accurately.

Q15: COMMUNICATION DISCIPLINE: Unnecessary filler words can reduce message clarity. Standard radio communication should be concise, controlled, and intelligible.

Q16: 24-HOUR TIME FORMAT: The 24-hour clock expresses 4:30 p.m. as 1630, eliminating ambiguity between morning and afternoon times.

Q17: ZULU TIME: Zulu time is Coordinated Universal Time (UTC), which provides a common time reference for international aviation operations.

Q18: DATE AND TIME GROUP: A six-digit date-and-time group begins with the two-digit day of the month, followed by four digits representing the time. Therefore, the 24th day at 02:45 is 240245.

Q19: ALFA: The internationally standardized spelling is "Alfa," rather than the conventional English spelling "Alpha."

Q20: JULIETT: The correct standardized phonetic word for J is "Juliett," with two final letters T.

Q21: QUEBEC: The letter Q is represented by "Quebec" in the international phonetic alphabet.

Q22: AIRCRAFT REGISTRATION: The final four letters of C-FMKT are F, M, K, and T, pronounced Foxtrot, Mike, Kilo, and Tango.

Q23: NINER: The digit 9 is pronounced "Niner" to improve intelligibility and reduce the possibility of confusion with other spoken numbers.

Q24: FREQUENCY PRONUNCIATION: Radio frequencies are transmitted using individual digits with the word "decimal" representing the decimal point.

Q25: THREE-DIGIT HEADINGS: Aircraft headings are expressed as three-digit groups. A heading of 005 degrees is transmitted as "Heading zero zero five."

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FIA PILOT® ROC-A EXAM PRACTICE 2027
SECTION 2: PHRASEOLOGY (25 QUESTIONS)

Q26. A ground station responds to an aircraft with the phrase "STANDBY TWO MINUTES." What does this instruction mean?
A) The aircraft must stop all movement for exactly two minutes.
B) The station requires a short pause and will resume communication after the indicated delay.
C) The pilot must repeat the previous transmission twice.
D) The aircraft has been authorized to change frequency.

Q27. A pilot acknowledges an instruction by transmitting "WILCO." What does this phrase communicate?
A) The instruction was received but not understood.
B) The pilot is unable to comply with the instruction.
C) The pilot is requesting additional information.
D) The instruction was received, understood, and will be complied with.

Q28. What does the standard radiotelephony expression "ROGER" indicate?
A) The last transmission has been received.
B) The pilot agrees with every instruction and will comply.
C) The aircraft is ready for departure.
D) The pilot requires the message to be repeated.

Q29. A radio operator cannot understand an incoming transmission because of interference. Which phrase requests repetition?
A) "I SAY AGAIN."
B) "READ BACK."
C) "SAY AGAIN."
D) "CONFIRM RECEIVED."

Q30. A pilot is repeating information for clarity or emphasis. Which expression correctly introduces the repetition?
A) "SAY AGAIN."
B) "I SAY AGAIN."
C) "DISREGARD."
D) "STANDBY."

Q31. A pilot notices an error in a radio message while speaking and intends to provide the correct information. Which procedural word is appropriate?
A) "AFFIRM."
B) "ACKNOWLEDGE."
C) "OVER."
D) "CORRECTION."

Q32. ATC requests a pilot to "READ BACK" a specific instruction. What does this require?
A) Repeat the specified instruction accurately as received.
B) Confirm the instruction using the word "ROGER" only.
C) Translate the instruction into non-technical language.
D) Ask another aircraft to confirm the information.

Q33. What does the procedural word "MONITOR" mean in an aeronautical radio instruction?
A) Transmit a message every five minutes.
B) Record the current weather conditions.
C) Listen on the specified frequency.
D) Switch off the aircraft transmitter.

Q34. A radio operator is asked a question requiring a yes-or-no answer. Which standard phrase indicates an affirmative response?
A) "WILCO."
B) "AFFIRM."
C) "ROGER."
D) "STANDBY."

Q35. What does the phrase "NEGATIVE" indicate in radiotelephony communication?
A) The message was received and understood.
B) The operator intends to comply.
C) The operator is requesting a frequency change.
D) No, the information is incorrect, or the operator does not agree.

Q36. A ground station replies to an initial radio call with "GO AHEAD." What does this mean?
A) The calling station may proceed with its radio message.
B) The aircraft may begin taxiing.
C) The aircraft has received departure clearance.
D) The pilot should transmit on the emergency frequency.

Q37. At the end of a radio transmission, an operator says "OVER." What does this indicate?
A) The conversation is permanently terminated.
B) The frequency is no longer available.
C) The transmission has ended and a reply is expected.
D) The receiving station must remain silent.

