

PRINT, CUT & STUDY

Real two-sided flashcards you can clip to your kneeboard — question on the front, answer on the back. Print once and you have the whole deck in your flight bag.

- 1 Print **double-sided** (book-style). Use heavier paper or card stock if you have it.
set to **flip on the LONG edge**
- 2 Check one sheet first — the answer should line up behind its question. If it doesn't, switch your printer to flip on the long edge and reprint.
- 3 Cut along the dashed lines. A paper cutter is fastest; scissors work fine.
- 4 Shuffle, quiz yourself, and set aside the ones you know. Round-corner punch optional.



STUDY THESE ONLINE, FREE

Same cards, tap-to-flip, with shuffle and progress tracking — great between lessons.

flightperformancecalc.com/flashcards.html

PHONETICS

Q

NATO phonetic alphabet, A through M.

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RADIO, · 01

PHONETICS

Q

NATO phonetic alphabet, N through Z.

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RADIO, · 02

PHONETICS

Q

How are the numbers 3, 5, and 9 spoken on the radio?

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RADIO, · 03

PHRASEOLOGY

Q

What are the four parts of an initial radio call?

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RADIO, · 04

PHRASEOLOGY

Q

Define Roger, Wilco, Affirmative, and Negative.

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RADIO, · 05

PHRASEOLOGY

Q

Define "Say again," "Standby," "Unable," and "Say intentions."

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RADIO, · 06

ATIS

Q

What is ATIS and how do you use it?

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RADIO, · 07

WEATHER

Q

ASOS vs AWOS?

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RADIO, · 08

PHONETICS

A

November, Oscar, Papa, Quebec, Romeo, Sierra, Tango, Uniform, Victor, Whiskey, X-ray, Yankee, Zulu.

RADIO, · 02

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PHONETICS

A

Alfa, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel, India, Juliett, Kilo, Lima, Mike.

RADIO, · 01

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PHRASEOLOGY

A

Who you're calling, who you are, where you are, and what you want. Example: "Palo Alto Tower, Skyhawk 12345, ten miles south, landing with information Bravo."

RADIO, · 04

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PHONETICS

A

Three = "tree," five = "fife," nine = "niner."
Digits are usually spoken individually; altitudes are grouped (e.g., "ten thousand five hundred").

RADIO, · 03

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PHRASEOLOGY

A

Say again = repeat your last transmission.
Standby = wait, I'll get back to you. Unable = I cannot comply. Say intentions = tell me what you plan to do.

RADIO, · 06

FLIGHTPERFORMANCECALC.COM

PHRASEOLOGY

A

Roger = I received all of your last transmission (it does NOT mean "yes").
Wilco = will comply. Affirmative = yes.
Negative = no.

RADIO, · 05

FLIGHTPERFORMANCECALC.COM

WEATHER

A

Automated weather stations that broadcast observations over a frequency or by phone at airports without ATIS. ASOS is the primary U.S. network (NWS/FAA); AWOS systems are often airport-owned and vary in what they report.

RADIO, · 08

FLIGHTPERFORMANCECALC.COM

ATIS

A

Automatic Terminal Information Service — a recorded loop of weather and airport information at busy fields, updated hourly and labeled with a phonetic letter ("information Alpha"). Tell ATC you "have information Alpha" on first contact.

RADIO, · 07

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TRANSPONDER

Q

What does transponder code 1200 mean?

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RADIO, · 09

TRANSPONDER

Q

Meaning of emergency codes 7500, 7600, and 7700?

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RADIO, · 10

TRANSPONDER

Q

Define "squawk," "ident," and "squawk standby."

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RADIO, · 11

LIGHT GUN

Q

STEADY GREEN light gun — in flight vs on the ground?

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RADIO, · 12

LIGHT GUN

Q

FLASHING GREEN light gun — in flight vs on the ground?

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RADIO, · 13

LIGHT GUN

Q

STEADY RED light gun — in flight vs on the ground?

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RADIO, · 14

LIGHT GUN

Q

FLASHING RED light gun — in flight vs on the ground?

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RADIO, · 15

LIGHT GUN

Q

FLASHING WHITE and ALTERNATING RED-AND-GREEN light gun signals?

