Initial Tower Cab Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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. Which control must be notified regarding a departing aircraft being taxied to a nonactive runway?

A. Team Supervisor

B. Local Control

C. Departure Control

D. Cab Supervisor

2. Which of the following is NOT an approved pattern entry for RWY 28L/R from Southeast or MacDonald's Bridge?

A. Right base; Straight in; Right downwind

B. Crosswind; Straight In; Left base

C. Straight In; Left base; Left downwind

D. Overhead; Straight in; Left base

3. N288DS, a P28A, is downwind for touch-and-go on Runway 28L. AAL432, an MD81, is departing Runway 28L. N288DS may not ___ until ___ minutes after AAL432 rotates.

A. touch down; 3

B. touch down; 2

C. takeoff; 2

D. roll; 3

4. When information is received that a bomb is on or near an aircraft, what action should be taken?

A. Contact law enforcement

B. Notify the weather service

C. Broadcast over RT

D. Notify your supervisor or facility air traffic manager

5. FD relays tower visibility to other tower positions, McAlester FSS, and which Academy facility?

A. Academy Center

B. Academy Approach

C. Fort Worth Center

D. Academy Tower

6. Which of the following best describes the type of wind data LLWAS monitors?

A. Wind conditions

B. Temperature

C. Humidity

D. Cloud cover

7. Inform the LUAW aircraft of the closest traffic within how many flying miles when requesting a full-stop, touch-and-go, stop-and-go, option, or low approach to the same runway?

A. 6-flying miles

B. 5-flying miles

C. 4-flying miles

D. 8-flying miles

8. Forward NOTAM data to the ___.

A. NOTAM representative

B. tie-in FSS

C. Operations supervisor

D. local ARTCC

9. What does MARSA stand for in aviation terminology?

A. Civilian Authority for Separation of Aircraft

B. Military Authority for Separation of Aircraft

C. Military Assumes Responsibility for Separation of Aircraft

D. Joint Agency Responsibility for Separation of Aircraft

10. Which ID code is used when ATIS resumes after more than 12 hours of outage?

A. Bravo

B. Charlie

C. Delta

D. Alpha

Answers

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

Explanations

1. Which control must be notified regarding a departing aircraft being taxied to a nonactive runway?

A. Team Supervisor

B. Local Control

C. Departure Control

D. Cab Supervisor

The main idea here is who coordinates the aircraft's movement on the ground near runways. Local Control is responsible for the local airfield area, including taxiways and runways, and for ensuring safe separation with other traffic. When a departing aircraft is being taxied to a runway that isn't active, Local Control must be notified so they can monitor the taxi, confirm runway status, and prevent any conflicts with other movements. Departure Control would come into play after takeoff, not during taxiing to a nonactive runway. The other roles aren't responsible for this ground-area coordination in this situation.

2. Which of the following is NOT an approved pattern entry for RWY 28L/R from Southeast or MacDonald's Bridge?

A. Right base; Straight in; Right downwind

B. Crosswind; Straight In; Left base

C. Straight In; Left base; Left downwind

D. Overhead; Straight in; Left base

Pattern entries must fit the established traffic pattern direction around RWY 28L/R and follow a sensible sequence into the final. When the field uses a left-hand pattern, you join the pattern on the left side (left downwind, then left base, then final) or use an overhead/straight-in entry that leads into the left-hand flow. The entry that starts with a right base (and includes a right downwind) implies a right-hand pattern from the start. Since the published pattern from that location is left-hand, this right-hand sequence isn't an approved way to enter. Also, placing a straight-in in the middle of a base-to-final sequence doesn't align with how pattern entries are described or flown for a left-hand pattern. The other options stay within a left-hand pattern or use an overhead entry that then joins the left-side legs, which are valid. So the entry beginning with right base is not an approved pattern entry.

3. N288DS, a P28A, is downwind for touch-and-go on Runway 28L. AAL432, an MD81, is departing Runway 28L. N288DS may not ___ until ___ minutes after AAL432 rotates.

A. touch down; 3

B. touch down; 2

C. takeoff; 2

D. roll; 3

The situation tests wake turbulence separation on the same runway. When a heavy aircraft departs and rotates, it leaves wingtip vortices that can linger near the runway and affect a following aircraft during landing. To reduce the risk of a wake encounter, the lighter aircraft performing a touch-and-go must not touchdown until a certain interval has passed after the heavy rotates. In this scenario, the heavy departure has rotated, so the lighter aircraft must wait 3 minutes before touching down. The other options describe actions (taking off, rolling) that don't fit the landing phase of the light aircraft, and the critical restriction is the touchdown point after rotation.

