

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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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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. Which helicopter spots can be used for tilt rotor tilt offs and landings?
 - A. 4 & 8
 - B. 6 & 9
 - C. 2 & 5
 - D. 7 & 10
2. Which orientation during landing operations is most affected by the forward radar blind spot?
 - A. Bow-on approach
 - B. Stern-on approach
 - C. Side-on approach
 - D. Overhead approach
3. Lateral separation may be reduced to ____ NM when a designated approach or established on downwind inside of 12 miles?
 - A. 1 NM
 - B. 4 NM
 - C. 2 NM
 - D. 3 NM
4. How many degrees of heading change are needed for a clearing turning on a Case II departure?
 - A. 10 degrees
 - B. 20 degrees
 - C. 30 degrees
 - D. 40 degrees
5. All V-22 vertical launch/recovery operations shall occur from which two inboard spots?
 - A. 1,2
 - B. 4,7
 - C. 6,9
 - D. 5,8

- 6. Which category has the lowest published minimums?**
- A. Jet Mode 1A
 - B. Jet Non-Precision
 - C. Turboprop Non-Precision
 - D. Helicopter Mode III
- 7. Helicopter functional check flights may be conducted concurrently during fixed wing flight operations.**
- A. False
 - B. True
 - C. Only during certain operations
 - D. Not at all
- 8. For Case III departing Jet aircraft, accelerate to ____ knots crossing ____ NM at ____ ft. At ____ NM, execute turn to 10 NM Until intercepting departure radial.**
- A. 350 knots; crossing 7 NM at 1300 ft. At 9 NM, turn to 12 NM.
 - B. 250 knots; crossing 3 NM at 2000 ft. At 5 NM, turn to 8 NM
 - C. 300 knots; crossing 5 NM at 1500 ft. At 7 NM, execute turn to 10 NM
 - D. 280 knots; crossing 6 NM at 1000 ft. At 8 NM, turn to 9 NM
- 9. When more than one helicopter is operating in a holding pattern, all helicopters shall fly a ____ pattern at ____ ft while maintaining ____ knots.**
- A. Left hand; 200 ft; 60 knots
 - B. Right hand; 500 ft; 60 knots
 - C. Right hand; 300 ft; 80 knots
 - D. Left hand; 400 ft; 100 knots
- 10. What is the ship's magnetic heading during flight operations called?**
- A. Base Recovery Course (BRC)
 - B. Deck Heading
 - C. Course Deviation
 - D. Navigation Heading

Answers

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

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Explanations

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1. Which helicopter spots can be used for tilt rotor tilt offs and landings?

- A. 4 & 8
- B. 6 & 9**
- C. 2 & 5
- D. 7 & 10

Designated deck spots for tilt-rotor operations are chosen to ensure a safe, unobstructed approach and enough clearance for the rotor downwash from a V-22. The two spots that are selected provide a straight, clear landing path with ample room around the pad, away from island structures, hangars, and other equipment, and they offer a straightforward taxi route to the ready area. This separation and clearance are essential because the tilt-rotor's transition from vertical to horizontal flight and its powerful downwash require more space and fewer hazards on the deck. The other spots don't meet these safety and operational requirements, either because they're too close to island features or deck obstacles, or because they would place the rotor wash and aircraft in proximity to other operations.

2. Which orientation during landing operations is most affected by the forward radar blind spot?

- A. Bow-on approach**
- B. Stern-on approach
- C. Side-on approach
- D. Overhead approach

Radars on a carrier have a forward blind spot caused by the hull and deck structures blocking energy in front of the ship. When landing with the ship's bow facing the aircraft, the aircraft sits directly in that blocked region, so the radar may not detect it until it is very close. In other orientations—stern-on, side-on, or overhead—the aircraft is seen from angles where the radar has a clearer line of sight and the hull blocks the view less. Therefore, bow-on approaches are the ones most affected by the forward radar blind spot.

3. Lateral separation may be reduced to ___ NM when a designated approach or established on downwind inside of 12 miles?

- A. 1 NM
- B. 4 NM
- C. 2 NM**
- D. 3 NM

During carrier operations, lateral spacing can be tightened when you have a clearly defined approach or when aircraft are established on the downwind leg inside a certain distance from the ship. In this specific situation, that reduced lateral spacing is two nautical miles. Why two miles is the best fit: with a designated approach or downwind segment inside twelve miles, the flight paths, speeds, and sequencing are tightly controlled, and radar/communication support from the carrier ensures precise position awareness. That combination allows controllers to safely maintain closer lateral separation without sacrificing safety, improving flow and capacity around the carrier. Why not larger or smaller: if you're not in the designated approach or downwind inside twelve miles, the normal, larger separation applies. One mile is too close for routine safety margins, while three or four miles exceed the reduced-spacing allowance described for this scenario.

4. How many degrees of heading change are needed for a clearing turning on a Case II departure?

- A. 10 degrees
- B. 20 degrees**
- C. 30 degrees
- D. 40 degrees

Clearing turns move a departing aircraft away from the immediate departure path so controllers can verify separation from other traffic before continuing on the published route. For a Case II departure, the standard maneuver is twenty degrees of heading change. This angle provides enough lateral offset to ensure safe separation while keeping the turn concise so climb performance and timing aren't unduly affected, which is important in the busy carrier environment. A smaller turn, like ten degrees, wouldn't reliably create the needed separation, and larger turns such as thirty or forty degrees would be more than required for this case and could complicate traffic flow and deck operations.

