

CARRIER AIR TRAFFIC CONTROL CENTER (CATCC) PRACTICE EXAM (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. Who is responsible to the Air Operations Officer for the safe and orderly flow of personnel, mail and cargo?**
 - A. Air Transfer Officer
 - B. Handler
 - C. Air Operations Officer
 - D. Strike Officer
- 2. Which factor primarily makes bow-on recovery difficult?**
 - A. Radar blind spot astern of the ship
 - B. Radar blind spot on the port side
 - C. Radar blind spot ahead of the ship
 - D. Radar blind spot on the starboard side
- 3. FB stands for final bearing in radar approach terminology. True or False?**
 - A. True
 - B. False
 - C. Not defined
 - D. Unknown
- 4. What is the altitude of the Spin Pattern?**
 - A. 1200 ft
 - B. 1000 ft
 - C. 1500 ft
 - D. 1300 ft
- 5. Under which control is Air Tactical managed?**
 - A. CDC
 - B. CATCC
 - C. PriFly
 - D. OTC
- 6. What does a Delta switch do?**
 - A. A maintenance procedure
 - B. A signal given for an airborne crew switch
 - C. A type of fuel
 - D. A flight plan change

7. Bow-on recovery involves aircraft approaching the carrier with its nose pointing toward which part?
- A. Toward the stern
 - B. From above the deck
 - C. Toward the bow
 - D. From the port side
8. When a pilot issues divert instructions and states the briefing number, is readback required?
- A. True
 - B. False
 - C. Only if asked to read back
 - D. Depends on the situation
9. Lost Communication; Good Azimuth/ No DME Proceed to ____ miles, reverse course and proceed ____ on the assigned departure radial at the _____ and enter overhead holding using the pre-briefed expected final bearing. If not joined by an escort aircraft, commence approach at ____.
- A. 50 miles; Inbound; Emergency marshal assigned altitude; EEAT
 - B. 60 miles; Inbound; Emergency marshal assigned altitude; EEAT
 - C. 50 miles; Outbound; Emergency marshal assigned altitude; EEAT
 - D. 50 miles; Inbound; Emergency marshal assigned altitude; EET
10. How long should the hold last in the lost communications procedure?
- A. 15 minutes
 - B. 45 minutes
 - C. 30 minutes
 - D. 60 minutes

Answers

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

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Explanations

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1. Who is responsible to the Air Operations Officer for the safe and orderly flow of personnel, mail and cargo?

- A. Air Transfer Officer**
- B. Handler
- C. Air Operations Officer
- D. Strike Officer

In carrier operations, the flow of personnel, mail, and cargo is managed through a clear line of authority to keep everything moving safely and in order. The person responsible to the Air Operations Officer for that flow is the Air Transfer Officer. This role coordinates the movement of people and material, oversees related procedures, and ensures that loading, routing, and handling follow safety and scheduling requirements. The Handler deals with the hands-on movement and handling of cargo and passengers, but the question is about who the Air Operations Officer relies on to manage the overall flow, which is the Air Transfer Officer. The Strike Officer is focused on mission execution, not logistics flow, and the Air Operations Officer themselves don't supervise this specific flow directly in place of the Air Transfer Officer.

2. Which factor primarily makes bow-on recovery difficult?

- A. Radar blind spot astern of the ship
- B. Radar blind spot on the port side
- C. Radar blind spot ahead of the ship**
- D. Radar blind spot on the starboard side

Bow-on recovery hinges on the ability to see and track the approaching aircraft in the forward arc of the ship. The primary challenge is the radar blind spot ahead of the ship. The ship's hull and island structure create a radar shadow that leaves the forward sector poorly covered, so ATC has limited radar reference for a plane coming straight at the bow. That means less precise tracking, timing, and separation cues, and the crew must rely more on visual cues and pre-established procedures. Side or astern blind spots don't impact this head-on approach as much, since the recovery path uses the forward sector where the coverage is lacking, not the sides or rear.

3. FB stands for final bearing in radar approach terminology. True or False?

- A. True**
- B. False
- C. Not defined
- D. Unknown

In radar approach terminology, the final bearing is the direction the aircraft must fly on the last, or final, segment of the approach to align with the runway. FB is the abbreviation used to denote this inbound bearing for the final approach course. Because this label communicates the exact direction to fly during the final approach, the statement is true. The other options imply no standard meaning or uncertainty, which isn't the case here, since FB is a defined term for the final bearing.

4. What is the altitude of the Spin Pattern?

- A. 1200 ft**
- B. 1000 ft
- C. 1500 ft
- D. 1300 ft

The altitude used for the spin pattern is a fixed training value that gives you enough vertical room to enter, maneuver, and safely recover from the spin while staying clear of other traffic and the ship's airspace. The standard height for this pattern is 1,200 feet, which provides a practical balance between having sufficient energy management and a timely descent toward the carrier. If you were at 1,000 feet, there wouldn't be as much margin for setup and recovery; at higher altitudes like 1,300 or 1,500 feet, the pattern would be less representative of typical carrier procedures and could affect spacing and sequencing. So, 1,200 feet is the best fit for the spin pattern.

