

ATC Terminal Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

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- 1. When aircraft are to circle the airport, which type of traffic pattern info may be omitted?**
 - A. Final Approach**
 - B. Left pattern**
 - C. Specific distance**
 - D. Initial Approach**
- 2. What does a steady green signal mean for an aircraft that is currently in flight?**
 - A. Return for landing**
 - B. Cleared for takeoff**
 - C. Cleared to land**
 - D. Proceed to runway**
- 3. What is the minimum horizontal separation needed for a B757 on parallel runways to be considered as using the same runway?**
 - A. 600 ft**
 - B. 700 ft**
 - C. 800 ft**
 - D. 900 ft**
- 4. Which factor dictates the coordination between controllers about runway operations?**
 - A. Weather conditions**
 - B. Facility directive**
 - C. Flight plan regulations**
 - D. Traffic volume**
- 5. What should you do if unable to contact airport management regarding landing area conditions?**
 - A. Issue a proper report and inform authorities**
 - B. Issue a NOTAM and inform airport management as soon as possible**
 - C. Contact air traffic control for instructions**
 - D. Wait for a routine check to occur**

- 6. If controllers need to indicate a vehicle's clearance, which signal would they use?**
- A. Steady green**
 - B. Flashing yellow**
 - C. Non-verbal cue**
 - D. Flashing green**
- 7. What should you do if informed about conditions affecting a landing area?**
- A. Write a report and submit it later**
 - B. Call maintenance for verification**
 - C. Copy any information verbatim and record the name of the informant**
 - D. Inform the pilot immediately**
- 8. When runways in use are not visible from the tower, what must be advised to the local controller?**
- A. The location of the aircraft**
 - B. The type of aircraft using the runway**
 - C. The estimated time of departure**
 - D. The runway condition reports**
- 9. What action should be avoided when taxiing in the presence of volcanic ash?**
- A. Taking off**
 - B. Using flaps**
 - C. Taxiing fast**
 - D. Coming to a full stop**
- 10. What is critical when issuing NOTAMs?**
- A. The accuracy of the information**
 - B. The speed of the relay**
 - C. The length of the message**
 - D. The time of day**

Answers

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

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Explanations

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1. When aircraft are to circle the airport, which type of traffic pattern info may be omitted?

- A. Final Approach**
- B. Left pattern**
- C. Specific distance**
- D. Initial Approach**

When aircraft are instructed to circle the airport, the traffic pattern information that can typically be omitted is the direction of the traffic pattern, which is generally left unless specified otherwise. This is because a left traffic pattern is the standard configuration used at many airports unless traffic conditions dictate otherwise. In instances where aircraft are circling, the essential information includes details about the approach—such as final approach and initial approach instructions—along with the specifics like distance from the airport for safety and proper spacing. The information about whether the pattern is left or right is often not needed as pilots operating under visual flight rules (VFR) will generally assume a left pattern unless they receive a specific instruction that indicates a different direction. Hence, omitting the left pattern designation does not compromise safety and allows for more efficient communication between air traffic control and pilots.

2. What does a steady green signal mean for an aircraft that is currently in flight?

- A. Return for landing**
- B. Cleared for takeoff**
- C. Cleared to land**
- D. Proceed to runway**

A steady green signal for an aircraft currently in flight indicates that it is cleared to land. This signal is specifically used to communicate to the pilot that the aircraft has permission to approach the runway and land safely. It is an essential part of air traffic control communication, ensuring that pilots understand their status and can make appropriate decisions during their landing procedures. In the context of aviation operations, pilots rely on visual signals from air traffic control to confirm that the landing sequence can be executed without obstruction or delay. The steady green light has a clear and standardized meaning across airports and enhances safety by providing definitive instructions. Other signals have different meanings; thus, understanding this distinction is vital for pilots. For example, a return for landing would typically be communicated differently, and a cleared for takeoff would not apply to an aircraft already in flight. The specific context of the flight and the communication from the control tower is what dictates the appropriate authorization signal for the pilot.

3. What is the minimum horizontal separation needed for a B757 on parallel runways to be considered as using the same runway?

- A. 600 ft**
- B. 700 ft**
- C. 800 ft**
- D. 900 ft**

The minimum horizontal separation for a Boeing 757 on parallel runways to be considered as using the same runway is 700 feet. This requirement is determined by safety regulations established by aviation authorities, which take into account the aircraft's dimensions and the potential for wake turbulence. Regarding parallel runways, if two aircraft are operating simultaneously, maintaining this specific distance ensures that the safety margins are adequate to account for the wake turbulence generated by the larger aircraft, in this case, the B757. Adequate separation is essential to protect aircraft from potential hazards, allowing for safe operations during departures and arrivals while on parallel runways. This 700 feet standard is in contrast to the other separation distances suggested in the options, which either provide insufficient buffer for the safety of operations involving the B757 or exceed the necessary space without reason, as the designated minimum effectively addresses safety while optimizing runway usage.

4. Which factor dictates the coordination between controllers about runway operations?

- A. Weather conditions**
- B. Facility directive**
- C. Flight plan regulations**
- D. Traffic volume**

The coordination between controllers regarding runway operations is primarily dictated by the facility directive. A facility directive is a set of instructions and guidelines specific to a particular air traffic control facility, detailing operational procedures, safety protocols, and expectations for communication among controllers. This directive ensures that all controllers are on the same page regarding the handling of aircraft, including runway use, thus promoting safe and efficient operations. While weather conditions, flight plan regulations, and traffic volume are certainly important factors influencing runway operations and may affect how controllers manage the airspace, they do not establish the fundamental communication protocols and procedures that are outlined in the facility directive. The directive serves as the backbone for day-to-day operations, ensuring consistency and coordination among all members of the control team.

