

ATC BASICS JEOPARDY PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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.

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!

Questions

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- 1. What is the key element of NOTAM D that distinguishes its importance?**
 - A. Geographical Relevance
 - B. Wide Dissemination
 - C. Immediate Notification
 - D. Technical Details
- 2. What authorizes a pilot to make intermediate stops along a route?**
 - A. Flight plan
 - B. Through clearance
 - C. Air traffic control approval
 - D. Weather briefing
- 3. Which type of approach does not provide vertical guidance?**
 - A. Precision approach
 - B. Visual approach
 - C. Non-precision approach
 - D. Instrument Approach Procedure
- 4. In air traffic control, during the position relief briefing, what does the relieving specialist indicate when stating that the verbal briefing may begin?**
 - A. Start
 - B. Review
 - C. Preview
 - D. Proceed
- 5. Which of the following instruments uses magnetic fields for directional reference?**
 - A. Gyroscopic Compass
 - B. Magnetic Compass
 - C. Accelerometer
 - D. Inclinator

- 6. Frequencies located just above a communication box on a Sectional Aeronautical Chart are used for which type of facility?**
- A. ATC
 - B. FSS
 - C. AWOS
 - D. Tower
- 7. What is intended by the flashing signal of a military airport beacon?**
- A. Indicating no-fly zones
 - B. Signaling the start of operations
 - C. Identifying military airspace
 - D. Marking a landing approach
- 8. What indicates the specific area where an aircraft is to touch down during landing?**
- A. Runway Threshold
 - B. Touchdown Zone
 - C. Landing Strip
 - D. Final Approach Area
- 9. What phrase should be used to interrupt lower priority messages for emergencies?**
- A. Standby for emergency
 - B. Attention all units
 - C. Break for emergency
 - D. Clear the frequency
- 10. What category does a B06 helicopter belong to?**
- A. Category 1
 - B. Category 2
 - C. Category 3
 - D. Category 4

Answers

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

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Explanations

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1. What is the key element of NOTAM D that distinguishes its importance?

- A. Geographical Relevance
- B. Wide Dissemination**
- C. Immediate Notification
- D. Technical Details

The significance of NOTAM D primarily arises from its characteristic of wide dissemination. This type of NOTAM is pivotal because it is distributed to a broad audience, ensuring that critical information is accessible to all relevant stakeholders, including pilots, air traffic controllers, and other aviation personnel. The information contained in NOTAM D often pertains to essential changes or hazards in the aviation environment, such as runway closures or navigational aid outages, which can significantly impact flight operations. The ability to reach a wide audience ensures that everyone is informed in a timely manner, promoting safety and operational efficiency in the airspace. Unlike other types of notices, which may focus on more specific or localized safety issues, NOTAM D's extensive distribution underscores its importance in maintaining awareness of conditions that could affect multiple flights or a larger area. This helps in preventing accidents and enhances overall situational awareness in aviation operations.

2. What authorizes a pilot to make intermediate stops along a route?

- A. Flight plan
- B. Through clearance**
- C. Air traffic control approval
- D. Weather briefing

The ability for a pilot to make intermediate stops along a route is primarily governed by the flight plan that is filed. When a flight plan is submitted, it outlines the route of flight, the intended departure and arrival points, and any intermediate stops. Typically, if a flight plan includes intermediate stops and they are approved by air traffic control, then a pilot can confidently make those stops as per the authorized route. Clearances from air traffic control will guide the pilot through the airspace safely but do not independently give authorization for intermediate stops unless specified. While weather briefings provide critical information about flying conditions, they are not related to the authorization for stops between departure and destination points. To summarize, the correct focus lies in the flight plan as the foundational document that allows for intermediate stops along a designated route.

3. Which type of approach does not provide vertical guidance?

- A. Precision approach
- B. Visual approach
- C. Non-precision approach**
- D. Instrument Approach Procedure

The non-precision approach is designed to guide aircraft to the runway primarily using horizontal positioning without providing vertical guidance. Unlike precision approaches, which utilize an Instrument Landing System (ILS) or similar technology to provide both horizontal and vertical glide path information, non-precision approaches lack that crucial vertical component. They usually rely on navigational aids such as VOR (VHF Omnidirectional Range) or NDB (Non-Directional Beacon) and typically have step-down fixes that guide pilots down to a minimum descent altitude, but they do not offer the continuous vertical profile that a precision approach provides. Visual approaches, while they do not use instrument systems for guidance, do allow pilots to see the airport and land visually, so they are not classified as approaches that lead to vertical guidance limitations in the same way as non-precision approaches. Instrument Approach Procedures also encompass a wide range of approaches, including precision and non-precision types, but this term does not inherently denote the absence of vertical guidance. Thus, the distinction of non-precision approach is clear in its lack of vertical guidance capabilities.

4. In air traffic control, during the position relief briefing, what does the relieving specialist indicate when stating that the verbal briefing may begin?

- A. Start
- B. Review
- C. Preview**
- D. Proceed

In air traffic control, when the relieving specialist states that the verbal briefing may begin, indicating "Preview" signals that they are ready to hear an overview of the current traffic situation and any pertinent information that needs to be communicated. This term denotes the start of an organized exchange of necessary operational details between the relieving and the relieved specialist. The use of "Preview" emphasizes the importance of going over the essential information, ensuring that the relieving specialist fully understands the current air traffic conditions, any ongoing situations, and special instructions. Each of the other terms—such as starting, reviewing, or proceeding—does not convey the specific context of preparing for a detailed brief of the current position operations and may imply a less formal or less structured approach to the transition of responsibilities. The clarity and precision in communication during a position relief briefing are crucial for maintaining safety and efficiency in air traffic operations.

