Non-radar Controller Knowledge Test (CKT) 1 Practice Test (Sample)

Study Guide

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Questions

1. **What control does JAN APCH have at the TCP before an aircraft enters their airspace?**

   A. Climb

   B. Descent

   C. Maintain altitude

   D. Speed control

2. **When writing a report passing on a strip, what format should be used?**

   A. RP 25NE HEZ/(time reported)

   B. AIR 100NM/(time of flight)

   C. LOG 15/35/(dispatch time)

   D. TRANSMIT 30SE/(arrival time)

3. **What is crucial for maintaining safety when operations are affected by NAVAID issues?**

   A. Switching to visual flight rules

   B. Constant communication and reporting

   C. Using only ground services

   D. Cancelling all flights

4. **Controller information is characterized as?**

   A. Static and inflexible

   B. Dynamic and requiring prioritization

   C. Simple and redundant

   D. Complicated and slow

5. **What airspace does ZAE own over MLU Approach during non-radar operations?**

   A. At or below 6,000 feet

   B. At or above 10,000 feet

   C. At or above 7,000 feet

   D. At or below 5,000 feet

6. What is the purpose of the information in block 26?

    A. To identify where information may be found in the event of Search and Rescue

    B. To record the total flight time

    C. To verify the aircraft's compliance with regulations

    D. To summarize the flight plan filed by the pilot

7. When should you advise aircraft to expect requested altitude?

    A. Immediately after takeoff

    B. At the point of no return

    C. 10 minutes after departure

    D. 3 minutes before landing

8. What is the primary focus of a controller during active listening?

    A. Multi-tasking effectively

    B. Repeating the speaker's words back exactly

    C. Attending fully to the speaker

    D. Documenting communications

9. What must ZAE do if it is unable to issue the clearance right away for MLU departures?

    A. Establish a holding pattern

    B. Relay a reminder

    C. Issue an Estimated Further Clearance (EFC) time

    D. Notify the pilot to hold

10. Which equipment suffix signifies an aircraft that has a transponder with no Mode C but has DME?

    A. /B

    B. /N

    C. /Y

    D. /C

Answers

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

Explanations

1. What control does JAN APCH have at the TCP before an aircraft enters their airspace?

A. Climb

B. Descent

C. Maintain altitude

D. Speed control

When considering the control that JAN APCH (Jacksonville Approach) has at the TCP (Transfer of Control Point) before an aircraft enters their airspace, it is essential to understand the responsibilities and operations of air traffic control within the terminal environment.   In this context, the answer is descent. Approach controllers typically guide aircraft as they transition from en-route phases into terminal airspace, ensuring they safely descend to appropriate altitudes for landing. This descent management is crucial for creating safe spacing between aircraft and facilitating an orderly flow into congested airspace. As an aircraft approaches the TCP, the approach controller will ensure that the aircraft initiates descent to align with standard approach profiles. This involves instructing pilots to descend to a certain altitude, which is part of the safe transition into the controlled airspace of the terminal area. The other options — climb, maintain altitude, and speed control — may come into play during different phases of flight, but specifically for the descent into an airspace, the approach controller's primary task is to facilitate a safe descent pattern. Thus, descent control at this juncture is essential for effective air traffic management prior to entering the airspace.

2. When writing a report passing on a strip, what format should be used?

A. RP 25NE HEZ/(time reported)

B. AIR 100NM/(time of flight)

C. LOG 15/35/(dispatch time)

D. TRANSMIT 30SE/(arrival time)

The correct answer requires using the specific format that conveys the necessary information clearly and concisely when passing on a strip. In this case, the format "RP 25NE HEZ/(time reported)" is an appropriate choice because it follows the conventions established for reporting aircraft positions and the respective times. The "RP" stands for "Report," which is a standard term indicating the transmission of positional information. The "25NE" specifies the distance and direction from a reference point, indicating that the aircraft is 25 nautical miles northeast of the waypoint HEZ. Finally, "(time reported)" signifies the precise time when the information was collected, critical for maintaining accurate situational awareness among controllers. This format effectively communicates essential details necessary for other controllers to understand the situation rapidly and take appropriate actions, such as providing further instructions to the aircraft.