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RADIO, · 16

TRANSPONDER

A

7500 = hijack/unlawful interference. 7600 = lost communications (radio failure). 7700 = emergency. Memory aid: "7500 taken alive, 7600 radio nix, 7700 going to heaven."

RADIO, · 10

FLIGHTPERFORMANCECALC.COM

TRANSPONDER

A

The standard VFR squawk code in the United States.

RADIO, · 09

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LIGHT GUN

A

In flight: cleared to land. On the ground: cleared for takeoff.

RADIO, · 12

FLIGHTPERFORMANCECALC.COM

TRANSPONDER

A

Squawk = set this transponder code. Ident = press the IDENT button to highlight your target on the controller's scope. Squawk standby = set the transponder to standby (no return transmitted).

RADIO, · 11

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LIGHT GUN

A

In flight: give way to other aircraft and continue circling. On the ground: stop.

RADIO, · 14

FLIGHTPERFORMANCECALC.COM

LIGHT GUN

A

In flight: return for landing (to be followed by a steady green). On the ground: cleared to taxi.

RADIO, · 13

FLIGHTPERFORMANCECALC.COM

LIGHT GUN

A

Flashing white (ground only): return to your starting point on the airport. Alternating red-and-green: exercise extreme caution (applies in flight and on the ground).

RADIO, · 16

FLIGHTPERFORMANCECALC.COM

LIGHT GUN

A

In flight: airport unsafe, do not land. On the ground: taxi clear of the runway in use.

RADIO, · 15

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CLEARANCES

Q

The components of an IFR clearance — the "CRAFT" mnemonic?

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RADIO, · 17

LOST COMMS

Q

VFR lost-communications procedure at a towered airport.

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RADIO, · 18

LOST COMMS

Q

IFR lost comms — how do you choose route and altitude (91.185)?

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RADIO, · 19

NON-TOWERED

Q

What is the CTAF and how is it used?

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RADIO, · 20

NON-TOWERED

Q

UNICOM vs MULTICOM?

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RADIO, · 21

SAFETY

Q

Which ATC instructions must be read back verbatim, and why?

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RADIO, · 22

PHRASEOLOGY

Q

What does "line up and wait" mean?

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RADIO, · 23

EMERGENCY

Q

What is the emergency / guard frequency?

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RADIO, · 24

LOST COMMS

A

Squawk 7600, stay clear as needed, and watch the tower for light-gun signals. Acknowledge by rocking your wings (day) or flashing your landing light (night).

RADIO, · 18

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**CLEARANCES**

A

Clearance limit, Route, Altitude, Frequency (departure), Transponder code. Copy it down and read it back.

RADIO, · 17

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**NON-TOWERED**

A

Common Traffic Advisory Frequency — the frequency for self-announcing position and intentions at a non-towered airport. It may be a UNICOM, MULTICOM, or the tower frequency when the tower is closed.

RADIO, · 20

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**LOST COMMS**

A

Route "AVE-F": Assigned, Vectored (toward), Expected, or Filed — in that priority. Altitude "MEA": fly the HIGHEST of the Minimum En route Altitude, the Expected altitude, or the Assigned altitude for each segment.

RADIO, · 19

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**SAFETY**

A

Runway hold-short instructions, runway crossings, and any clearance onto or across a runway — read back with your call sign. Verbatim readback is the primary defense against runway incursions.

RADIO, · 22

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**NON-TOWERED**

A

UNICOM = a non-government air/ground station giving advisories and services (often 122.7–123.0). MULTICOM (122.9) = used where there is no UNICOM or tower.

RADIO, · 21

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**EMERGENCY**

A

121.5 MHz — the VHF international air distress "guard" frequency. Monitor it when able; use it for emergencies or when you cannot reach ATC.

RADIO, · 24

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)**PHRASEOLOGY**

A

Taxi onto the departure runway and hold in position, ready for takeoff. It is NOT a takeoff clearance — wait for "cleared for takeoff."

RADIO, · 23

[FLIGHTPERFORMANCECALC.COM](https://flightperformancecalc.com)