ATC INITIAL TOWER BLOCK 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

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

1. In braking action terminology, which term denotes no braking action?

A. BAD

B. ZERO

C. POOR

D. NIL

2. What is the aircraft type in MTN461's entry?

A. SF34/A

B. SF50/T

C. C172/T

D. BE58/B

3. Which Statement About Beacon Operation Is True?

A. The Beacon Is Always On From Sunrise To Sunset

B. The Beacon Is Turned On Between Sunrise And Sunset When The Weather Is Below VFR Minima

C. The Beacon Is Turned On Only When Requested

D. The Beacon Is Never Used If Visibility Is Good

4. Which combination of switch and mode preserves balance after an edit ends?

A. Overlay/End switch in Edit

B. Overlay/End switch in Overlay

C. Fwd/Rev switch in Fwd

D. Fwd/Rev switch in Edit

5. Which of the following is a correct FP string example for UAL114?

A. FP UAL114 DC10/A P1800 440 330 ELN..EPH.V2.GEG

B. FP UAL114 DC10/A 440 ELN P1800 330 ELN..EPH.V2.GEG

C. AM UAL114 DC10/A P1800 440 330 ELN.EPH.U2.GEG

D. FP UAL114 DC10/A P1800 440 ELN..EPH.U2.GEG

6. Which message instructs to remove CID 112 for UAL720?

A. SR UAL720

B. RS 112

C. RF 112

D. RD 112

7. PAPI stands for

A. Precision Approach Path Indicator

B. Positive Approach Path Indicator

C. Primary Approach Path Indicator

D. Peripheral Approach Path Indicator

8. The Approach Light System (ALS) Is Operated During Daylight Hours When Which Condition Is Met?

A. Prevailing Visibility Is 5 Miles Or Less And/Or Ceiling Is Below 1,000 Feet

B. Prevailing Visibility Is Greater Than 7 Miles

C. No Condition

D. Always On

9. Which set of lights comprises the three systems referenced by the intensity steps chart?

A. HIRL, RCLL, TDZL

B. MIRL, RCLL, ALS

C. HIRL, MIRL, TDZL

D. TDZL, MIRL, ALS

10. After being off the air for more than how many hours should ATIS resume with identification code Alpha?

A. 12

B. 8

C. 10

D. 24

Answers

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

Explanations

1. In braking action terminology, which term denotes no braking action?

A. BAD

B. ZERO

C. POOR

D. NIL

NIL denotes no braking action. In braking action terminology, these terms describe how well a runway surface will allow an aircraft to decelerate. NIL means there is effectively zero usable friction; braking provides no useful deceleration, and stopping the aircraft becomes highly uncertain and much longer than normal. Pilots may have to rely heavily on thrust reversers and other procedures, and operations may be restricted or require a longer runway. Other terms indicate that some braking action remains (good, fair, poor), so nil is the only term meaning none at all. Some other words like zero or bad aren't standard braking action terms in this context.

2. What is the aircraft type in MTN461's entry?

A. SF34/A

B. SF50/T

C. C172/T

D. BE58/B

The entry for MTN461 identifies the Saab 340 as the aircraft type, encoded as SF34/A. In this data format, SF34 denotes the Saab 340, a twin-turboprop regional airliner, and the trailing A is a variant or equipment code. This makes SF34/A the correct match for MTN461's entry because it directly reflects the type described in the record. The other options specify different aircraft types (Cirrus Vision Jet, Cessna 172, Beechcraft Baron 58) each with their own codes, which would not align with MTN461's entry.

3. Which Statement About Beacon Operation Is True?

A. The Beacon Is Always On From Sunrise To Sunset

B. The Beacon Is Turned On Between Sunrise And Sunset When The Weather Is Below VFR Minima

C. The Beacon Is Turned On Only When Requested

D. The Beacon Is Never Used If Visibility Is Good

The beacon's job is to mark the airport and make it visible to pilots, especially when visibility or cloud ceilings are poor. During daylight hours it isn't required to stay on all the time; it's turned on in the day only when the weather falls below basic VFR minima, so pilots can still locate the field in marginal conditions. This is why the statement that the beacon is turned on between sunrise and sunset when the weather is below VFR minima is the true one: it matches the rule that the beacon is active in daylight under marginal weather, and is always on at night. The other ideas—being on only when requested, or never used if visibility is good, or always on from sunrise to sunset—don't reflect how beacons are used to aid visibility and airport identification under varying weather.

4. Which combination of switch and mode preserves balance after an edit ends?

A. Overlay/End switch in Edit

B. Overlay/End switch in Overlay

C. Fwd/Rev switch in Fwd

D. Fwd/Rev switch in Edit

The balance is preserved when you end the edit in Overlay mode using the End switch. In Overlay mode, edits are layered on top of existing content rather than replacing it, so finishing with the End switch aligns the boundary of the overlay without disturbing the underlying material. This keeps the overall arrangement stable, whereas other mode-switch combinations tend to reflow or shift content at the end of the edit, breaking the balance.

