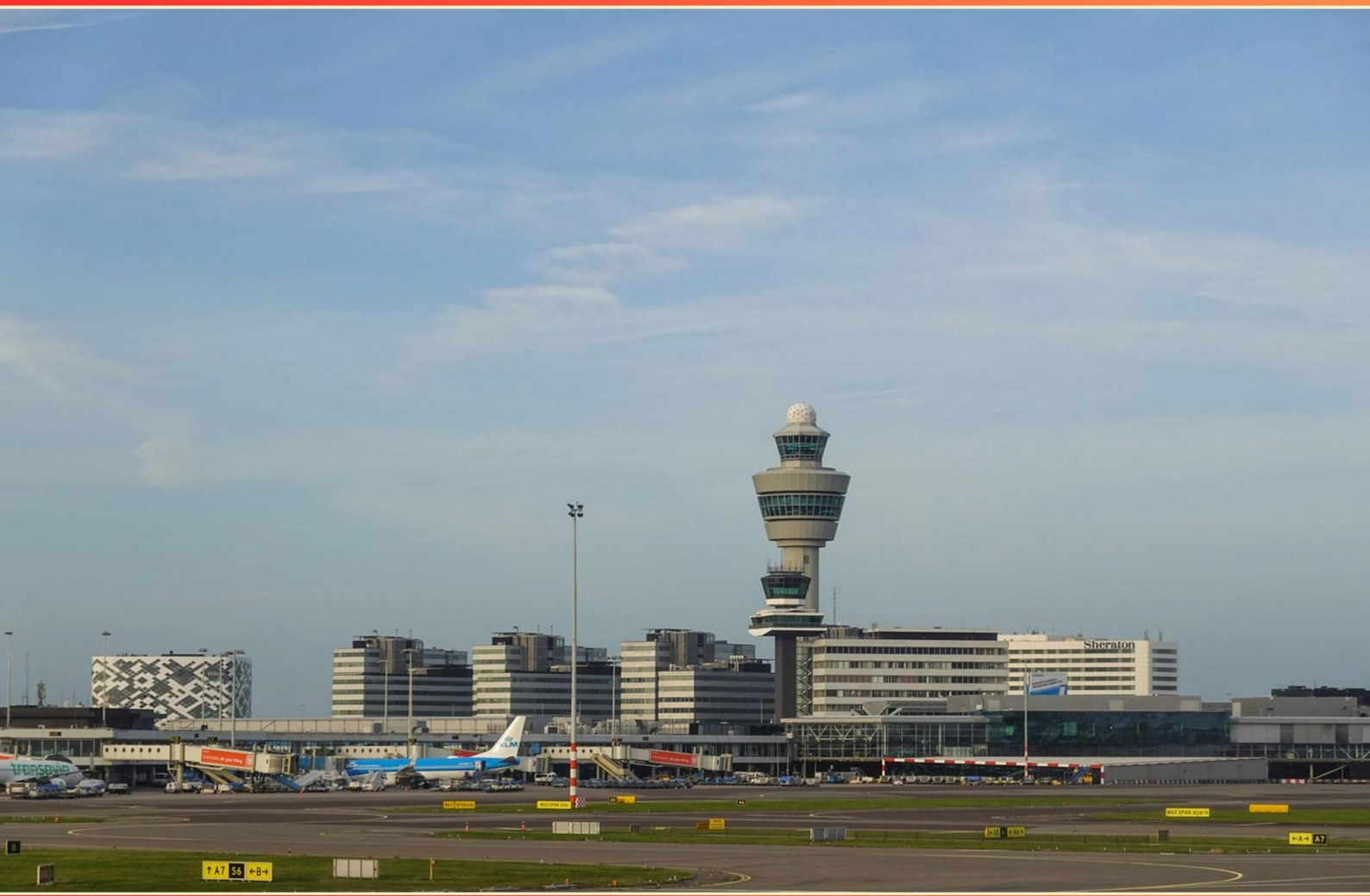
ATC TERMINAL PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://atcterminal.examzify.com

Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 16

SAMPLE

Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

SAMPLE

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

SAMPLE

Questions

SAMPLE

1. Which frequency should pilots monitor for engine startup advisories?

A. Ground control

B. Departure control

C. ATIS frequency

D. Clearance control

2. Which type of radar displays may local controllers use to provide radar advisories?

A. Certified

B. Uncertified

C. Visual

D. Enhanced

3. Which of the following should be included in braking action reports?

A. Type of aircraft, altitude

B. Type of aircraft, portion of runway

C. Weather conditions, time of day

D. Pilot's name, clearance received

4. Is the phrase "Proceed as requested" considered appropriate for directing vehicles, aircraft, or personnel?

A. True

B. False

C. Only under certain conditions

D. Only for vehicles

5. What signal indicates that an aircraft is cleared for takeoff when on the ground?

A. Steady red

B. Flashing green

C. Steady green

D. Flashing yellow

SAMPLE

6. What action is recommended if a pilot requests intersection departure?

A. Provide additional instructions

B. Automatically decline the request

C. Refer to the control tower

D. Authorize with no further checks

7. For a successful approach to SFO/ELP, what is the appropriate clearance altitude at the appropriate position?

A. 500 AGL

B. 1500 AGL

C. 3000 AGL

D. 600 AGL

8. Who handles disabled aircraft on the runway after ensuring occupants are clear?

A. Flight standards personnel

B. Airport management/military operations office personnel

C. Emergency services

D. Pilot in command

9. What is the recommended procedure for departures when volcanic ash is present?

A. Short takeoff

B. Medium takeoff

C. Rolling takeoff

D. Standard takeoff

10. What is the maximum tailwind allowed for issuing downwind takeoffs unless agreed upon by the pilot?

A. 5 knots

B. 10 knots

C. 15 knots

D. 20 knots

SAMPLE

Answers

SAMPLE

1. A
2. A
3. B
4. B
5. C
6. A
7. B
8. B
9. C
10. A

SAMPLE

Explanations

SAMPLE

1. Which frequency should pilots monitor for engine startup advisories?

A. Ground control

B. Departure control

C. ATIS frequency

D. Clearance control

Pilots should monitor Ground Control frequency for engine startup advisories because this frequency is used for communication regarding all ground operations at an airport. Ground Control provides vital instructions and information needed for taxiing, engine starts, and other pre-flight procedures while the aircraft is still on the ground. Monitoring this frequency ensures pilots receive the necessary clearances or advisories related to commencing engine operations. The other options relate to different phases of flight or functions within air traffic control. Departure Control focuses on managing aircraft once they are airborne, while ATIS (Automatic Terminal Information Service) provides essential information about the airport conditions, such as weather and active runways, but does not specifically give advisories for engine starts. Clearance Control, on the other hand, is responsible for issuing the initial clearance before departure but does not oversee the engine startup process. Thus, Ground Control is the most appropriate frequency for engine startup advisories.

2. Which type of radar displays may local controllers use to provide radar advisories?

A. Certified

B. Uncertified

C. Visual

D. Enhanced

Local controllers may use certified radar displays to provide radar advisories because these systems meet specific regulatory and safety standards set by aviation authorities. Certified radar provides accurate and reliable information that is crucial for ensuring the safety of aircraft operations in the terminal area. This type of radar is specifically designed for air traffic control purposes, featuring capabilities that support the effective monitoring and management of air traffic, including target tracking, conflict resolution, and providing pertinent information to pilots. The certification process ensures that the radar systems have been rigorously evaluated and deemed dependable for air traffic management. The other types of radar displays, such as uncertified, visual, or enhanced, do not fulfill the stringent requirements for safety and accuracy necessary for providing radar advisories to aircraft. Uncertified displays might lack the operational reliability needed for safety-critical functions, while visual displays may not provide the level of detail required for effective air traffic management. Enhanced radar systems, although potentially useful in providing additional information, may still rely on certified radar as the foundational method for issuing advisories.

