RADAR CONTROLLER KNOWLEDGE TEST 2 (CKT2) PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. After accepting a handoff on a nonbeacon aircraft, confirm identity by which action?

A. Advising the aircraft of its position

B. Requesting a new call sign from the pilot

C. Asking for a position report

D. Re-identifying via transponder code

2. Which facility forwards all pertinent ELT signal information to authorities?

A. Flight Data Center

B. Air Route Traffic Control Center

C. Center Weather Service Unit

D. Local ATC tower

3. Which block displays beacon code and Mode C altitude for untracked aircraft?

A. Full Data Block

B. Field E

C. Unpaired Limited Data Block (ULDB)

D. Unpaired Limited Data Block

4. The transition from FLAT Track to Free Track signifies that the aircraft is in lateral tolerance but out of longitudinal tolerance. True or False?

A. True

B. False

C. Not determinable

D. Only when altitude changes

5. Which code is used for a fast maneuvering military aircraft?

A. 7600

B. 1200

C. 4000

D. 7700

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6. Automatic track initiation may occur for aircraft with which characteristic?

A. Continuous altitude reporting

B. No beacon code

C. Discrete beacon code

D. Flight plan verification

7. An ALNOT corridor is 50 miles wide on each side of the route. How is the corridor measured?

A. 25 miles

B. 50 miles

C. 75 miles

D. 100 miles

8. The caret symbol '^' in the vertical portal could indicate that the aircraft?

A. Will hand off automatically to the next sector

B. Will Not auto-handoff and has entered another sector without a handoff being made

C. Has a misplaced beacon code

D. Is out of radar range

9. Which code is used to designate a Search and Rescue mission on radar data blocks?

A. 0000

B. 9000

C. 9999

D. 1277

10. How quickly can thunderstorm hazards affect flight?

A. Immediately.

B. In several minutes.

C. Over the course of hours.

D. After reaching weather advisory status.

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Answers

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

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Explanations

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1. After accepting a handoff on a nonbeacon aircraft, confirm identity by which action?

A. Advising the aircraft of its position

B. Requesting a new call sign from the pilot

C. Asking for a position report

D. Re-identifying via transponder code

When handling a handoff to a nonbeacon aircraft, there's no transponder code to rely on for identity. The way to confirm you're tracking the same aircraft is to verify its position directly with the pilot. By advising the aircraft of its position, you prompt the pilot to acknowledge and align with what you're seeing on radar, establishing a positive identity without needing beacon signals. Asking for a position report can work, but it introduces a need for the pilot to provide updated position data, which may not be as immediate a confirmation as simply confirming the position you've already calculated. Requesting a new call sign could create confusion and isn't a reliable method for confirming identity. Re-identifying via a transponder code isn't possible with a nonbeacon, since there's no transponder information to compare.

2. Which facility forwards all pertinent ELT signal information to authorities?

A. Flight Data Center

B. Air Route Traffic Control Center

C. Center Weather Service Unit

D. Local ATC tower

ELT distress signals trigger Search and Rescue coordination, and the center that handles coordinating SAR for its area is the one that forwards all pertinent ELT information to the responsible authorities. The Air Route Traffic Control Center collects and relays beacon data (such as identification and signal details) to the proper SAR agencies, enabling a timely response. Other facilities focus on different tasks: Flight Data Center deals with flight data, Center Weather Service Unit provides weather information, and a local ATC tower handles local air traffic control. So, the center is the correct facility for forwarding ELT information to authorities.

3. Which block displays beacon code and Mode C altitude for untracked aircraft?

A. Full Data Block

B. Field E

C. Unpaired Limited Data Block (ULDB)

D. Unpaired Limited Data Block

The thing being tested is how radar data blocks relate to whether a target has an established track. For targets that aren't being tracked, the system uses an Unpaired Limited Data Block. This block provides only the essential transponder information, which is exactly beacon code (squawk) and Mode C altitude. Those two items come from the aircraft's transponder and are the most important data you need when there isn't a continuous track to rely on, so they're shown in this limited block. A Full Data Block is used for tracked targets and contains more fields, while Field E isn't the designated block for displaying this specific pair of data.

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4. The transition from FLAT Track to Free Track signifies that the aircraft is in lateral tolerance but out of longitudinal tolerance. True or False?