5. What should you do if unable to contact airport management regarding landing area conditions?

A. Issue a proper report and inform authorities

B. Issue a NOTAM and inform airport management as soon as possible

C. Contact air traffic control for instructions

D. Wait for a routine check to occur

When faced with the situation of being unable to contact airport management regarding landing area conditions, issuing a NOTAM (Notice to Airmen) is the appropriate action to take. A NOTAM serves as an official communication tool that disseminates critical information to pilots and other personnel regarding the status of the airport, runways, or any other relevant conditions that could affect safety. By issuing a NOTAM, you inform all affected parties of the current situation, thereby enhancing safety and situational awareness. Furthermore, it's important to indicate that informing airport management as soon as possible ensures that they are aware of the issues at hand and can take necessary actions to address them. This proactive approach helps maintain safety standards and ensures that any problems can be rectified quickly, supporting both air traffic and airport operations effectively. In contrast to this approach, other options may not provide immediate assistance or communication. For example, issuing a report and informing authorities could be necessary, but it does not provide timely information to pilots in the same way a NOTAM does. Contacting air traffic control for instructions might be reasonable, but it does not address the need to inform the wider community of pilots about the landing area conditions. Waiting for a routine check to occur does not address the immediate need for

6. If controllers need to indicate a vehicle's clearance, which signal would they use?

A. Steady green

B. Flashing yellow

C. Non-verbal cue

D. Flashing green

In air traffic control, a steady green signal is used to indicate that a vehicle has received clearance to proceed. This signal is universally understood in aviation and is an essential part of ensuring that all ground operations proceed safely and efficiently. A steady green light communicates a clear and unequivocal message to pilots and vehicle operators that they can move forward without hesitation. The other options have different meanings: a flashing yellow typically alerts drivers or pilots to exercise caution and prepare to stop, non-verbal cues may lack the clarity or immediacy needed for vehicle clearance, and a flashing green signal is usually employed in different contexts, such as indicating that an aircraft can taxi or take off. Therefore, the steady green light is the most appropriate choice to signal vehicle clearance clearly.

7. What should you do if informed about conditions affecting a landing area?

A. Write a report and submit it later

B. Call maintenance for verification

C. Copy any information verbatim and record the name of the informant

D. Inform the pilot immediately

The most appropriate action upon being informed about conditions affecting a landing area is to copy any information verbatim and record the name of the informant. This ensures that all pertinent details are accurately documented for future reference.

Verbatim recording of information is critical in aviation, as even minor discrepancies in communication can have significant implications for safety. Additionally, documenting the informant's name adds accountability and allows for further follow-up, if necessary. This process contributes to effective situational awareness and aids in ensuring that the pilot receives precise and reliable information, which is essential for making informed decisions regarding landing. While other options may involve some level of responsibility, immediate communication and accurate documentation are paramount in the fast-paced environment of air traffic control.

8. When runways in use are not visible from the tower, what must be advised to the local controller?

A. The location of the aircraft

B. The type of aircraft using the runway

C. The estimated time of departure

D. The runway condition reports

In situations where the runways in use are not visible from the tower, it is essential to advise the local controller of the aircraft's location. This information is crucial for ensuring safe and effective air traffic management, as it allows the local controller to maintain situational awareness of aircraft movements in relation to the runways. By knowing the precise location of each aircraft, the local controller can make informed decisions regarding clearances, sequencing, and any necessary actions to prevent conflicts or incidents. The other options, while relevant in different contexts, do not directly address the immediate need for situational awareness when visibility of the runways is compromised. For instance, knowing the type of aircraft using the runway can be useful for determining required spacing and handling characteristics, but it does not contribute as directly to the management of aircraft positions as their actual location does. Similarly, estimated time of departure is more pertinent to departure planning rather than immediate runway management, and runway condition reports, while important for safety, do not inform the local controller about the current location of aircraft.

9. What action should be avoided when taxiing in the presence of volcanic ash?

- A. Taking off**
- B. Using flaps**
- C. Taxiing fast**
- D. Coming to a full stop**

When taxiing in the presence of volcanic ash, it's crucial to avoid taxiing fast because rapid movements can stir up the ash, creating a cloud that can obstruct visibility and settle into critical components of the aircraft, such as the engines and brakes. This can lead to potential mechanical failures or other hazardous situations. While coming to a full stop might seem problematic, it's necessary in certain contexts to ensure safe operations and prepare for any necessary precautions against the ash. Therefore, focusing on maintaining a careful and controlled taxi speed is paramount to reduce the risks associated with volcanic ash. Understanding the dynamics of volcanic ash and its effects on aircraft operation is essential for ensuring safety during ground operations in affected areas.

10. What is critical when issuing NOTAMs?

- A. The accuracy of the information**
- B. The speed of the relay**
- C. The length of the message**
- D. The time of day**

Issuing NOTAMs, or Notice to Air Missions, requires utmost accuracy of the information provided. Accurate NOTAMs are crucial for ensuring that pilots and aircrew receive reliable updates about any changes, hazards, or important operational information regarding the airspace, airports, or navigational aids. This precise information is essential for flight safety and operational planning, allowing users to make informed decisions. While other factors like speed of relay, message length, and time of day play roles in the overall effectiveness and dissemination of NOTAMs, it is the accuracy that forms the foundation of the information being communicated. If the data is incorrect or misleading, it could lead to serious safety risks, making accuracy the highest priority when issuing these critical notifications.