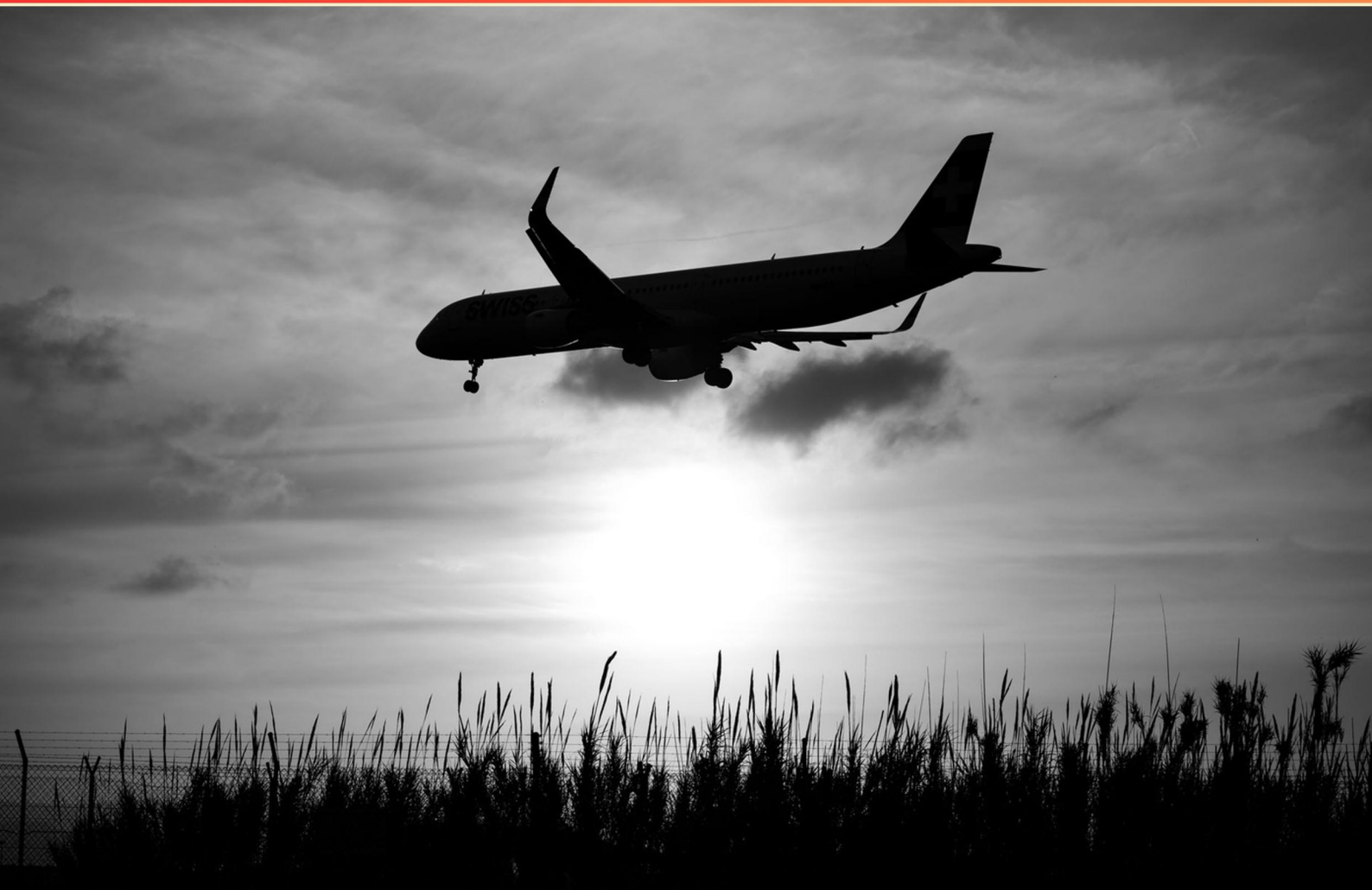


INITIAL TOWER CAB PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
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. Which of the following is an example of the correct phraseology used to request an aircraft to hold short of a runway?
 - A. CESSNA FOUR NOVEMBER BRAVO, HOLD AT RUNWAY TWO EIGHT LEFT AT TAXIWAY ALPHA
 - B. AMERICAN SIX THIRTEEN, STOP AT RUNWAY ONE ZERO LEFT AT TAXIWAY FOXTROT
 - C. CHEYENNE THREE FOUR TANGO, HOLD SHORT OF RUNWAY TWO EIGHT RIGHT AT TAXIWAY CHARLIE FOR LANDING TRAFFIC
 - D. PIPER SIX PAPA MIKE, STOP SHORT OF RUNWAY ONE ZERO RIGHT AT TAXIWAY GOLF
2. To separate a departing helicopter from an arriving helicopter, ensure the departure does not take off until the arrival has _____.
 - A. taxied off the landing area
 - B. cleared the runway
 - C. landed
 - D. departed
3. Which taxiway width is 200 feet?
 - A. Taxiway B is 250 ft wide
 - B. Taxiway C is 150 ft wide
 - C. Taxiway A is 200 ft wide
 - D. Taxiway D is 300 ft wide
4. Which is an example of the phraseology used to add a transition onto a SID?
 - A. STROUDSBURG ONE DEPARTURE, SPARTA TRANSITION
 - B. TRANSITION VIA SPARTA, STROUDSBURG ONE DEPARTURE
 - C. SPARTA TRANSITION, STROUDSBURG ONE DEPARTURE
 - D. STROUDSBURG ONE DEPARTURE, SPARTA TRANSITION
5. What is the basic radar separation between successive IFR departures?
 - A. 5 NM
 - B. 2 NM
 - C. 4 NM
 - D. 3 NM