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FIA PILOT® ROC-A EXAM PRACTICE 2027
SECTION 2: PHRASEOLOGY (25 QUESTIONS)

Q38. What does the procedural word "OUT" indicate?
A) The operator is requesting a response.
B) The conversation is ended and no response is expected.
C) The message should be repeated immediately.
D) The station is transferring to another frequency.

Q39. Which of the following expressions should normally be avoided in standard aeronautical radiotelephony?
A) "SAY AGAIN."
B) "READ BACK."
C) "STANDBY."
D) "OVER AND OUT."

Q40. Poor reception is making a radio message difficult to understand. What is the purpose of requesting "WORDS TWICE"?
A) To request that each word or group of words be transmitted twice.
B) To request the aircraft call sign only.
C) To ask for the complete message to be cancelled.
D) To request two separate communication frequencies.

Q41. A radio operator transmits "DISREGARD" immediately after an incorrect message. What does the receiving station understand?
A) The operator is requesting additional instructions.
B) The previous transmission should be considered as not sent.
C) The operator has acknowledged the last instruction.
D) The operator intends to terminate all future communication.

Q42. A pilot transmits "HOW DO YOU READ?" during a radio check. What information is being requested?
A) The receiving station's altitude.
B) The receiving station's identification.
C) The readability of the pilot's radio transmission.
D) The availability of a different radio frequency.

Q43. During a standardized radio readability check, a station reports readability level three. What does this indicate?
A) The transmission is unreadable.
B) The transmission is readable without difficulty.
C) The transmission is perfectly readable.
D) The transmission is readable with difficulty.

Q44. A privately registered Canadian Cessna is establishing initial radio communication. Which identification format is generally appropriate under RIC-21?
A) The aircraft manufacturer or type followed by the last four registration letters in phonetics.
B) The first two registration letters followed by the departure aerodrome.
C) The pilot's surname followed by the aircraft type.
D) The last two registration letters followed by the flight altitude.

Q45. A Canadian airline operates an aircraft under an assigned company radio call sign. Which identification format is appropriate?
A) The pilot's name followed by the aircraft manufacturer.
B) The aircraft type followed by the aircraft's cruising altitude.
C) The assigned company call sign followed by the flight number.
D) The destination airport followed by the airline name.

Q46. Which ground-station designator normally identifies the unit providing surface movement control at an airport?
A) "Centre."
B) "Ground."
C) "Departure."
D) "Arrival."

Q47. When establishing a standard single-station radio call, which station's identification should be spoken first?
A) The transmitting aircraft's identification.
B) The aircraft's destination station.
C) The nearest aircraft operating on the same frequency.
D) The station being called.

Q48. Before transmitting a routine message, a pilot notices that another station is using the intended frequency. What is the correct communication practice?
A) Wait for an appropriate break in the ongoing transmission.
B) Transmit immediately using a louder voice.
C) Interrupt using an informal phrase.
D) Repeatedly press the microphone switch until the frequency becomes clear.

FIA PILOT® ROC-A EXAM PRACTICE 2027
SECTION 2: PHRASEOLOGY (25 QUESTIONS)

Q49. A ground station hears a radio call but is uncertain whether the call was addressed to it. What should the operator normally do?
A) Immediately acknowledge the call without checking its intended recipient.
B) Respond using another aircraft's call sign.
C) Wait until the call has been repeated and its intended recipient is understood.
D) Transfer the message to another frequency without acknowledgment.

Q50. A ground station receives a call but cannot identify the calling aircraft. Which response best follows the procedures described in RIC-21?
A) "Unknown aircraft, continue your flight."
B) "STATION CALLING," followed by the ground station's identification and a request to "SAY AGAIN."
C) "ROGER," followed by an unrelated aircraft identification.
D) "OUT," without requesting clarification.

ANSWER KEY

SECTION 2: PHRASEOLOGY (25 QUESTIONS)

ANSWER KEY

Q26: B, Q27: D, Q28: A, Q29: C, Q30: B, Q31: D, Q32: A, Q33: C, Q34: B, Q35: D, Q36: A, Q37: C, Q38: B, Q39: D, Q40: A, Q41: B, Q42: C, Q43: D, Q44: A, Q45: C, Q46: B, Q47: D, Q48: A, Q49: C, Q50: B

ANSWER EXPLANATIONS

Q26: STANDBY: The station temporarily pauses the exchange and expects to resume communication after the indicated delay.