5. All V-22 vertical launch/recovery operations shall occur from which two inboard spots?

- A. 1,2
- B. 4,7
- C. 6,9**
- D. 5,8

V-22 vertical launch and recovery are restricted to the two inner deck positions closest to the centerline. Placing the aircraft there keeps rotor downwash contained away from the flight deck edges and nearby equipment, provides a clear, predictable approach path, and avoids interference with elevators, catwalks, and other deck operations. Using outer spots would place the downwash closer to the deck edge and deck hardware, increasing hazards to personnel and gear. So, the two inboard spots provide the safest, most efficient vertical operations on the carrier deck.

6. Which category has the lowest published minimums?

- A. Jet Mode 1A**
- B. Jet Non-Precision
- C. Turboprop Non-Precision
- D. Helicopter Mode III

Minimums are tied to how precise the approach is and what the aircraft can safely do. The more precise the approach category and the higher the aircraft's capability, the lower the minimums can be published. Jet Mode 1A represents the most capable, most precise carrier approach category, using the ship's radar/precision guidance. That combination allows the smallest decision height and the lowest visibility requirement, so it has the lowest published minimums of the options. The other categories rely on less precise guidance or on aircraft with different operational constraints, which lead to higher published minimums.

7. Helicopter functional check flights may be conducted concurrently during fixed wing flight operations.

A. False

B. True

C. Only during certain operations

D. Not at all

Concurrency in carrier flight operations is allowed when safety and deconfliction are maintained. A helicopter functional check flight (FCF) is a controlled, limited flight used to verify helicopter systems and handling after maintenance, and it can be scheduled to operate while fixed-wing aircraft are also conducting operations. With proper coordination through the air boss and CATCC, a safe window and designated airspace can be set aside for the helicopter to perform its checks, using patterns or positions that avoid conflicting with fixed-wing traffic and rotor wash concerns. This approach keeps the ship ready and minimizes downtime, provided all safety procedures and communication protocols are strictly followed.

8. For Case III departing Jet aircraft, accelerate to ____ knots crossing ____ NM at ____ ft. At ____ NM, execute turn to 10 NM Until intercepting departure radial.

A. 350 knots; crossing 7 NM at 1300 ft. At 9 NM, turn to 12 NM.

B. 250 knots; crossing 3 NM at 2000 ft. At 5 NM, turn to 8 NM

C. 300 knots; crossing 5 NM at 1500 ft. At 7 NM, execute turn to 10 NM

D. 280 knots; crossing 6 NM at 1000 ft. At 8 NM, turn to 9 NM

Case III jet departures are designed to place a high-energy climb on the published route while preserving safe separation. The recommended sequence is to accelerate to 300 knots by the time you cross five nautical miles from the ship, at about 1,500 feet. Then, at seven nautical miles, initiate a turn to join the 10 NM outbound radius and fly the arc until you intercept the departure radial. This keeps you inside the protected departure corridor, provides enough energy for the climb and turn, and lines you up with the correct radial for the next segment. Other profiles either push you too fast or too slow at the wrong distance, or place you at an inappropriate altitude when turning, which would disrupt the established departure geometry and separation. The profile described above matches the required tempo and geometry for Case III departures.

9. When more than one helicopter is operating in a holding pattern, all helicopters shall fly a ____ pattern at ____ ft while maintaining ____ knots.

- A. Left hand; 200 ft; 60 knots
- B. Right hand; 500 ft; 60 knots
- C. Right hand; 300 ft; 80 knots**
- D. Left hand; 400 ft; 100 knots

When more than one helicopter is in a holding pattern, pilots use a standardized right-hand pattern at a specific altitude and airspeed to keep traffic predictable and safely separated. The right-hand pattern means all turns are to the right, which creates a consistent flow and reduces the chance of mid-air conflicts as each helicopter follows the same turning direction. The chosen altitude of 300 feet keeps a comfortable clearance above the deck and away from rotor wash and obstacles, while still allowing quick maneuvering if a landing opportunity opens up. Maintaining a speed of 80 knots provides a practical balance: fast enough to yield efficient spacing and timely sequencing, but not so fast that turn radii become excessive or control becomes unstable in the deck's operating environment. Patterns at other altitudes would change the turn radius and separation requirements, and a left-hand pattern would break the standard flow crews expect, increasing collision risk in a busy holding area. Speeds like 60 knots or 100 knots would respectively slow the flow too much or create larger turn radii that complicate spacing around the ship.

10. What is the ship's magnetic heading during flight operations called?

- A. Base Recovery Course (BRC)**
- B. Deck Heading
- C. Course Deviation
- D. Navigation Heading

The term being tested is the Base Recovery Course. In carrier flight operations, the ship's magnetic heading used as the reference for aircraft recoveries—the direction the carrier is steering to align the flight deck for landing—is called the Base Recovery Course. Pilots reference the BRC to plan and execute their approaches so the deck presents a stable, consistent landing path, often adjusted to optimize wind and deck conditions. The other terms don't capture this specific operational reference: the deck's actual heading is simply the ship's current direction, while course deviation refers to how far off a path you are, and navigation heading is a generic heading without the specific recovery operation context.

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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