- 6. When applying visual separation, the controller should inform the pilot about the other aircraft's position, direction, type, and intentions.**
- A. Altitude and airspeed
 - B. Position, direction, type, and intentions
 - C. Altitude and heading
 - D. Call sign only
- 7. Which term describes the time at which a departing aircraft is permitted to depart to maintain separation from other traffic?**
- A. Release time
 - B. Clearance void time
 - C. Hold for release
 - D. SVFR clearance
- 8. Which of the following is Category H aircraft?**
- A. B737
 - B. BE40
 - C. CL60
 - D. BE36
- 9. Issue departure information to departing aircraft by including the time when _____?**
- A. prior to taxi
 - B. when requested
 - C. after takeoff
 - D. immediately after clearance
- 10. In the described wake turbulence scenario for N1HD, the separation is 3 minutes after rotation. Which of the following options reflects this rule?**
- A. 2 minutes after rotation
 - B. 4 minutes after rotation
 - C. 3 minutes after LJ35 rotates
 - D. 3 minutes after rotation

Answers

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

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Explanations

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1. Which of the following is an example of the correct phraseology used to request an aircraft to hold short of a runway?

- A. CESSNA FOUR NOVEMBER BRAVO, HOLD AT RUNWAY TWO EIGHT LEFT AT TAXIWAY ALPHA
- B. AMERICAN SIX THIRTEEN, STOP AT RUNWAY ONE ZERO LEFT AT TAXIWAY FOXTROT
- C. CHEYENNE THREE FOUR TANGO, HOLD SHORT OF RUNWAY TWO EIGHT RIGHT AT TAXIWAY CHARLIE FOR LANDING TRAFFIC**
- D. PIPER SIX PAPA MIKE, STOP SHORT OF RUNWAY ONE ZERO RIGHT AT TAXIWAY GOLF

The main concept is using standard phraseology to tell a pilot to hold short of a runway. The instruction must specify the hold point, the runway designator, and, if needed, the reason for the hold. In the correct example, the instruction tells the pilot to hold short of runway 28R at taxiway Charlie, and to do so for landing traffic. This gives the exact location of the hold (the hold line at Charlie) and the reason (there is landing traffic on that runway), which helps prevent runway incursions and keeps traffic flow clear. The runway is spoken as two eight right, matching aviation practice of spelling out numbers and using letters for runway designators, so there is no confusion about which runway is involved. Why the others aren't as good: they either omit the "short" part or use nonstandard terms like "stop," or they don't include the traffic context, which reduces clarity about why the hold is being enforced.

2. To separate a departing helicopter from an arriving helicopter, ensure the departure does not take off until the arrival has _____.

- A. taxied off the landing area**
- B. cleared the runway
- C. landed
- D. departed

The idea is to keep the landing area clear for safety when a helicopter is taking off. Before a departing helicopter lifts off, the arriving helicopter should move away from the landing area so the takeoff path isn't in the rotor wash or flight path of the other helicopter. Waiting until the arrival has taxied off the landing area ensures the ground space is truly clear and reduces the risk of interference or collision during liftoff. If the arrival has merely landed, it might still be occupying or partially blocking the landing area, and rotor wash or tail-rotor clearance could affect the departing helicopter. Clearing the area by taxiing off is a clearer, safer condition than just "landed." The other options don't fit typical helicopter ground-separation practices: "cleared the runway" uses a term more associated with fixed-wing operations and isn't the right context here, and "departed" would mean the departure has already occurred, which defeats the separation goal.

3. Which taxiway width is 200 feet?

- A. Taxiway B is 250 ft wide
- B. Taxiway C is 150 ft wide
- C. Taxiway A is 200 ft wide
- D. Taxiway D is 300 ft wide

Identifying the correct option hinges on matching the required dimension to the taxiway description. The task asks for a width of 200 feet, so the statement that specifies a taxiway being 200 feet wide is the right one. Taxiway width is set to provide safe clearance for aircraft taxiing, including enough room for wings and for clearance from edges and markings. The other options describe widths of 250, 150, and 300 feet, which do not meet the 200-foot requirement.