5. Which of the following is a correct FP string example for UAL114?

A. FP UAL114 DC10/A P1800 440 330 ELN..EPH.V2.GEG

B. FP UAL114 DC10/A 440 ELN P1800 330 ELN..EPH.V2.GEG

C. AM UAL114 DC10/A P1800 440 330 ELN.EPH.U2.GEG

D. FP UAL114 DC10/A P1800 440 ELN..EPH.U2.GEG

The main idea here is using the correct FP string structure and field order for UAL114. A valid FP string should start with the FP header, include the flight number and aircraft type, then specify the speed, followed by the departure fix or initial waypoint, the cruising altitude block, and then the route with its waypoints ending at the destination with the appropriate airway tag. The best example follows that exact sequence: FP UAL114 DC10/A 440 ELN P1800 330 ELN..EPH.V2.GEG. It starts with FP and the correct flight information, places the speed before the route, shows the departure fix ELN, then the altitude block P1800 and the next figure, then the route ELN..EPH.V2.GEG which uses V2 to connect toward the destination GEG. The other strings diverge from this established order or use an incorrect final segment, so they don't match the expected FP formatting for this scenario.

6. Which message instructs to remove CID 112 for UAL720?

A. SR UAL720

B. RS 112

C. RF 112

D. RD 112

The key idea is recognizing how a removal instruction is conveyed in these message formats. To remove a specific CID, the message must explicitly indicate the action to remove and specify the target CID. The line that says RS 112 does exactly that: RS signals a removal action, and 112 is the CID being targeted, applied to the UAL720 situation. The other lines either reference the aircraft without performing a removal, or pair a different action code with a CID that doesn't denote removal, so they don't instruct removing CID 112.

7. PAPI stands for

A. Precision Approach Path Indicator

B. Positive Approach Path Indicator

C. Primary Approach Path Indicator

D. Peripheral Approach Path Indicator

This tests knowing what PAPI stands for and what this visual aid does. PAPI is the Precision Approach Path Indicator, a four-light system located beside the runway that gives you a visual cue about your descent path during a precision approach. The lights show a color pattern that tells you whether you're above, on, or below the ideal glide path (about a 3-degree descent). The system is specifically called Precision Approach Path Indicator, and the other phrased options aren't standard names for this equipment.

8. The Approach Light System (ALS) Is Operated During Daylight Hours When Which Condition Is Met?

A. Prevailing Visibility Is 5 Miles Or Less And/Or Ceiling Is Below 1,000 Feet

B. Prevailing Visibility Is Greater Than 7 Miles

C. No Condition

D. Always On

Approach lighting is used to give pilots stronger visual cues to locate and align with the runway, especially when visibility is compromised. In daylight hours, this system is activated when the weather reduces visibility to 5 miles or less or when the ceiling drops below 1,000 feet. In such conditions, the extra lighting helps the pilot discern the approach path and runway environment despite the reduced visibility. If visibility is better than that (and ceilings are higher than 1,000 feet), there's no need to use the ALS, so it isn't required to be on. The option describing higher visibility or keeping the lights on all the time doesn't reflect typical operational rules for ALS usage.

9. Which set of lights comprises the three systems referenced by the intensity steps chart?

A. HIRL, RCLL, TDZL

B. MIRL, RCLL, ALS

C. HIRL, MIRL, TDZL

D. TDZL, MIRL, ALS

The intensity steps chart focuses on the three runway lighting systems whose brightness levels you adjust together during operations: High-Intensity Runway Lights on the runway edges provide the brightest outlining, Runway Centerline Lighting System guides you along the centerline in low visibility, and Touchdown Zone Lights illuminate the area right after the threshold. These three systems share the same set of intensity steps, so they're grouped together in the chart. Other lighting systems, like Approach Lighting or different edge-light intensities (MIRL), aren't part of this particular trio, which is why the combination of HIRL, RCLL, and TDZL is the best fit.

10. After being off the air for more than how many hours should ATIS resume with identification code Alpha?

A. 12

B. 8

C. 10

D. 24

The concept here is how ATIS labeling works to keep pilots from using stale information. ATIS information is tagged with a sequential identifier (Alpha, Bravo, Charlie, etc.) to show which broadcast is current. When ATIS has been off the air for a long enough period that the previous data could be outdated, the restart uses Information Alpha to signal a fresh information cycle and avoid confusion with any older message still in memory on pilots' equipment. The rule uses a 12-hour threshold: after being off the air for more than 12 hours, the signal restarts with Alpha. This helps ensure that pilots know the information they're about to receive is new, not a continuation of something that might have changed long ago. Resuming with a later identifier could mislead about the timeliness of the data, and shorter intervals wouldn't guarantee that everything has become stale. A longer interval, like 24 hours, isn't the standard reset point in this procedure. So, after more than 12 hours of silence, ATIS resumes with the Alpha designation to clearly indicate a fresh information cycle.

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://atcinitialtowerblck2.examzify.com

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