

Initial Tower Cab Training Block 3 Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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 unit is responsible for relaying information to Flight Service Station (FSS) about closing VFR flight plans after Ground Control initiates the request?**
 - A. Local Control**
 - B. Flight Data**
 - C. Ground Control**
 - D. Tower**

- 2. What does the phrase 'Rest Of Route Unchanged' imply about the route beyond the amendment?**
 - A. It remains as originally cleared**
 - B. It is canceled**
 - C. It becomes tentative**
 - D. It must be re-cleared**

- 3. Ground control must obtain approval from which entity before authorizing an aircraft or vehicle to cross or use any portion of an active runway?**
 - A. Tower**
 - B. Local control**
 - C. Airport Manager**
 - D. Ground Operations**

- 4. In a position relief, the verbal briefing is conducted by which person?**
 - A. The specialist being relieved**
 - B. The relieving specialist**
 - C. The supervisor**
 - D. The pilot in command**

- 5. What marks the moment that responsibility has been assumed in a relief handover?**
 - A. The relieving specialist states responsibility has been assumed**
 - B. The handover log is signed**
 - C. The new controller completes a checklist**
 - D. The shift supervisor approves**

- 6. When should radio communication of an aircraft under your control be transferred?**
- A. Before the Aircraft Enters the Receiving Controller's Area of Jurisdiction**
 - B. After the Aircraft Enters the Receiving Controller's Area of Jurisdiction**
 - C. Only Upon Pilot Request**
 - D. Immediately Upon Transfer**
- 7. When you believe an aircraft is experiencing a communications failure, broadcast clearance through any available means of communication, including the voice feature of**
- A. VOR**
 - B. DME**
 - C. NAVAIDs**
 - D. ILS**
- 8. What is always included when issuing a departure clearance for relay to an aircraft by an FSS dispatcher?**
- A. Airport of departure**
 - B. Destination airport**
 - C. Estimated time en route**
 - D. Aircraft type**
- 9. When giving or receiving a position relief briefing, which action should a specialist avoid?**
- A. Verbalize everything in detail**
 - B. Ask questions**
 - C. Take notes**
 - D. Rush**

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

- A. Cheyenne 34T, line up and wait on rwy 28R**
- B. Cheyenne 34T, taxi to rwy 28R and depart**
- C. Cheyenne 34T, cleared for takeoff on rwy 28R**
- D. Cheyenne 34T, hold short of rwy 28R at taxiway C for landing traffic**

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Answers

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

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Explanations

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1. Which unit is responsible for relaying information to Flight Service Station (FSS) about closing VFR flight plans after Ground Control initiates the request?

A. Local Control

B. Flight Data

C. Ground Control

D. Tower

The essential idea here is that the unit responsible for handling flight plan data and communicating changes to Flight Service Station is Flight Data. When Ground Control initiates a request to close a VFR flight plan, it's the Flight Data unit that records that change and relays the information to FSS so the official record is updated and the service chain knows the flight plan status. The other units—Local Control, Ground Control, and Tower—manage the aircraft within the local airspace and on the ground, but they do not perform the formal transmission of flight plan closures to FSS. Flight Data serves as the bridge for flight plan processing and updates with FSS, which is why this is the best answer.

2. What does the phrase 'Rest Of Route Unchanged' imply about the route beyond the amendment?

A. It remains as originally cleared

B. It is canceled

C. It becomes tentative

D. It must be re-cleared

This phrase is about how amendments affect a clearance. When you see “Rest Of Route Unchanged,” it means only the portion of the route that was amended is changed, and the rest of the route stays exactly as it was originally cleared. So the best answer is that the route beyond the amendment remains as originally cleared. The other options would imply changes, cancellations, or a need for re-clearance that the phrase does not indicate.

3. Ground control must obtain approval from which entity before authorizing an aircraft or vehicle to cross or use any portion of an active runway?

A. Tower

B. Local control

C. Airport Manager

D. Ground Operations

Crossing an active runway requires coordination with the controller who has authority over the runway environment. Ground control cannot authorize a vehicle or airplane to cross a runway on its own because an aircraft may be on final approach, taking off, or already occupying the runway. Local control oversees the active runway and surrounding airfield movements, and it's their responsibility to assess the traffic situation and issue a crossing clearance if it's safe. This ensures safe separation between ground movements and air traffic, preventing collisions with approaching or departing aircraft. While in many airports the local controller is the same person as the tower operator, the important point is that the authority to approve any runway crossing rests with the runway-controlling controller.

4. In a position relief, the verbal briefing is conducted by which person?

A. The specialist being relieved

B. The relieving specialist

C. The supervisor

D. The pilot in command

During a position relief, the verbal briefing is given by the controller who is leaving the position. The outgoing specialist has the most current, detailed knowledge of active clearances, traffic flow, ongoing tasks, and any unusual conditions or coordination with other units. Providing this information in a structured handover ensures the new controller can take over smoothly and safely without missing critical details. The incoming controller can then ask questions and confirm understanding. The supervisor and the pilot in command aren't the ones responsible for this operational handover in the handoff scenario.