4. Which is an example of the phraseology used to add a transition onto a SID?

- A. STROUDSBURG ONE DEPARTURE, SPARTA TRANSITION
- B. TRANSITION VIA SPARTA, STROUDSBURG ONE DEPARTURE
- C. SPARTA TRANSITION, STROUDSBURG ONE DEPARTURE
- D. STROUDSBURG ONE DEPARTURE, SPARTA TRANSITION

When joining a SID with a specific transition, you state the SID name first and then the transition name after a comma. This order clearly ties the transition to that particular SID, making it unambiguous for the pilot and ATC. The example STROUDSBURG ONE DEPARTURE, SPARTA TRANSITION follows this standard format exactly. It presents the SID name, then the transition name, separated by a comma, so everyone knows which departure and which transition to fly. Other phrasings don't fit the standard: placing the transition before the SID reverses the expected order and can create confusion about which SID is being used; using phrases like "transition via" isn't the conventional way to specify a SID transition; and swapping the order or wording mixes up the association between the SID and its transition.

5. What is the basic radar separation between successive IFR departures?

- A. 5 NM
- B. 2 NM
- C. 4 NM
- D. 3 NM

Basic radar separation is the minimum horizontal distance required between two aircraft being observed on radar. For successive IFR departures, the standard spacing is three nautical miles. This separation gives enough room to account for typical differences in climb rates, speeds, and potential track adjustments, while still allowing the radar controller to monitor both aircraft reliably and avoid conflicts as the first aircraft climbs away and the second follows. In practice, controllers ensure at least this distance before allowing the second aircraft to proceed on a similar path, sometimes adjusting speed or delaying departures to maintain the spacing. The other options don't reflect the common standard for this situation: five miles is a broader en route separation, while two or four miles would not meet the established basic separation for successive departures.

6. When applying visual separation, the controller should inform the pilot about the other aircraft's position, direction, type, and intentions.

- A. Altitude and airspeed
- B. Position, direction, type, and intentions**
- C. Altitude and heading
- D. Call sign only

When you're applying visual separation, the pilot needs a clear picture of the other aircraft to maintain safe spacing: where it is, which way it's moving, what kind of aircraft it is, and what it plans to do. Providing position tells the pilot where the traffic is relative to them; direction indicates its intended path; the type helps the pilot gauge speed and wake effects; and intentions share what maneuver the intruder might execute next. Together, this information gives enough situational awareness to decide whether to maintain, adjust, or initiate further separation. Information like altitude and airspeed, or just a heading, doesn't supply the full picture for visual separation, and a call sign alone doesn't convey location or future actions. For example, hearing traffic at your 2 o'clock, 3 miles, a light aircraft, heading north with the intention to turn east, gives a concrete understanding of how to respond.

7. Which term describes the time at which a departing aircraft is permitted to depart to maintain separation from other traffic?

- A. Release time**
- B. Clearance void time
- C. Hold for release
- D. SVFR clearance

The timing being described is when ATC authorizes a departing aircraft to go so that it can be separated from other traffic. That moment is known as release time. It's the point at which the departure is cleared to begin taxiing or takeoff in a way that maintains proper spacing with arrivals, other departures, or crossing traffic. Other terms refer to different concepts: clearance void time is the deadline that a previously issued clearance remains valid if the aircraft hasn't taken off, hold for release is simply a holding instruction until the controller releases the aircraft, and SVFR clearance relates to operating under special VFR conditions in controlled airspace—neither directly about the moment a departure is allowed to depart to maintain separation.

8. Which of the following is Category H aircraft?

- A. B737
- B. BE40**
- C. CL60
- D. BE36

Category H in this context is a grouping used for a subset of jet aircraft for ATC/operational categorization. The Beechcraft BE40 is a light jet, which puts it into that H group in this material. The other options are a larger transport jet (Boeing 737) or a larger business jet (Challenger CL60), or a piston-powered light airplane (BE36), which fall into different categories. So the Beechcraft BE40 is the one that fits the Category H designation in this context.

9. Issue departure information to departing aircraft by including the time when _____?

- A. prior to taxi
- B. when requested**
- C. after takeoff
- D. immediately after clearance

Departure information is given to help the pilot plan and sequence movement, but the time component is provided only if the flight crew asks for it. This keeps timing flexible and prevents committing to a fixed departure time that might change due to traffic or conditions. So, the time should be included when requested by the pilot. Providing a departure-time stamp automatically or at other moments (before taxi, after takeoff, or immediately after clearance) isn't standard practice, because the timing needs can vary and must be confirmed by the pilot if they need it.

10. In the described wake turbulence scenario for N1HD, the separation is 3 minutes after rotation. Which of the following options reflects this rule?

- A. 2 minutes after rotation
- B. 4 minutes after rotation**
- C. 3 minutes after LJ35 rotates
- D. 3 minutes after rotation

Wake turbulence separation is defined by waiting a fixed amount of time after the lead aircraft rotates, to let the wake vortices dissipate before the following aircraft proceeds. In this scenario, the required gap is four minutes after rotation, so the choice that matches that rule exactly is four minutes after rotation. The other options either propose shorter intervals or tie the timing to the rotation of a specific aircraft, which isn't how this scenario defines the rule.

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!

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