5. Which of the following instruments uses magnetic fields for directional reference?

- A. Gyroscopic Compass
- B. Magnetic Compass**
- C. Accelerometer
- D. Inclinator

The magnetic compass uses magnetic fields for directional reference by aligning itself with the Earth's magnetic field. It consists of a magnetic needle that pivots freely and points toward magnetic north. This instrument is fundamental in navigation, allowing pilots and mariners to determine their heading relative to the Earth's magnetic poles. The ability of the compass to react to magnetic fields makes it a reliable tool for direction-finding, especially in environments where GPS signals may not be available or reliable. The other instruments mentioned either do not utilize magnetic fields or serve different purposes. The gyroscopic compass, for example, relies on the principles of gyroscopic motion rather than magnetism. An accelerometer measures changes in velocity or acceleration, and an inclinometer is used to measure angles of slope or tilt, neither of which depends on magnetic fields for their functionality.

6. Frequencies located just above a communication box on a Sectional Aeronautical Chart are used for which type of facility?

- A. ATC
- B. FSS**
- C. AWOS
- D. Tower

Frequencies situated just above a communication box on a Sectional Aeronautical Chart are indeed associated with Flight Service Stations (FSS). FSS facilities provide pilots with a variety of services, including weather briefings, flight plan services, and information about airspace and airport conditions. The communication box format helps pilots quickly identify the relevant frequencies for contacting these stations. By being at a specific location on the chart, these frequencies make it easier for pilots to obtain timely information and support during their flights. In contrast, frequencies related to other facilities like Air Traffic Control (ATC), Automated Weather Observing Systems (AWOS), and tower communications are typically organized differently or are located elsewhere on the chart, which is why they would not match the description given in the question.

7. What is intended by the flashing signal of a military airport beacon?

- A. Indicating no-fly zones
- B. Signaling the start of operations
- C. Identifying military airspace**
- D. Marking a landing approach

The flashing signal of a military airport beacon is designed to provide identification for military airspace. This type of beacon helps pilots distinguish military airports or facilities from civilian ones, ensuring that they are aware of the specific operational nature of the airspace they are entering. Military beacons typically have a unique flash pattern or color, which further aids in distinguishing them from other types of air traffic management signals. This identification is crucial for maintaining safe operations, as it notifies pilots of the need to adhere to specific protocols when flying in or near military airspace.

8. What indicates the specific area where an aircraft is to touch down during landing?

- A. Runway Threshold
- B. Touchdown Zone**
- C. Landing Strip
- D. Final Approach Area

The touchdown zone is the specific area on the runway designated for an aircraft to make contact with the ground during landing. This zone is typically the first part of the runway that is marked and is crucial for ensuring a safe landing. It is located about 1,000 feet from the beginning of the runway, extending to 2,000 feet down the runway, depending on airport specifications. The touchdown zone helps pilots know exactly where to aim for landing, contributing to a smoother descent and safer landing operation. Other terms like runway threshold refer to the beginning point of the runway, while the final approach area encompasses the segment leading up to the runway but isn't limited to the specific touchdown location. The landing strip is more of a general term and does not designate the precise area for touchdown. Understanding these distinctions is essential for effective landing procedures and runway management.

9. What phrase should be used to interrupt lower priority messages for emergencies?

- A. Standby for emergency
- B. Attention all units
- C. Break for emergency**
- D. Clear the frequency

The phrase "Break for emergency" is specifically designed to signal the urgency of an emergency communication while effectively interrupting lower priority messages. In air traffic control communication, it's vital to have a clear and standardized way to indicate that an emergency situation is occurring and that immediate attention is required. Using this phrase specifies that an urgent matter needs to be addressed promptly, thereby prioritizing the emergency message. Other options might not convey the same sense of urgency or could lead to confusion. For example, "Standby for emergency" might imply that something is coming but does not clearly indicate that the situation is immediate. "Attention all units" often signifies a general broadcast, which may not effectively interrupt ongoing communications. Similarly, "Clear the frequency" could be interpreted differently in terms of who should clear channels or might not sufficiently express that an emergency is taking precedence. The term "Break for emergency" uniquely captures the need for immediate attention and action, making it the appropriate choice in such critical situations.

10. What category does a B06 helicopter belong to?

A. Category 1

B. Category 2

C. Category 3

D. Category 4

The B06 helicopter belongs to Category 1, which generally includes small aircraft or helicopters with a maximum takeoff weight (MTOW) below a specified limit, typically around 12,500 pounds. This category is crucial because it dictates many operational parameters, such as the type of licenses required for pilots, maintenance requirements, and regulatory compliance. When classifying helicopters, the categories are based on their weight and performance characteristics. In contrast, Categories 2, 3, and 4 typically encompass larger aircraft or those with specific operational capabilities that demand more rigorous regulations. This classification impacts how pilots are trained, the complexity of operations, and operational environments that the helicopter is authorized to operate in. Understanding these categories is important for pilots and operators to ensure compliance with aviation regulations and to select the appropriate helicopter for their needs.

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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://atcbasicsjeopardy.examzify.com>

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

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