INITIAL TOWER CAB TRAINING BLOCK 3 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://initialtowercabtrainingblock3.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 15

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. When should use of another controller's airspace be coordinated for an aircraft under your control?

A. Before Entering the Other Controller's Airspace

B. After Entering the Other Controller's Airspace

C. Only After a Pilot Request

D. Prior to Entering the Other Controller's Airspace

2. What should you avoid when issuing taxi instructions?

A. Clear, direct routing with named taxiways

B. Mentioning hold-short points explicitly

C. Providing multiple route options

D. Ambiguity, vague routing, or references to uncharted or confusing taxiways

3. What phraseology is used for clearing an aircraft to the Tulsa Airport via V14?

A. Cleared To Tulsa Airport Via Victor Fourteen

B. Cleared To Tulsa Via Victor Fourteen

C. Cleared Tulsa Airport Via Victor Fourteen

D. Cleared To Tulsa Airport Direct Via Victor Fourteen

4. SVFR Operations in weather less than VFR minima are authorized when ? .

A. Request by the pilot

B. ATC authorization

C. When weather improves

D. When filed as IFR

5. Aircraft assigned an EDCT should depart as close as possible to the EDCT but not earlier than how many minutes before and not later than how many minutes after the EDCT?

A. 5 minutes before and 5 minutes after

B. 10 minutes before and 10 minutes after

C. 0 minutes before and 0 minutes after

D. 3 minutes before and 7 minutes after

SAMPLE

6. When an aircraft is responding to an RA, traffic advisories and safety alerts regarding terrain and obstructions should be provided for which aircraft?

A. The aircraft responding to the RA and all other aircraft under your control jurisdiction

B. Only the RA aircraft

C. All aircraft within radar range

D. Only aircraft on the same frequency

7. A Mandatory Occurrence Report must be made for any occurrence involving air traffic services for which the collection of associated safety related data and conditions is mandatory.

A. Safety Occurrence Report

B. Mandatory Occurrence Report

C. Operational Event Log

D. Incident Report

8. How should you control formation flight?

A. A Group of Aircraft with Independent Clearances

B. A Lead Aircraft with Followers

C. A Single Aircraft

D. A Single Airframe

9. When you receive information that an emergency landing will be made with explosive cargo aboard, inform the pilot of which areas?

A. Nearest terminal areas

B. Safest and least congested airport areas

C. Nearby fuel depots

D. All available runways

10. What is the proper action for an aborted takeoff due to an engine issue?

A. Continue the takeoff and handle engine issue in air.

B. Stop the aircraft, assist with a safe deceleration, and direct return to the gate or hold as appropriate.

C. Abort and taxi to the far end of the runway.

D. Ignore then brake at speed.

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. When should use of another controller's airspace be coordinated for an aircraft under your control?

A. Before Entering the Other Controller's Airspace

B. After Entering the Other Controller's Airspace

C. Only After a Pilot Request

D. Prior to Entering the Other Controller's Airspace

Coordinating before entering another controller's airspace ensures a safe and smooth handoff by giving the receiving controller advance information about the aircraft. When you're about to cross the boundary, you provide essential details—who the aircraft is, its current position, altitude, speed, intended route, and any anticipated altitude or heading changes. This lets the next controller assess traffic in their sector, assign or confirm a handoff, and establish who is responsible for separation as the aircraft enters their airspace. This proactive step prevents last minute changes that could lead to confusion or conflicts and supports efficient flow management. Waiting until after entry (or relying on a pilot to request coordination) can lead to delays or gaps in clearance and increased risk of conflicting instructions. Therefore, coordination is performed prior to entering the other controller's airspace.

2. What should you avoid when issuing taxi instructions?

A. Clear, direct routing with named taxiways

B. Mentioning hold-short points explicitly

C. Providing multiple route options

D. Ambiguity, vague routing, or references to uncharted or confusing taxiways

Clear and unambiguous taxi instructions are essential for safe ground movement. Avoiding ambiguity, vague routing, or references to uncharted or confusing taxiways is crucial because pilots depend on precise, standard routes to know exactly where to go and what to avoid. When instructions are clear and use named taxiways and explicit routing, the likelihood of misinterpretation, wrong turns, or inadvertently entering an active runway drops dramatically. If a hold-short point or a specific clearance is needed, state it clearly so the pilot can read back and confirm. References to unfamiliar or ambiguous taxiways create mental guesswork and increase the risk of off-path excursions or runway incursions, which is why such wording should be avoided.

3. What phraseology is used for clearing an aircraft to the Tulsa Airport via V14?

A. Cleared To Tulsa Airport Via Victor Fourteen

B. Cleared To Tulsa Via Victor Fourteen

C. Cleared Tulsa Airport Via Victor Fourteen

D. Cleared To Tulsa Airport Direct Via Victor Fourteen

The main idea here is using proper IFR clearance phraseology: you clear the aircraft to a destination and specify the route to get there. You say "Cleared to [destination] via [route]." The route in question is a Victor airway, so it's spoken as "Victor Fourteen." Saying the destination as "Tulsa Airport" helps remove ambiguity about which airport is intended, especially if a city has more than one airport or similarly named facilities. The word "to" after "Cleared" is required to indicate the destination, and "via" introduces the route to follow. Using "Direct" would imply a direct clearance not following the published airway, which isn't appropriate when you're being routed via Victor Fourteen. So the correct phrase is: Cleared to Tulsa Airport via Victor Fourteen.

