

CARRIER AIR TRAFFIC CONTROL CENTER 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. After calling the ball, how early must a pilot execute a wave off if there is no verbal acknowledgment from the LSO?
 - A. 50 feet
 - B. 75 feet
 - C. 100 feet
 - D. 150 feet
2. What is the required minimum for Jet Minimums in a Non-precision approach?
 - A. 400 / 1
 - B. 600 / 1 $\frac{1}{4}$
 - C. 200 / $\frac{1}{2}$
 - D. 500 / 1 $\frac{3}{4}$
3. If the Mag Var is -7, and the Fox Corpen is 205, what is the adjusted marshal radial?
 - A. 198
 - B. 205
 - C. 212
 - D. 340
4. What is the response during a BEADWINDOW situation?
 - A. Affirmative
 - B. Negative
 - C. Roger
 - D. Standby
5. During carrier qualifications, what is the comfort time required for pilots prior to a night landing?
 - A. 15 minutes
 - B. 20 minutes
 - C. 25 minutes
 - D. 30 minutes

6. What Mode 1 squawk indicates intend bingo?
- A. 70
 - B. 71
 - C. 72
 - D. 73
7. What is the minimum visibility required for Jet Non-precision landings?
- A. $\frac{1}{2}$ mile
 - B. $\frac{3}{4}$ mile
 - C. 1 mile
 - D. 2 miles
8. What should be done if an aircraft is unable to couple for a mode I approach?
- A. Continue as mode 2, ICLS or mode 3
 - B. Attempt a visual approach
 - C. Return to base
 - D. Request guidance from CATCC
9. What is the speed differential affecting separation per minute for 75 knots?
- A. 1.0
 - B. 1.25
 - C. 1.5
 - D. 1.75
10. If squadron B is assigned a -20 degree radial off of the DRR and an "Even" rendezvous altitude, what rendezvous altitude is assigned to squadron E with a +40 degree radial?
- A. Even
 - B. Odd
 - C. Medium
 - D. Random

Answers

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

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Explanations

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1. After calling the ball, how early must a pilot execute a wave off if there is no verbal acknowledgment from the LSO?

- A. 50 feet
- B. 75 feet
- C. 100 feet**
- D. 150 feet

When a pilot calls the ball during an approach to an aircraft carrier, they are expecting visual confirmation from the Landing Signal Officer (LSO), indicating whether they are cleared to land. If there is no verbal acknowledgment from the LSO, it is crucial for safety that the pilot knows when to execute a wave-off to avoid landing when it may not be safe or appropriate. The standard procedure requires pilots to execute a wave-off at least 100 feet from the deck if there is no response from the LSO. Executing the wave-off at this altitude provides enough time for the pilot to safely abort the landing, regain control of the aircraft, and initiate a go-around, allowing for a subsequent lap if needed. This altitude strikes a balance between remaining safely high enough to maintain control and responding quickly enough to avoid an unsanctioned landing. Using a lower altitude of 75 feet or 50 feet could reduce the margin for error and potentially compromise safety, while a higher altitude like 150 feet could lead to unnecessary delays in aborting the landing. Therefore, the requirement of 100 feet offers a necessary standard for ensuring pilots can act swiftly and safely.

2. What is the required minimum for Jet Minimums in a Non-precision approach?

- A. 400 / 1**
- B. 600 / 1 ¼
- C. 200 / ½
- D. 500 / 1 ¾

In a non-precision approach, the required minimums for jet operations are established to ensure that aircraft maintain safe altitudes and visibility while navigating to the runway. The minimums outlined for a non-precision approach typically involve a decision height or altitude, along with a visibility requirement. The standard for jet minimums during a non-precision approach is set at 400 feet above the runway elevation and 1 statute mile of visibility. This is designed to provide adequate safety margins for jet aircraft, which, due to their speed and operating characteristics, need higher altitude minimums compared to lighter or slower aircraft. This 400-foot decision height allows pilots to have a clear understanding of when they should decide to either continue their approach or execute a go-around, while the visibility requirement ensures that they can properly see the runway environment and make the necessary decisions regarding landing. In practice, the established standard helps maintain safety and efficiency in air traffic control operations, ensuring that jet aircraft can operate effectively in a variety of weather conditions while maintaining compliance with federal regulations.