SAMPLE

3. Which of the following should be included in braking action reports?

A. Type of aircraft, altitude

B. Type of aircraft, portion of runway

C. Weather conditions, time of day

D. Pilot's name, clearance received

Braking action reports are crucial for informing pilots about the runway conditions and the expected performance of their aircraft during landing or takeoff. Including the type of aircraft and the portion of the runway in these reports is vital because different aircraft types can experience varying braking performance due to differences in weight, landing gear configuration, and braking systems. Furthermore, understanding which part of the runway the report refers to allows pilots to assess localized conditions that may differ from one section to another, which can significantly influence decisions for landing, takeoff, or usage of the runway. Being informed about the specific portion of the runway is particularly significant during adverse weather conditions, such as rain, snow, or ice, where braking performance can vary considerably across different segments. Providing this information helps pilots make informed decisions about their approach and landing techniques, enhancing safety. While other provided options contain useful data, they do not directly pertain to the core focus of braking action reports. For instance, weather conditions may be relevant but are typically included in other reports and not classified under braking action specifically. Similarly, the pilot's name or clearance received does not affect the braking performance itself and is more applicable to flight regulatory communications than to runway conditions.

4. Is the phrase "Proceed as requested" considered appropriate for directing vehicles, aircraft, or personnel?

A. True

B. False

C. Only under certain conditions

D. Only for vehicles

The phrase "Proceed as requested" is not considered appropriate for directing vehicles, aircraft, or personnel due to its ambiguity. In air traffic control and similar contexts, clarity and precision are critical to ensure safety and avoid misunderstandings. This phrase does not provide specific guidance or instructions, which could lead to confusion about what exactly is being requested or expected from the concerned party. Instead, air traffic controllers and personnel are expected to use clear and explicit language to convey exact instructions. This minimizes the risk of miscommunication, particularly in high-stakes environments like air traffic operations.

5. What signal indicates that an aircraft is cleared for takeoff when on the ground?

A. Steady red

B. Flashing green

C. Steady green

D. Flashing yellow

A steady green signal is used to indicate that an aircraft is cleared for takeoff while on the ground. This signal instructs the pilot that it is safe to proceed with the takeoff. Ground operations rely on a system of visual signals to manage traffic effectively and ensure safety in the airport environment. The steady green specifically communicates to the pilot that permission has been granted to continue. Other signals hold different meanings: for example, a steady red indicates stop, and flashing yellow signals caution, typically instructing pilots to be prepared to follow instructions or take necessary action. Thus, the steady green signal is crucial for clear communication between air traffic control and pilots, ensuring safe and efficient airport operations.

SAMPLE

6. What action is recommended if a pilot requests intersection departure?

A. Provide additional instructions

B. Automatically decline the request

C. Refer to the control tower

D. Authorize with no further checks

When a pilot requests an intersection departure, it is important to provide additional instructions rather than simply accepting or denying the request without further communication. Intersection departures can affect the sequencing and safety of operations on the runway and surrounding airspace. By offering additional instructions, you ensure that the pilot understands any specific requirements or conditions that might apply, such as runway length considerations, traffic on the runway, or environmental factors. Providing these instructions helps enhance situational awareness for both the pilot and air traffic control, ultimately contributing to operational safety and efficiency. Additionally, it enables the pilot to make informed decisions regarding their departure. This thorough communication is essential in maintaining a high standard of safety in aviation operations.

7. For a successful approach to SFO/ELP, what is the appropriate clearance altitude at the appropriate position?

A. 500 AGL

B. 1500 AGL

C. 3000 AGL

D. 600 AGL

In the context of approaching San Francisco International Airport (SFO), the appropriate clearance altitude is critical for ensuring that aircraft maintain safe separation from terrain and obstacles while being guided into the terminal airspace. The choice of 1500 AGL (Above Ground Level) is aligned with standard operating procedures that help manage altitude constraints prior to reaching the airport. At this altitude, an aircraft is typically above the significant terrain and obstacles in the vicinity of the airport, allowing for a safe transition into the final approach corridor. This altitude facilitates adequate reaction time for pilots to manage their descent while also allowing air traffic control to maintain safe separation between aircraft operating in the area. The reasons for maintaining this specific altitude can include allowing for lateral separation from other aircraft, enabling the proper use of approach aids such as Instrument Landing Systems (ILS), and ensuring that the approach path is clear of any obstructions or populated areas below. While lower altitudes, such as 500 AGL or 600 AGL, may provide a closer descent to landing, they can pose risks associated with insufficient clearance from terrain and obstacles, as well as potential conflicts with other air traffic. Similarly, 3000 AGL may be unnecessarily high for an approach and could lead to inefficient flight profiles,