SAMPLE

4. SVFR Operations in weather less than VFR minima are authorized when ? .

A. Request by the pilot

B. ATC authorization

C. When weather improves

D. When filed as IFR

Special VFR lets you fly in controlled airspace with weather below standard VFR minimums, but it isn't granted automatically. You must request it, and ATC will issue the SVFR clearance if conditions and traffic allow. So the authorization happens when the pilot requests it. If weather improves to meet VFR, you can operate under normal VFR without SVFR, and filing IFR is a separate option not required for SVFR.

5. Aircraft assigned an EDCT should depart as close as possible to the EDCT but not earlier than how many minutes before and not later than how many minutes after the EDCT?

A. 5 minutes before and 5 minutes after

B. 10 minutes before and 10 minutes after

C. 0 minutes before and 0 minutes after

D. 3 minutes before and 7 minutes after

EDCT is used to manage departure timing and sequencing for efficient air traffic flow. The allowed deviation around the EDCT is a symmetrical window of five minutes before to five minutes after. So you should depart no earlier than five minutes before and no later than five minutes after the EDCT. This balance keeps the departure sequence predictable for controllers and other aircraft while still allowing a bit of operational flexibility. Departing earlier than five minutes before would disrupt the planned sequencing, and departing more than five minutes after would delay the flow and risk congestion.

6. When an aircraft is responding to an RA, traffic advisories and safety alerts regarding terrain and obstructions should be provided for which aircraft?

A. The aircraft responding to the RA and all other aircraft under your control jurisdiction

B. Only the RA aircraft

C. All aircraft within radar range

D. Only aircraft on the same frequency

During a Resolution Advisory, traffic advisories and safety alerts about terrain and obstructions are provided to the aircraft responding to the advisory and to every other aircraft under your control jurisdiction. This ensures all pilots in the controller's airspace are aware of nearby traffic and hazards while avoidance maneuvers are being executed. The RA aircraft is actively maneuvering to resolve the conflict, but other traffic in the sector could also be affected or create a new risk, so alerts must be shared with all aircraft under the controller's control. Limiting alerts to only the RA aircraft would leave other pilots uninformed; restricting alerts to targets within radar range or only to those on the same frequency would not reflect the controller's responsibility to protect all aircraft under their control.

SAMPLE

7. A Mandatory Occurrence Report must be made for any occurrence involving air traffic services for which the collection of associated safety related data and conditions is mandatory.

A. Safety Occurrence Report

B. Mandatory Occurrence Report

C. Operational Event Log

D. Incident Report

When an event occurs in air traffic services and regulations require collecting specific safety-related data and conditions, the formal process is to file a Mandatory Occurrence Report. This designation signals that reporting is not optional; it ensures standardized data is gathered and sent to the appropriate authority for safety analysis and oversight. The other terms describe different kinds of reporting or records: a Safety Occurrence Report may cover safety issues but isn't necessarily tied to mandated data collection; an Incident Report is a general term for events without implying regulatory data requirements; an Operational Event Log is usually an internal record of operations rather than a formal regulatory report.

8. How should you control formation flight?

A. A Group of Aircraft with Independent Clearances

B. A Lead Aircraft with Followers

C. A Single Aircraft

D. A Single Airframe

Controlling formation flight is done by managing a single aircraft—the lead. The lead sets the course, altitude, and speed, and the other aircraft adjust to maintain their prescribed positions behind or beside it. Treating the formation as one unit simplifies coordination; instructions flow from the lead to the rest, so you don't issue separate clearances to each aircraft. This keeps the group synchronized and reduces the chance of miscommunication. The idea of independent clearances for multiple aircraft would fragment control, while a single airframe isn't applicable to a formation.

9. When you receive information that an emergency landing will be made with explosive cargo aboard, inform the pilot of which areas?

A. Nearest terminal areas

B. Safest and least congested airport areas

C. Nearby fuel depots

D. All available runways

When explosive cargo is aboard, the priority is to minimize exposure and give responders a clear, unobstructed area to work. Tell the pilot to head for the safest and least congested parts of the airport, where there are fewer people, less traffic, and quicker access for fire and rescue teams. This reduces potential casualties and avoids areas that could complicate suppression and evacuation efforts. Areas near terminals, crowds, or fuel depots pose serious risks, and instructing use of all runways isn't about safety in an emergency—it's about adaptability and response readiness, which can still leave hazardous zones exposed and impede rescue operations.

SAMPLE

10. What is the proper action for an aborted takeoff due to an engine issue?

A. Continue the takeoff and handle engine issue in air.

B. Stop the aircraft, assist with a safe deceleration, and direct return to the gate or hold as appropriate.

C. Abort and taxi to the far end of the runway.

D. Ignore then brake at speed.

When an engine issue is serious enough to abort during the takeoff roll, the safest course is to stop the aircraft on the runway and decelerate to a safe speed, then direct the crew to return to the gate or hold as appropriate for further action. This approach minimizes the risk of a fire, controls the situation while ground crews respond, and keeps evacuation or emergency procedures ready if needed. After stopping, the engine is shut down as per standard procedures, and the situation is assessed with ground control to decide whether to taxi to a gate for further inspection or hold short for an inspection or investigation. Continuing the takeoff with an engine problem would raise the chance of loss of control or a runway overrun, and delaying to taxi to a distant point or ignoring the issue would endanger everyone on board and on the ground. The key is to secure the aircraft quickly on the runway and coordinate with air traffic control for safe management of the situation.

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://initialtowercabtrainingblock3.examzify.com

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

SAMPLE