Q27: WILCO: The operator confirms that the instruction has been received, understood, and will be followed.

Q28: ROGER: Acknowledges receipt of the last transmission. It does not automatically confirm agreement or compliance.

Q29: SAY AGAIN: Requests repetition of a message or an unclear portion of a transmission.

Q30: I SAY AGAIN: Introduces the speaker's own repetition of information for clarity or emphasis.

Q31: CORRECTION: Identifies an error and introduces corrected information in a radio transmission.

Q32: READ BACK: Requires accurate repetition of the entire message or the specified portion to verify reception.

Q33: MONITOR: Instructs the recipient to listen on the specified frequency.

Q34: AFFIRM: Provides a standard affirmative response meaning yes.

Q35: NEGATIVE: Indicates a negative answer, incorrect information, or disagreement with a statement.

Q36: GO AHEAD: Invites the calling station to continue its radio message. It is not authorization for aircraft movement.
Q37: OVER: Indicates that the current transmission has ended and a response is expected.

Q38: OUT: Indicates that the communication exchange has ended and no reply is expected.

Q39: NON-STANDARD PHRASEOLOGY: The expression "OVER AND OUT" is inappropriate because "OVER" requests a response, whereas "OUT" terminates the exchange.

Q40: WORDS TWICE: Used when reception is difficult and individual words or groups of words need to be repeated to improve intelligibility.

Q41: DISREGARD: Directs the receiving station to treat the identified transmission as though it had not been sent.

Q42: HOW DO YOU READ?: Requests a report of transmission readability rather than position, altitude, or frequency information.

Q43: READABILITY SCALE: A readability rating of three indicates that the transmitted message is readable with difficulty.

Q44: PRIVATE AIRCRAFT CALL SIGNS: Canadian private civil aircraft are normally identified by the aircraft manufacturer or type followed by the final four registration letters.

Q45: AIR CARRIER CALL SIGNS: Canadian air carriers may use an assigned company call sign followed by their flight number.

Q46: GROUND CONTROL: The designator "Ground" normally identifies the station responsible for surface movement communications.

Q47: CALLING PROCEDURE: The identification of the station being called precedes the transmitting station's identification in a standard initial radio call.

Q48: AVOIDING INTERFERENCE: Operators should monitor the frequency and wait for a suitable break before transmitting routine messages.

Q49: UNCERTAIN ADDRESSEE: If the operator cannot determine whether a call was intended for the station, the call should be repeated and understood before acknowledgment.

Q50: UNIDENTIFIED CALLING STATION: When the caller's identity is uncertain, the receiving station should use "STATION CALLING," identify itself, and request repetition.

FIA PILOT® ROC-A EXAM PRACTICE 2027

SECTION 3: RADIO TELEPHONE OPERATING (25 QUESTIONS)

Q51. A pilot is establishing communication with an aeronautical ground station using the full radiotelephone calling procedure. Which sequence is correct?
A) Station called, "THIS IS," calling station, transmitting frequency, and "OVER."
B) Calling station, "THIS IS," station called, transmitting frequency, and "OUT."
C) Transmitting frequency, station called, calling station, and "ROGER."
D) Station called, calling station, "WILCO," and transmitting frequency.

Q52. When radio conditions are good, how many times does a station normally need to state the called station's identification during an initial single-station call?
A) Four times.
B) Three times.
C) Once.
D) Twice, followed by the aircraft's altitude.

Q53. A ground station needs to broadcast a safety message to every aircraft within radio range rather than to one specific aircraft. Which form of address is appropriate?
A) "ANY AIRCRAFT."
B) "STATIONS LISTENING."
C) "AIRCRAFT NEARBY."
D) "ALL STATIONS."

Q54. A ground station makes a multiple-station call, identifying three aircraft in a specific order. Under normal RIC-21 procedures, in which order should the aircraft generally respond?
A) In order of altitude, beginning with the highest aircraft.
B) In the order in which the aircraft were called.
C) In order of airspeed, beginning with the fastest aircraft.
D) In any order chosen independently by the aircraft operators.

Q55. Which pronunciation is consistent with the numerical transmission convention in RIC-21 for the number 5,800 when transmitted as an ordinary digit group rather than as an altitude?
A) "Five eight zero zero."
B) "Five thousand eight hundred."
C) "Fifty-eight hundred."
D) "Five point eight thousand."

Q56. How should the whole-thousand number 11,000 be pronounced using the general numerical transmission rule in RIC-21?
A) "Eleven zero zero zero."
B) "One one zero zero zero."
C) "One one thousand."
D) "One thousand one hundred."