5. Under which control is Air Tactical managed?

- A. CDC**
- B. CATCC
- C. PriFly
- D. OTC

Air Tactical is the function that manages the tactical employment and coordination of aircraft in the air space around the ship, bringing together sensors, fighters, and weapon systems to execute missions. This level of integrated decision-making sits in the Combat Direction Center, the central hub for battle management within the ship's CIC. The CDC handles air defense and offense, processes sensor data, and issues the tactical direction for sorties, intercepts, and other air operations. Flight deck operations and launch/recovery coordination are handled by PriFly, which focuses on the hands-on control of aircraft on the deck and communications with the flight crews. The Carrier Air Traffic Control Center, on the other hand, manages the safe sequencing and control of aircraft as they approach, depart, and operate in the ship's airspace, but not the overarching tactical employment. The Officer in Tactical Control is the person who executes tactical control under the CDC's direction, not the entity that oversees Air Tactical itself. So the correct repository for Air Tactical is the Combat Direction Center.

6. What does a Delta switch do?

- A. A maintenance procedure
- B. A signal given for an airborne crew switch**
- C. A type of fuel
- D. A flight plan change

Delta switch is the signal used to tell the airborne crew to switch to Delta control or to the Delta communications channel. In CATCC operations, different controllers or channels may handle different parts of the mission, and a switch signal prompts the aircrew to change to the appropriate controller and continue communications without confusion. It's not a maintenance procedure, not a fuel or flight plan change; it's specifically about initiating a change in who the aircrew is talking to. When you hear or see the Delta switch, the correct action is to switch communications to the Delta controller/channel as directed and proceed with the new instructions.

7. Bow-on recovery involves aircraft approaching the carrier with its nose pointing toward which part?

- A. Toward the stern
- B. From above the deck
- C. Toward the bow**
- D. From the port side

Bow-on recovery means the aircraft comes in nose-first toward the forward end of the ship—the bow. This orientation places the arresting gear across the forward portion of the deck ahead of the aircraft, giving the pilot a clear, straight-in path aligned with the ship's wind and reference points, and allows immediate visibility of the Landing Signal Officer signals from the bow area. It also keeps the tailhook in position to intercept a wire as the deck moves under the aircraft, providing a controlled, predictable arrestment. Approaching from above the deck would not be a typical flight-deck entry, and coming from the port side would be a side or cross-approach not aligned with the primary landing zone. A stern-on approach would have the nose toward the stern, which is a different recovery profile and not standard for normal landings.

8. When a pilot issues divert instructions and states the briefing number, is readback required?

- A. True
- B. False**
- C. Only if asked to read back
- D. Depends on the situation

Readback is a safety check used to confirm ATC-provided instructions that affect your flight path. When the pilot takes the action to divert and includes a briefing number, that briefing number is an administrative reference to the pilot's own pre-briefed plan, not a directive from ATC that must be confirmed verbally. Therefore there's no need to read back that number. If ATC later issues an instruction that you must comply with (such as altitude, heading, or route changes), you would read back that ATC instruction to verify you understood it correctly. In short, readback isn't required for pilot-initiated divert instructions that merely reference a briefing number.

9. Lost Communication; Good Azimuth/ No DME Proceed to ____ miles, reverse course and proceed ____ on the assigned departure radial at the _____ and enter overhead holding using the pre-briefed expected final bearing. If not joined by an escort aircraft, commence approach at ____.

A. 50 miles; Inbound; Emergency marshal assigned altitude; EEAT

B. 60 miles; Inbound; Emergency marshal assigned altitude; EEAT

C. 50 miles; Outbound; Emergency marshal assigned altitude; EEAT

D. 50 miles; Inbound; Emergency marshal assigned altitude; EET

In lost-communication procedures, you follow a pre-briefed, predictable pattern to keep separation and coordinate with the ship. With a good azimuth but no DME, you can't measure distance precisely, so you proceed to a fixed reference distance from the carrier—50 nautical miles. From there you reverse course and fly inbound on the assigned departure radial, lining up to enter overhead holding on the pre-briefed expected final bearing. The altitude to use for this hold is the emergency marshal assigned altitude, which keeps you at a safe, known level during the pattern and gives the escort or deck crew a consistent reference. If you aren't joined by an escort aircraft, you commence the approach at the pre-briefed EEAT, the time tied to the carrier's lost-communications approach sequence. The other options don't fit because 60 NM isn't the specified distance here, remaining outbound on the radial isn't correct for establishing the overhead hold, and EET is not the timing term used in this scenario—the procedure calls for EEAT.

10. How long should the hold last in the lost communications procedure?

A. 15 minutes

B. 45 minutes

C. 30 minutes

D. 60 minutes

In lost communications, you must maintain the last assigned clearance and enter a standard hold to give time for contact restoration and safe sequencing. The hold lasts 30 minutes. This duration provides enough opportunity for the carrier/ATC team to reestablish contact, re-slot traffic, and decide on the next action without unduly delaying others or tying up the airspace. Shorter holds may not give enough time to recover comms, while longer holds would cause unnecessary delays; 45 or 60 minutes would be excessive, and 15 minutes is typically not sufficient for recontact efforts.

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://catcc.examzify.com>

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

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