SAMPLE

8. Who handles disabled aircraft on the runway after ensuring occupants are clear?

A. Flight standards personnel

B. Airport management/military operations office personnel

C. Emergency services

D. Pilot in command

The correct answer regarding who handles disabled aircraft on the runway after ensuring that the occupants are clear is airport management or military operations office personnel. Once an aircraft has become disabled on the runway, it is essential that the area is secured, and the immediate safety of any occupants is ensured. After this initial safety check, it falls within the responsibilities of the airport management or military operations office personnel to coordinate the removal or handling of the aircraft. These personnel are trained and equipped to manage such situations, ensuring that disruptions to airport operations are minimized and that appropriate recovery protocols are followed. Their role includes liaising with emergency services and other relevant authorities to ensure a coordinated response to the incident, making decisions about how to best clear the runway for normal operations to resume safely. The response plan for disabled aircraft typically does not involve flight standards personnel or the pilot in command in the operational context of managing the aircraft post-evacuation, as their primary roles do not include direct recovery operations on the runway in such cases. Emergency services are critical responders but typically focus on ensuring arousal safety, providing medical assistance, and helping with evacuations rather than the logistical management of the disabled aircraft itself.

9. What is the recommended procedure for departures when volcanic ash is present?

A. Short takeoff

B. Medium takeoff

C. Rolling takeoff

D. Standard takeoff

In the context of departures when volcanic ash is present, the recommended procedure involves using a rolling takeoff. This technique is beneficial because it allows the aircraft to achieve lift-off speed more gradually while maintaining a continuous rollout, which minimizes the risk of ingesting significant amounts of volcanic ash during the takeoff phase. A rolling takeoff generally means that the aircraft builds speed continuously from the start of the runway rather than using a full stop-and-go approach. This method is particularly critical in conditions with volcanic ash, as the ash can cause engine damage and significantly reduce performance. By rolling and gradually accelerating, pilots can ensure a smoother transition into the air while being cautious of the hazardous conditions associated with volcanic ash. Other takeoff options, such as short or medium takeoffs, might not provide the same level of gradual acceleration and could risk a higher engine workload from sudden increases in thrust. A standard takeoff may also involve a more abrupt transition which could lead to more ash ingestion during the critical phase of increased thrust. Thus, the rolling takeoff is the safest and most effective technique in these challenging circumstances.

SAMPLE

10. What is the maximum tailwind allowed for issuing downwind takeoffs unless agreed upon by the pilot?

A. 5 knots

B. 10 knots

C. 15 knots

D. 20 knots

The maximum tailwind allowed for issuing downwind takeoffs without prior agreement from the pilot is indeed 5 knots. This limit is set to enhance safety and ensure that aircraft performance is not compromised during takeoff. When operating with a tailwind, an aircraft requires a longer distance to achieve the necessary lift for takeoff. If the tailwind exceeds this limit, it could significantly reduce the available runway length for the aircraft to reach takeoff speed. Limiting tailwinds to 5 knots helps mitigate this risk, allowing pilots to safely manage their takeoff performance. In contrast, allowing tailwinds beyond this threshold without pilot agreement could potentially lead to unsafe situations, particularly in smaller aircraft or in instances where runway lengths are limited. Therefore, maintaining the 5-knot standard reflects a conservative approach to ensure sufficient safety during downwind operations.

SAMPLE

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://atcterminal.examzify.com

We wish you the very best on your exam journey. You've got this!

SAMPLE