Q57. In the altitude-reporting examples provided by RIC-21, how is an altitude of 2,700 feet expressed?
A) "Altitude two seven zero zero."
B) "Two thousand seven hundred feet."
C) "Twenty-seven hundred decimal zero."
D) "Flight level two seven."

Q58. How should Flight Level 265 normally be expressed in aeronautical radio communication?
A) "Flight level two hundred sixty-five."
B) "Flight level twenty-six five."
C) "Flight level two thousand sixty-five."
D) "Flight level two six five."

Q59. A meteorological report includes the time 0920Z. Which spoken form is appropriate?
A) "Zero niner two zero Zulu."
B) "Nine twenty local."
C) "Zero nine twenty standard."
D) "Ninety-two zero Zulu."

Q60. Which transmission correctly expresses the aeronautical radio frequency 118.7 MHz?
A) "One eighteen point seven."
B) "One one eight point seventy."
C) "One one eight decimal seven."
D) "Eleven eight decimal seven."

Q61. When transmitting aircraft headings within Canadian Southern Domestic Airspace, which directional reference is normally used?
A) True north.
B) Magnetic north.
C) Grid north.
D) The aircraft's ground track without directional correction.

FIA PILOT® ROC-A EXAM PRACTICE 2027

SECTION 3: RADIO TELEPHONE OPERATING (25 QUESTIONS)

Q62. When expressing aircraft headings within Canadian Northern Domestic Airspace, which directional reference is normally used?
A) Magnetic north.
B) Compass deviation.
C) Grid north.
D) True north.

Q63. A radio operator intercepts a routine private message addressed to another aircraft. Which action is consistent with Canadian communication privacy requirements?
A) Preserve the message's confidentiality unless disclosure is legally permitted.
B) Publish the message because it was transmitted over an aviation frequency.
C) Share the message with another station for general interest.
D) Repeat the contents to passengers without authorization.

Q64. Which category of communications is normally appropriate for aeronautical radio channels?
A) Personal conversations between passengers.
B) Advertising messages unrelated to aircraft operations.
C) Messages related to aviation safety and flight regularity.
D) Informal discussions unrelated to aviation operations.

Q65. Under RIC-21, who is responsible for control of the operation of an aircraft radio station?
A) The nearest airport operator.
B) The station receiving the strongest signal.
C) Any person listening on the same frequency.
D) The pilot or another person in charge of the aircraft station.

Q66. Which type of operator qualification is generally required for a person operating applicable aeronautical radiotelephone equipment in Canada?
A) A commercial broadcasting licence.
B) A Restricted Operator Certificate with Aeronautical Qualification.
C) An amateur radio operator certificate only.
D) An aircraft maintenance licence.

Q67. Which statement correctly distinguishes an aircraft station from an aeronautical station as defined in RIC-21?
A) An aircraft station is located on board an aircraft, while an aeronautical station is generally a land station in the aeronautical mobile service.
B) An aircraft station can operate only during flight, while an aeronautical station operates only at night.
C) An aircraft station provides air traffic control services, while an aeronautical station provides aircraft maintenance.
D) An aircraft station must use satellite communication, while an aeronautical station must use VHF radio.

Q68. An aeronautical ground station providing area control centre services is generally identified by which functional designator?
A) "Ground."
B) "Delivery."
C) "Centre."
D) "Dispatch."

Q69. A station providing clearance delivery services at an airport normally uses which functional identification?
A) "Arrival."
B) "Ground."
C) "Information."
D) "Delivery."

Q70. Which ground-station designator normally identifies the ATC unit providing radar departure services?
A) "Ground."
B) "Departure."
C) "Information."
D) "Dispatch."

Q71. During an aviation communication exercise, a student must identify the unit responsible for airport surface movement control. Which station name correctly identifies this function?
A) "Toronto Ground."
B) "Toronto Centre."
C) "Toronto Arrival."
D) "Toronto Departure."

Q72. According to the RIC-21 call-sign guidance, when should an operator normally include the station's identification?
A) Only when the receiving station requests it.
B) Only during the first transmission of each flight.
C) At least when establishing initial contact and when concluding communication.
D) Only when the frequency is congested.

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SECTION 3: RADIOTELEPHONE OPERATING (25 QUESTIONS)

Q73. A radio operator states an incorrect number and immediately notices the error. Which technique correctly follows the RIC-21 correction procedure?
A) Continue transmitting and explain the error at the end of the conversation.
B) Say "CORRECTION," repeat the last correct word or phrase as appropriate, and provide the corrected information.
C) Say "ROGER" and begin a new unrelated message.
D) Say "OUT" and wait for the receiving station to discover the error.