5. What marks the moment that responsibility has been assumed in a relief handover?

A. The relieving specialist states responsibility has been assumed

B. The handover log is signed

C. The new controller completes a checklist

D. The shift supervisor approves

In a relief handover, the moment control passes is when the relieving specialist explicitly states that responsibility has been assumed. That clear declaration signals to everyone involved—the outgoing controller, the incoming controller, and the supervisor—that the incoming person is now in charge. Documentation like signing the handover log or completing a checklist helps verify and record the handover, but they don't alone mark the transfer. The supervisor's approval is supportive and confirms readiness, but the transfer is initiated by the explicit statement of responsibility from the person taking over.

6. When should radio communication of an aircraft under your control be transferred?

A. Before the Aircraft Enters the Receiving Controller's Area of Jurisdiction

B. After the Aircraft Enters the Receiving Controller's Area of Jurisdiction

C. Only Upon Pilot Request

D. Immediately Upon Transfer

Transferring radio communications before the aircraft enters the receiving controller's area ensures a smooth handoff by giving the next controller time to establish contact and take over responsibility without a gap. When the aircraft is about to cross into another controller's jurisdiction, the transferring controller coordinates with the receiving controller, passes along essential details (identity, altitude, position, intended route), and confirms that the pilot will switch frequencies. This pre-entry handoff keeps the pilot on a continuous two-way link and maintains safe separation as the aircraft transitions sectors. If the transfer waited until the aircraft was already inside the new controller's airspace, there could be a momentary loss of communication or the receiving controller lacking timely information to manage the aircraft, increasing the risk of miscommunication or spacing errors. Requiring the pilot to request a transfer or transferring only at the moment of entry would also introduce delays or confusion. Therefore, the trusted procedure is to transfer radio communications before entry into the receiving controller's area.

7. When you believe an aircraft is experiencing a communications failure, broadcast clearance through any available means of communication, including the voice feature of

A. VOR

B. DME

C. NAVAIDs

D. ILS

When radio communications fail, you must make your intentions known by every available channel. The voice capability of navigational aids adds a broadcast option you can use to reach ATC and other pilots in the area, even if your own radio isn't working. That means you can broadcast your clearance or position/intentions via the NAVAID's voice channel. The other items are navigation aids themselves and don't provide this voice-broadcast channel, so the navigational aids' voice feature is the appropriate method to use in this situation.

8. What is always included when issuing a departure clearance for relay to an aircraft by an FSS dispatcher?

- A. Airport of departure**
- B. Destination airport**
- C. Estimated time en route**
- D. Aircraft type**

When a departure clearance is relayed by an FSS dispatcher, the starting point of the flight—the airport of departure—is always included. This establishes the exact origin the pilot will be taking off from and serves as the anchor for the rest of the clearance, helping to prevent ambiguity as the message passes through multiple facilities. Knowing the airport of departure ensures the route, any required altitude, and other instructions are correctly referenced from the right starting point. Other details like the destination airport, estimated time en route, or aircraft type aren't guaranteed to appear in every relayed departure clearance. The essential element is to identify where the flight begins, while destination, timing, and aircraft specifics may be included as needed but aren't the mandatory anchor item.

9. When giving or receiving a position relief briefing, which action should a specialist avoid?

- A. Verbalize everything in detail**
- B. Ask questions**
- C. Take notes**
- D. Rush**

Position relief briefs require a clear, thorough handover so the incoming specialist understands the current operational state and what to monitor. Rushing undermines that safety-critical communication: it can cause you to skip steps, overlook hazards, or miss important instructions about track occupancy, signal statuses, equipment issues, or ongoing tasks. Slowing the pace allows you to verbalize key information in detail, invite questions, and record essential points with notes. Asking questions and taking notes are essential for ensuring understanding and ensuring a reliable record. Verbalizing in detail helps make expectations and status explicit. So, rushing should be avoided.

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

- A. Cheyenne 34T, line up and wait on rwy 28R**
- B. Cheyenne 34T, taxi to rwy 28R and depart**
- C. Cheyenne 34T, cleared for takeoff on rwy 28R**
- D. Cheyenne 34T, hold short of rwy 28R at taxiway C for landing traffic**

The idea is to use a hold-short instruction with precise location so the pilot knows exactly where to stop and wait before entering the runway. Saying “hold short of Runway 28R at Taxiway C for landing traffic” tells Cheyenne 34T to stop before the threshold of Runway 28R and to do so at the specific holding point (Taxiway C). Adding “for landing traffic” conveys that there are inbound aircraft and that the hold should be respected to maintain safe separation. The other phrases don’t fit because they either move the aircraft onto the runway or clear it to take off, rather than asking it to stop before the runway.

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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://initialtowercabtrainingblock3.examzify.com>

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

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