4. When information is received that a bomb is on or near an aircraft, what action should be taken?

A. Contact law enforcement

B. Notify the weather service

C. Broadcast over RT

D. Notify your supervisor or facility air traffic manager

When a bomb threat or device is suspected near an aircraft, the priority is to activate the official emergency response through the proper chain of command. The immediate action is to notify your supervisor or facility air traffic manager. They coordinate security procedures, initiate contact with law enforcement as needed, and trigger the airport's emergency protocols to protect people and aircraft while ensuring the response is orderly and coordinated. Notifying the supervisor/ATC manager first ensures that information is handled through the correct channels and that all actions are synchronized with security and operations. Involving law enforcement directly can be important, but it should come through the established chain of command to avoid duplication or confusion. The weather service has no role in a security threat, and broadcasting details on radiotelephony can disrupt essential ATC communications and spread unverified information.

5. FD relays tower visibility to other tower positions, McAlester FSS, and which Academy facility?

A. Academy Center

B. Academy Approach

C. Fort Worth Center

D. Academy Tower

In this scenario, the key idea is how Flight Data distributes information to facilities that handle traffic operations and coordination. The Flight Data position relays tower visibility to other tower positions and to the Flight Service Station to keep all involved parties informed about the current visibility conditions. The Academy facility that fits here is the Academy Approach. Approach control handles arrivals and departures for the Academy airfield and coordinates closely with the local tower to sequence aircraft and issue approach clearances. Receiving tower visibility data helps the Approach controller manage inbound traffic safely and efficiently as it transitions from en route or area control to the tower. The other options don't fit because they're not the coordinating facility for arrivals/departures at the Academy: Academy Center would be an en route/center-type facility not specific to the Academy's operations, Fort Worth Center is an entirely different en route center, and Academy Tower is the local tower itself rather than the facility that processes these inputs for approach control.

6. Which of the following best describes the type of wind data LLWAS monitors?

A. Wind conditions

B. Temperature

C. Humidity

D. Cloud cover

LLWAS is designed to detect how the wind behaves around the airfield, not the other atmospheric properties. It uses a network of wind sensors to measure speed and direction across multiple locations and looks for unusual changes in the wind field that could indicate wind shear or gusts. That focus on wind behavior is why wind conditions is the best description. Temperature, humidity, and cloud cover are not what LLWAS analyzes for its alerts; those parameters are tracked by different weather observation tools.

7. Inform the LUAW aircraft of the closest traffic within how many flying miles when requesting a full-stop, touch-and-go, stop-and-go, option, or low approach to the same runway?

A. 6-flying miles

B. 5-flying miles

C. 4-flying miles

D. 8-flying miles

When you're requesting a full-stop, touch-and-go, stop-and-go, option, or low approach to the same runway, you need to tell the LUAW aircraft about the closest traffic within six flying miles. This six-mile radius gives pilots enough lead time to see and sequence potential conflicts while keeping the advisory focused on traffic that could realistically affect your approach. If you used a smaller radius like five or four miles, you might miss nearby traffic that could intersect your path; if you used a larger radius like eight miles, you'd be pulling in traffic that isn't immediately relevant to the approach. So six flying miles is the appropriate threshold for this scenario.

8. Forward NOTAM data to the ___.

A. NOTAM representative

B. tie-in FSS

C. Operations supervisor

D. local ARTCC

Disseminating NOTAM information through the proper channel ensures pilots receive timely notices. The tie-in Flight Service Station is the designated receiver that feeds NOTAM data into the national NOTAM system, so the information is formatted and distributed to pilots and other users. This tie-in point connects local NOTAMs from the field to the broader distribution network, making the NOTAM actively accessible. The other options aren't part of the standard dissemination path: there isn't a role known as a NOTAM representative, the operations supervisor handles internal tower operations rather than external notices, and the local ARTCC deals with en route/area control rather than local NOTAM broadcasting.

9. What does MARSA stand for in aviation terminology?

A. Civilian Authority for Separation of Aircraft

B. Military Authority for Separation of Aircraft

C. Military Assumes Responsibility for Separation of Aircraft

D. Joint Agency Responsibility for Separation of Aircraft

MARSA means that the Military Assumes Responsibility for Separation of Aircraft. In this setup, the military authority takes over the duty of keeping aircraft safely separated from each other in the specified airspace or on a given route. Civil ATC is not providing separation during MARSA; instead, the military ensures the required spacing between all flights for the duration of the arrangement. The key idea is a transfer of responsibility for separation from civil control to military control, continuing until MARSA is terminated or the aircraft exit the area. The other options don't convey this transfer of responsibility to the military.

10. Which ID code is used when ATIS resumes after more than 12 hours of outage?

A. Bravo

B. Charlie

C. Delta

D. Alpha

ATIS broadcasts are labeled with sequential information identifiers: Alpha, Bravo, Charlie, Delta, and so on. Each time the information is updated, the letter advances. When ATIS resumes after a long outage (more than 12 hours), the sequence restarts at Alpha to signal that this is a fresh restart of the information. This helps pilots know they're receiving newly resumed data and not continuing from what might have been valid before the outage. Subsequent updates would then proceed with Bravo, Charlie, etc.

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://initialtowercab.examzify.com

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