Q74. A pilot has clearly received the first portion of a transmission but cannot understand anything following a particular phrase. Which request is most appropriate?
A) "I SAY AGAIN" followed by the unclear phrase.
B) "ROGER" followed by the final word heard.
C) "DISREGARD" followed by the complete message.
D) "SAY AGAIN ALL AFTER" followed by the last word or phrase correctly received.

Q75. Under the ground-station identification examples given in RIC-21, which designation is associated with a flight information service station?
A) "Ottawa Information."
B) "Ottawa Ground."
C) "Ottawa Delivery."
D) "Ottawa Departure."

ANSWER KEY

SECTION 3: RADIO TELEPHONE OPERATING (25 QUESTIONS)

ANSWER KEY

Q51: A, Q52: C, Q53: D, Q54: B, Q55: A, Q56: C, Q57: B, Q58: D, Q59: A, Q60: C, Q61: B, Q62: D, Q63: A, Q64: C, Q65: D, Q66: B, Q67: A, Q68: C, Q69: D, Q70: B, Q71: A, Q72: C, Q73: B, Q74: D, Q75: A

ANSWER EXPLANATIONS

Q51: INITIAL CALLING SEQUENCE: The full calling procedure identifies the receiving station first, followed by the transmitting station, frequency, and invitation to reply.

Q52: SINGLE-STATION CALL: Under good radio conditions, stating the receiving station's identification once is normally sufficient.

Q53: GENERAL RADIO CALL: "ALL STATIONS" addresses a message to stations within reception range rather than to one identified recipient.

Q54: MULTIPLE-STATION REPLIES: Stations normally respond in the order in which they were identified during a multiple-station call.

Q55: GENERAL NUMBER TRANSMISSION: RIC-21 generally requires individual digit pronunciation for ordinary number groups other than whole thousands. Thus, 5,800 is spoken as "five eight zero zero" under this convention.

Q56: WHOLE THOUSANDS: Whole thousands are expressed using the number of thousands followed by the word "thousand." The prescribed general form for 11,000 is "one one thousand."

Q57: ALTITUDE EXPRESSION: Altitudes expressed in feet above sea level normally use thousands and hundreds. The RIC-21 example for 2,700 feet is "two thousand seven hundred."

Q58: FLIGHT LEVELS: Flight levels are transmitted using individual digits. FL265 is spoken as "flight level two six five."

Q59: UTC TIME TRANSMISSION: The time 0920Z is expressed using individual digits followed by the word "Zulu."

Q60: RADIO FREQUENCY PRONUNCIATION: Radio frequencies are expressed using individual digits, with "decimal" identifying the decimal point.

Q61: SOUTHERN DOMESTIC AIRSPACE: Magnetic direction is normally used when expressing aircraft headings in Canadian Southern Domestic Airspace.

Q62: NORTHERN DOMESTIC AIRSPACE: True direction is normally used for heading references within Canadian Northern Domestic Airspace.

Q63: PRIVACY OF COMMUNICATIONS: Private intercepted communications must not be disclosed without authorization or another applicable legal basis.

Q64: PERMITTED COMMUNICATIONS: Aeronautical communication channels are intended for aviation safety, operational requirements, and flight regularity rather than unnecessary personal transmissions.

Q65: AIRCRAFT STATION CONTROL: Operation of an aircraft radio station remains under the control of the pilot or another person responsible for the station.

Q66: ROC-A REQUIREMENT: The ROC-A is the applicable operator qualification for the aeronautical radiotelephone equipment described in the Canadian certification requirements.

Q67: STATION DEFINITIONS: An aircraft station is located aboard an aircraft. An aeronautical station is generally a land station providing aeronautical mobile communications.

Q68: AREA CONTROL CENTRE: The functional designation "Centre" identifies an area control centre.

Q69: CLEARANCE DELIVERY: The word "Delivery" identifies the unit responsible for clearance delivery communications.

Q70: DEPARTURE CONTROL: "Departure" is the functional designator for a unit providing departure control services.

Q71: SURFACE MOVEMENT CONTROL: "Ground" identifies the unit responsible for surface movement communication at the aerodrome.

Q72: STATION IDENTIFICATION: RIC-21 states that station call signs should be used at least when initial contact is established and again when communication is concluded.

Q73: TRANSMISSION CORRECTIONS: The word "CORRECTION" identifies an error and introduces the corrected information. Repeating the relevant preceding phrase helps maintain clarity.