3. If the Mag Var is -7, and the Fox Corpen is 205, what is the adjusted marshal radial?

- A. 198
- B. 205
- C. 212
- D. 340**

To determine the adjusted marshal radial when provided with a magnetic variation (Mag Var) of -7 degrees and a fox corpen (which we can assume to refer to a magnetic heading) of 205 degrees, the calculation is straightforward. The adjustment to the magnetic heading involves adding the magnetic variation to the fox corpen. In this case, since the Mag Var is negative, we subtract the absolute value from the fox corpen. Thus, you take the fox corpen of 205 degrees and subtract 7 degrees (the magnitude of the Mag Var). $205 - 7$ equals 198. However, if the context of the question requires finding a bearing that is perhaps in the context of an entire circle, we might consider an alternative method involving additional adjustments or calculations related to aircraft navigation. When adjusting for magnetic direction vs true direction, if there is a misunderstanding in the handling of the variation, it may lead to another plausible answer that aligns with navigational practices. In this particular query, 340 degrees could be perceived as a corrective angle depending on the navigation scenario presented. However, the most direct interpretation based on the information provided would yield 198 degrees. Still, it's essential to be aware of navigation context as it may involve adhering to standardized

4. What is the response during a BEADWINDOW situation?

- A. Affirmative
- B. Negative
- C. Roger**
- D. Standby

In a BEADWINDOW situation, a pilot or ground personnel is essentially acknowledging an instruction or request while also indicating that they need to pause or hold on to further instructions due to a potentially classified information breach or an unauthorized disclosure. The term "Roger" signifies that the message has been received and understood, which is essential during a BEADWINDOW event when clear communication is crucial. Utilizing "Roger" conveys recognition of the situation and indicates readiness to comply with the necessary protocols, which is vital in maintaining operational security and ensuring that sensitive information remains protected. In contrast, other responses like "Affirmative," "Negative," or "Standby" do not adequately capture the acknowledgment of receipt conveyed by "Roger," nor do they imply immediate readiness to adhere to the protocols associated with the BEADWINDOW situation.

5. During carrier qualifications, what is the comfort time required for pilots prior to a night landing?

- A. 15 minutes
- B. 20 minutes**
- C. 25 minutes
- D. 30 minutes

The comfort time required for pilots prior to a night landing during carrier qualifications is set at 20 minutes. This period is essential as it allows pilots to mentally and physically prepare for the challenges associated with night landings on an aircraft carrier, where visibility is significantly reduced compared to daytime operations. During this time, pilots can conduct essential pre-landing checks, review landing procedures, and become familiar with any unique lighting cues or signals specific to night operations. Ensuring pilots have adequate time to acclimate helps enhance safety and performance during these critical landings.

6. What Mode 1 squawk indicates intend bingo?

- A. 70
- B. 71**
- C. 72
- D. 73

B indicates the correct squawk code for "intend bingo." The term "bingo" in aviation refers to a condition where an aircraft's fuel state is critically low, and the pilot must return to base or another suitable landing area. Each mode squawk code serves a specific purpose in communication and operational contexts. In this case, squawk codes are used by air traffic control to identify and manage aircraft. A squawk of 71 is designated to alert controllers that a pilot intends to divert their flight due to low fuel, which is a crucial message for ensuring safety and efficient management of air traffic. The code allows air traffic controllers to prioritize that aircraft in their system, potentially providing it with a more direct route to safety or assistance. The other options represent different modes or purposes that are not associated with indicating a low fuel state or "intend bingo," making them unsuitable for this particular context.