A. True

B. False

C. Not determinable

D. Only when altitude changes

The key idea is that radar track status uses two tolerances: cross-track (lateral) error and along-track (longitudinal) error. When a transition from FLAT Track to Free Track occurs, it means the cross-track position is still within the allowed lateral tolerance, but the along-track position has slipped beyond the longitudinal tolerance. In other words, the track remains acceptable side-to-side, but the distance along the flight path is no longer reliably within the set limit. Altitude changes don't affect track status, so the statement is true: lateral tolerance is satisfied, longitudinal tolerance is not.

5. Which code is used for a fast maneuvering military aircraft?

A. 7600

B. 1200

C. 4000

D. 7700

The main idea here is how transponder squawk codes communicate special conditions to ATC. The four-thousand range is reserved for military operations, and the specific code 4000 is used to identify a fast maneuvering military aircraft. This lets controllers recognize that a military fast mover is in the area and requires special handling—keeping separation from civilian traffic, coordinating with military procedures, and being ready for rapid changes in speed and heading. The other codes signal different situations: 7600 means radio failure, 1200 is the standard civilian VFR code, and 7700 is an emergency. Because 4000 is the one designated for fast maneuvering military aircraft, it's the best answer.

6. Automatic track initiation may occur for aircraft with which characteristic?

A. Continuous altitude reporting

B. No beacon code

C. Discrete beacon code

D. Flight plan verification

Automatic track initiation on radar is triggered when the aircraft provides a discrete beacon code from its transponder. That unique code lets the radar system instantly recognize and separately track that target, establishing a dedicated track for the aircraft. If there is no beacon code, the radar has no unique identifier to attach to a target, so automatic track initiation cannot occur. Continuous altitude reporting is data that can accompany a tracked target but doesn't by itself initiate a track, and flight plan verification is about confirming intent rather than establishing radar tracks. Hence, the characteristic that enables automatic track initiation is having a discrete beacon code.

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7. An ALNOT corridor is 50 miles wide on each side of the route. How is the corridor measured?

A. 25 miles

B. 50 miles

C. 75 miles

D. 100 miles

The measurement is taken from the centerline of the route outward to the edge of the corridor. Since the ALNOT corridor extends 50 miles on each side, the half-width from the route to one boundary is 50 miles. So the value you would use for the corridor's width is 50 miles per side (the total across both sides would be 100 miles, but the measurement referenced is the distance from the route to an edge).

8. The caret symbol '^' in the vertical portal could indicate that the aircraft?

A. Will hand off automatically to the next sector

B. Will Not auto-handoff and has entered another sector without a handoff being made

C. Has a misplaced beacon code

D. Is out of radar range

The caret in the vertical portal signals a handoff issue: the aircraft has crossed into another sector and will not be handed off automatically. This means the target is now in a neighboring sector's airspace without an automatic transfer of radar contact. The controller must coordinate with the next sector to complete the handoff or confirm how the aircraft will be managed as it moves through the boundary. This symbol isn't about a beacon code problem or being out of radar range—the other options describe different issues that would show up with different indicators or conditions. The caret specifically flags that automatic handoff did not occur and a cross-boundary entry happened without a completed handoff.

9. Which code is used to designate a Search and Rescue mission on radar data blocks?

A. 0000

B. 9000

C. 9999

D. 1277

Radar data blocks use a four-digit code to indicate the type of operation or mission being depicted. This coding helps controllers quickly recognize the nature of the task and coordinate actions or handoffs without parsing long notes. For a Search and Rescue mission, the designated code is 1277, a distinct value that identifies SAR and flags it for appropriate response and coordination across the radar display and with involved teams. The other codes typically map to different statuses or mission types (not SAR), so they wouldn't convey the SAR intent as clearly or consistently.

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10. How quickly can thunderstorm hazards affect flight?

A. Immediately.

B. In several minutes.

C. Over the course of hours.

D. After reaching weather advisory status.

Thunderstorm hazards are felt in the air as soon as you're near or inside the storm because the storm's activity is dynamic and immediate. Inside the storm, strong updrafts and downdrafts create severe turbulence and wind shear; the gust front at the edge can bring abrupt, rapid wind shifts in seconds. Hail, lightning, and heavy precipitation begin as soon as you enter or approach the storm, and visibility can drop quickly due to heavy rain. Because convective storms evolve rapidly, there is little to no lead time before these hazards affect an aircraft. That's why thunderstorm hazards can affect flight immediately, even before a formal weather advisory status is reached.

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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://radarckt2.examzify.com

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

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