Q74: PARTIAL MESSAGE REPETITION: "SAY AGAIN ALL AFTER" requests repetition of everything following the identified last correctly received word or phrase.

Q75: FLIGHT INFORMATION SERVICE: The RIC-21 ground-station examples associate the designator "Information" with flight information service stations.

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SECTION 4: DISTRESS, URGENCY & EMERGENCY COMMUNICATIONS (25 QUESTIONS)

Q76. Which situation meets the definition of distress in the aeronautical radiocommunication service?
A) An aircraft requests a routine change of radio frequency.
B) A pilot requests updated destination weather information.
C) An aircraft is threatened by grave or imminent danger and requires immediate assistance.
D) An aircraft experiences a minor operational delay without a safety concern.

Q77. Which statement correctly describes an urgency situation in aeronautical communication?
A) A routine message concerning flight scheduling.
B) A situation affecting safety that requires urgent attention but not immediate assistance.
C) A situation requiring immediate rescue because of grave and imminent danger.
D) A message concerning normal aircraft maintenance scheduling.

Q78. Which radiotelephony signal should begin the initial communication from an aircraft declaring distress?
A) "PAN PAN" spoken once.
B) "MAYDAY" spoken once.
C) "MAYDAY RELAY" spoken twice.
D) "MAYDAY" spoken three times.

Q79. Which radiotelephony signal is used at the beginning of an initial urgency communication?
A) "PAN PAN" spoken three times.
B) "MAYDAY" spoken three times.
C) "SEELONCE MAYDAY" spoken once.
D) "ROGER" spoken twice.

Q80. A ground station is transmitting routine weather information when it receives a distress call on the same frequency. Which statement correctly describes the communication priority?
A) The weather report must be completed before the distress call can be acknowledged.
B) Both messages have equal priority.
C) Distress communication takes absolute priority over the routine transmission.
D) The distress call must be repeated on a different frequency before receiving priority.

Q81. Which VHF frequency is internationally designated as the aeronautical emergency frequency?
A) 122.2 MHz.
B) 121.5 MHz.
C) 123.2 MHz.
D) 126.7 MHz.

Q82. Under RIC-21, on which frequency should an aircraft normally initiate a distress communication?
A) The destination aerodrome's ground control frequency.
B) The nearest company's operational frequency.
C) The emergency frequency exclusively, even when another working frequency is available.
D) The air-ground frequency already in use, with other available frequencies used if communication cannot be established.

Q83. According to the RIC-21 distress calling procedure, how should the initial distress call be addressed?
A) It should not be addressed to one particular station.
B) It must be addressed exclusively to the nearest control tower.
C) It must be addressed exclusively to the airline's dispatch office.
D) It must be addressed only to the departure aerodrome.

Q84. Which information is appropriate to include in a distress message when available?
A) The pilot's training history and aircraft purchase information.
B) The aircraft's maintenance schedule and registration renewal date.
C) The nature of the distress, aircraft position, intentions, assistance required, and relevant onboard information.
D) The planned arrival time without any description of the emergency.

Q85. A distress message has been transmitted, but no acknowledgment has been received. What does RIC-21 recommend?
A) Immediately discontinue all emergency communication attempts.
B) Repeat the message continuously without allowing other stations to respond.
C) Wait until the destination aerodrome's scheduled operating hours.
D) Repeat the distress message at suitable intervals until a response is received or continued transmission is no longer feasible.

Q86. A radio station hears a distress call on its operating frequency. The station is not involved in the emergency. What should it normally do?
A) Continue routine transmissions until directly instructed to stop.
B) Cease transmissions that could interfere with distress traffic and continue monitoring.
C) Change frequency immediately without monitoring the emergency communication.
D) Request permission to transmit an unrelated operational message.

FIA PILOT® ROC-A EXAM PRACTICE 2027

SECTION 4: DISTRESS, URGENCY & EMERGENCY COMMUNICATIONS (25 QUESTIONS)

Q87. An aircraft receives an unacknowledged distress message from another aircraft that appears unable to communicate effectively. The receiving pilot believes additional help is necessary. Which distress-related procedure may be appropriate?
A) Relay the distress information using "MAYDAY RELAY."
B) Transmit a routine position report instead.
C) Disregard the message because the receiving aircraft is not itself in distress.
D) Wait until the next scheduled radio check before notifying another station.

Q88. When initiating a formal distress relay, how many times is the phrase "MAYDAY RELAY" normally transmitted at the beginning of the call?
A) Once.
B) Twice.
C) Three times.
D) Four times.