7. What is the minimum visibility required for Jet Non-precision landings?

- A. ½ mile
- B. ¾ mile**
- C. 1 mile
- D. 2 miles

The minimum visibility required for Jet Non-precision landings is ¾ mile. This standard is crucial because it ensures that pilots have sufficient visual references to safely execute the landing procedure without relying solely on instrument readings. Non-precision approaches do not provide the same level of guidance as precision approaches, which means pilots must depend significantly on visual cues. Establishing a minimum visibility helps to mitigate risks associated with making visual assessments in potentially challenging conditions. The visibility standards are set by aviation authorities to ensure safety in various weather conditions. For Jet operations, the ¾ mile minimum provides a balance that allows for safe landings while still accommodating the operating capabilities of typical jet aircraft. This requirement is particularly important as it ensures that pilots can see the runway environment sufficiently to make informed decisions on approach and land effectively.

8. What should be done if an aircraft is unable to couple for a mode I approach?

- A. Continue as mode 2, ICLS or mode 3**
- B. Attempt a visual approach
- C. Return to base
- D. Request guidance from CATCC

When an aircraft is unable to couple for a mode I approach, the appropriate course of action is to continue with alternative modes of approach. In this scenario, mode 2, ICLS (Instrument Carrier Landing System), or mode 3 approaches serve as viable alternatives that can facilitate a safe landing under the circumstances where a mode I cannot be utilized. These alternative modes provide different methods for the pilot to receive guidance and maintain situational awareness during the landing phase, ensuring that operations can continue efficiently. Mode 2 and ICLS are designed to support landings even in less than ideal conditions, while mode 3 often involves using radar assistance from air traffic control to guide the aircraft safely to the carrier. Utilizing these options helps to enhance safety and maintain operational flow, which is crucial in carrier operations, particularly during periods of high traffic or during challenging weather situations. Attempting a visual approach, returning to base, or requesting guidance from CATCC could be options depending on the specific circumstances, but continuing with alternative modes remains the primary protocol for ensuring that the aircraft can land safely.

9. What is the speed differential affecting separation per minute for 75 knots?

- A. 1.0
- B. 1.25**
- C. 1.5
- D. 1.75

The correct answer for the speed differential affecting separation per minute for 75 knots is 1.25. This calculation is based on the principle that for every knot of speed, an aircraft covers one nautical mile in one hour. When determining the separation needed for air traffic, we take into account how fast the aircraft is moving. At a speed of 75 knots, the aircraft will travel 75 nautical miles in one hour, which breaks down to 1.25 nautical miles per minute (since 75 nautical miles divided by 60 minutes equals 1.25 nautical miles per minute). This means that each minute, the aircraft is moving 1.25 nautical miles, which directly correlates to the speed differential used for maintaining proper separation from other aircraft. Understanding this speed differential is crucial in air traffic control to ensure safe distances are maintained, allowing for effective law of motion calculations and risk management in busy airspace.

10. If squadron B is assigned a -20 degree radial off of the DRR and an "Even" rendezvous altitude, what rendezvous altitude is assigned to squadron E with a +40 degree radial?

- A. Even
- B. Odd**
- C. Medium
- D. Random

In this scenario, the concept of "even" and "odd" rendezvous altitudes is directly tied to the radial assignments of the two squadrons. The training emphasizes that when two squadrons are given radials that create specific angles in relation to the Directional Reference Radar (DRR), their assigned altitudes must also reflect this design to ensure safe vertical separation during the rendezvous. When squadron B is assigned a -20 degree radial and an "Even" altitude, it establishes a baseline for altitude assignment based on the angle of approach. Consequently, squadron E, which is assigned a +40 degree radial, falls into a different category concerning altitude criteria. Typically, the rule dictates that if one unit is at an even altitude, then units assigned to radials at specific offsets will be given an odd altitude to maintain vertical separation. Thus, the altitude assigned to squadron E, positioned along the +40 degree radial, is "Odd" to maintain this separation from squadron B. This approach enhances safety and reduces the risk of altitude conflicts during air operations, as it adheres to established altitude assignment protocols based on their respective radials.

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://carrierairtrafficcontrolcenter.examzify.com>

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

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