Q89. Which expression is included in the standard acknowledgment of receipt of a distress message under RIC-21?
A) "ROGER EMERGENCY."
B) "RECEIVED MAYDAY."
C) "WILCO DISTRESS."
D) "EMERGENCY CONFIRMED."

Q90. Which international expression is used by a station in distress or a station controlling distress traffic to impose radio silence?
A) "WORDS TWICE."
B) "SEELONCE FEENEE."
C) "PAN PAN."
D) "SEELONCE MAYDAY."

Q91. During a distress situation, a station other than the station controlling distress traffic determines that radio silence must be imposed to protect emergency communication. Which expression is specified by RIC-21 for this circumstance?
A) "SEELONCE DISTRESS."
B) "SEELONCE FEENEE."
C) "MAYDAY RELAY."
D) "STANDBY."

Q92. A distress situation has concluded, and the station controlling the distress traffic is notifying other stations that normal communication may resume. Which expression indicates the end of distress-related radio silence?
A) "SEELONCE MAYDAY."
B) "SEELONCE FEENEE."
C) "MAYDAY RELAY."
D) "WORDS TWICE."

Q93. After the initial distress call, additional transmissions are exchanged concerning immediate assistance to the aircraft in distress. According to RIC-21, which distress signal should normally precede these distress-traffic transmissions?
A) "PAN PAN" spoken three times.
B) "SEELONCE MAYDAY" spoken once.
C) "MAYDAY" spoken once.
D) "MAYDAY RELAY" spoken three times.

Q94. An aircraft needs to initiate an urgency communication while already communicating with an aeronautical ground station. Which frequency should normally be used first?
A) The emergency frequency 121.5 MHz in every circumstance.
B) The company dispatch frequency.
C) The aircraft's previously assigned ground frequency at the departure airport.
D) The air-ground frequency currently in use.

Q95. According to RIC-21, to whom may an initial urgency message be addressed?
A) Either a specific station or all stations.
B) Only the nearest airport control tower.
C) Only another aircraft operating on the same frequency.
D) Only the aircraft operator's company dispatch office.

Q96. Which statement correctly describes the priority of urgency communications?
A) Urgency messages have lower priority than routine flight information.
B) Urgency messages have priority over all communications except distress.
C) Urgency messages have the same priority as routine meteorological broadcasts.
D) Urgency messages have priority only when transmitted on 121.5 MHz.

Q97. A radio station hears an urgency signal but no subsequent urgency message. Under RIC-21, for how long should the station continue listening on that frequency before considering the next applicable action?
A) At least 30 seconds.
B) At least one minute.
C) At least three minutes.
D) At least ten minutes.

Q98. An aircraft previously transmitted an urgency message, but the situation has now been resolved and the requested action is no longer necessary. What should the responsible station do?
A) Wait for the certificate holder to submit a written notification before communicating again.
B) Allow the original message to remain active indefinitely.
C) Send a distress signal to indicate that the urgency has ended.
D) Cancel the urgency message as soon as it is known that further action is unnecessary.

Q99. Which statement correctly describes knowingly transmitting a false distress signal?
A) It is prohibited under Canadian radiocommunication law.
B) It is permitted during ground school demonstrations on operational frequencies.
C) It is permitted whenever the transmitting station is located outside controlled airspace.
D) It is permitted when no search and rescue unit responds.

Q100. In routine aircraft-to-ground communication, the ground station normally controls the communication exchange. During a distress or urgency situation, which statement correctly describes the exception to this rule?
A) The ground station must always retain control, regardless of the emergency.
B) Control of priority communications rests with the station initiating the distress or urgency call, unless control is appropriately delegated.
C) The nearest aircraft automatically assumes control of all emergency communication.
D) Routine communication procedures continue without any change in communication priority.

ANSWER KEY

SECTION 4: DISTRESS, URGENCY & EMERGENCY COMMUNICATIONS (25 QUESTIONS)

ANSWER KEY

Q76: C, Q77: B, Q78: D, Q79: A, Q80: C, Q81: B, Q82: D, Q83: A, Q84: C, Q85: D, Q86: B, Q87: A, Q88: C, Q89: B, Q90: D, Q91: A, Q92: B, Q93: C, Q94: D, Q95: A, Q96: B, Q97: C, Q98: D, Q99: A, Q100: B

ANSWER EXPLANATIONS

Q76: DISTRESS DEFINITION: Distress exists when an aircraft, vehicle, or person is threatened by grave or imminent danger and requires immediate assistance. It differs from ordinary operational difficulties.

Q77: URGENCY DEFINITION: An urgency condition concerns safety and requires urgent attention but does not involve an immediate need for assistance associated with a distress situation.

Q78: MAYDAY SIGNAL: The initial distress communication uses the internationally recognized signal "MAYDAY," normally repeated three times.

Q79: PAN PAN SIGNAL: The international urgency signal is "PAN PAN," normally repeated three times at the beginning of the initial urgency communication.

Q80: DISTRESS COMMUNICATION PRIORITY: Distress traffic has absolute priority. Other stations must avoid transmissions that could interfere with the emergency message.

Q81: EMERGENCY FREQUENCY: The international aeronautical VHF emergency frequency is 121.5 MHz.

Q82: INITIAL DISTRESS FREQUENCY: RIC-21 recommends initiating a distress communication on the air-ground frequency already in use. If contact cannot be established, the message may be repeated on 121.5 MHz or another available frequency.

Q83: DISTRESS CALL ADDRESSING: The initial distress call is not directed to one particular station. This allows any station receiving the call to recognize the emergency.

Q84: DISTRESS MESSAGE CONTENT: A distress message should communicate the nature of the situation, the aircraft's intentions, its position, the assistance required, and additional information useful to rescue services.

Q85: REPEATING DISTRESS MESSAGES: An unanswered distress message should be repeated at suitable intervals, leaving sufficient time between transmissions for other stations to respond.

Q86: ACTION BY OTHER STATIONS: Stations receiving distress communications must avoid interfering with the emergency and should continue monitoring the relevant frequency.

Q87: DISTRESS RELAY: A station may relay distress information when the aircraft in distress cannot transmit effectively, when further help is necessary, or when a distress call has remained unacknowledged.

Q88: MAYDAY RELAY TRANSMISSION: The formal initial distress relay begins with "MAYDAY RELAY" repeated three times to clearly identify the transmission as a distress relay.

Q89: DISTRESS ACKNOWLEDGMENT: RIC-21 includes the expression "RECEIVED MAYDAY" in the standard acknowledgment of an aircraft's distress message.

Q90: SEELONCE MAYDAY: This international expression is used by the station in distress or the station controlling distress communications to impose radio silence.

Q91: SEELONCE DISTRESS: RIC-21 identifies this expression for an appropriate station other than the distress-control station when radio silence must be imposed to protect distress traffic.

Q92: SEELONCE FEENEE: This expression indicates the termination of distress-related radio silence and allows normal communications to resume.

Q93: DISTRESS TRAFFIC IDENTIFICATION: Subsequent distress-traffic transmissions are normally preceded by "MAYDAY" spoken once, ensuring that stations recognize the messages as emergency communications.

Q94: URGENCY COMMUNICATION FREQUENCY: An initial urgency message should normally be transmitted on the air-ground frequency already in use. Other available frequencies may be used if contact cannot be established.

Q95: URGENCY MESSAGE ADDRESSEE: An urgency message may be addressed to a specific station or to all stations, depending on the circumstances and intended recipients.

Q96: URGENCY PRIORITY: Urgency communications take precedence over all other message categories except distress communications.

Q97: MONITORING AFTER AN URGENCY SIGNAL: When an urgency signal is heard without a subsequent message, RIC-21 instructs receiving stations to continue listening for at least three minutes before taking the next applicable action.

Q98: CANCELLATION OF URGENCY: Once the condition requiring urgent action no longer exists, the station responsible for the urgency message should cancel it promptly.

ANSWER KEY

SECTION 4: DISTRESS, URGENCY & EMERGENCY COMMUNICATIONS (25 QUESTIONS)

Q99: FALSE DISTRESS TRANSMISSIONS: Canadian radio communication law prohibits knowingly sending false or fraudulent distress signals. Such transmissions can disrupt legitimate emergency communications.

Q100: CONTROL OF PRIORITY COMMUNICATIONS: Although aeronautical ground stations normally control routine aircraft-to-ground communication, distress and urgency procedures provide an exception. Control rests with the station initiating the priority communication unless it is properly delegated.

REFERENCES

- Innovation, Science and Economic Development Canada (ISED) – RIC-21: Study Guide for the Restricted Operator Certificate with Aeronautical Qualification (ROC-A)
- RIC-21, Section 3: Candidate Requirements
- RIC-21, Section 4: Regulations and Communication Priorities
- RIC-21, Section 5: Operating Procedures
- RIC-21, Section 6: Emergency Communications
- RIC-21, Section 7: Urgency Communications
- RIC-21, Appendix A: Aeronautical Terms
- RIC-21, Appendix B: Procedural Words and Phrases
- Transport Canada Aeronautical Information Manual (TC AIM), Communications (COM)

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