3. What is crucial for maintaining safety when operations are affected by NAVAID issues?

A. Switching to visual flight rules

B. Constant communication and reporting

C. Using only ground services

D. Cancelling all flights

Maintaining constant communication and reporting is essential when operations are impacted by NAVAID (Navigation Aid) issues, as it ensures all parties involved in air traffic management are informed of the current status and any potential hazards. By maintaining open lines of communication, controllers and pilots can share real-time updates regarding equipment malfunctions, flight paths, and any necessary adjustments to ensure safety. This collaborative approach enables effective decision-making, enhances situational awareness, and minimizes the risk of accidents or miscommunications in the airspace. While switching to visual flight rules can be beneficial in certain situations, it may not be feasible for all aircraft or conditions, and may not ensure comprehensive safety. Relying solely on ground services or cancelling all flights can disrupt operations significantly and may not be the most efficient way to manage NAVAID issues. Therefore, keeping consistent communication and reporting mechanisms in place is paramount for maintaining safety in these circumstances.

4. Controller information is characterized as?

A. Static and inflexible

B. Dynamic and requiring prioritization

C. Simple and redundant

D. Complicated and slow

The characterization of controller information as dynamic and requiring prioritization accurately reflects the nature of air traffic control operations. Controllers must continuously adjust to changes in flight paths, weather conditions, and traffic density. This dynamic environment necessitates ongoing assessment and decision-making to ensure safe and efficient air traffic management. Prioritization is critical in this context, as controllers often must make quick decisions about which aircraft need immediate attention based on various factors such as altitude, proximity to other aircraft, and their destination urgency. The ability to adapt and re-evaluate these priorities in real-time underscores the dynamic nature of the job, highlighting the importance of situational awareness and the need for controllers to respond effectively to evolving situations. This understanding reinforces the notion that effective air traffic control requires agility, responsiveness, and an ongoing evaluation of operational needs, making the selection of dynamic and requiring prioritization the most fitting description of controller information.

5. What airspace does ZAE own over MLU Approach during non-radar operations?

A. At or below 6,000 feet

B. At or above 10,000 feet

C. At or above 7,000 feet

D. At or below 5,000 feet

The correct response indicates that ZAE owns the airspace at or above 7,000 feet over the Monroe (MLU) Approach during non-radar operations. This is significant because airspace ownership determines responsibility for air traffic control and separation standards in areas lacking radar coverage. In many sectors, specific altitudes are assigned to different air traffic control facilities to manage air traffic effectively. At 7,000 feet and above, ZAE is likely to have the necessary authority to ensure safe and efficient operations, considering the air traffic patterns and the types of aircraft operating in that altitude range. This approach helps in maintaining orderly flow and minimizes the risk of conflicts between aircraft. Typically, airspace below a certain altitude is managed differently, often involving different controllers or procedures, making it essential to understand the specific altitude thresholds for airspace ownership. The answer reflects a situation where the non-radar environment requires clear definition of boundaries for effective coordination and safety.

6. What is the purpose of the information in block 26?

A. To identify where information may be found in the event of Search and Rescue

B. To record the total flight time

C. To verify the aircraft's compliance with regulations

D. To summarize the flight plan filed by the pilot

The information in block 26 is primarily designed to provide crucial details that can assist in search and rescue operations. It typically contains data that can help rescuers locate an aircraft in distress, including information such as emergency contact details or alternate landing locations. This is vital in situations where an aircraft is unresponsive, as it allows search and rescue teams to act faster and more efficiently.   The other choices, while relevant to different aspects of flight operations, do not capture the primary role of block 26. For example, recording total flight time pertains to monitoring performance and scheduling, compliance with regulations involves ensuring adherence to aviation standards, and summarizing flight plans focuses on operational intentions rather than immediate emergency assistance. Hence, the specific purpose of block 26 in aiding search and rescue is essential and aligns with the overarching goal of ensuring safety in aviation.

7. When should you advise aircraft to expect requested altitude?

A. Immediately after takeoff

B. At the point of no return

C. 10 minutes after departure

D. 3 minutes before landing

The correct choice indicates that advising aircraft to expect their requested altitude approximately 10 minutes after departure is appropriate. This timeframe allows air traffic controllers to manage air traffic effectively, as it provides necessary spacing between departing flights. Typically, during the initial stages of flight after takeoff, aircraft are still climbing to their assigned altitude, and various factors such as airspace restrictions and traffic may prevent immediate acknowledgment of altitude requests. This approach helps maintain safety and efficiency in controlled airspace. It aligns with standard procedures for communication and ensures pilots are informed about their expected altitude as they progress on their flight path, but without overwhelming them with information too early in their ascent. Thus, providing an expectation after 10 minutes is a pragmatic choice, as it gives the controller adequate time to assess and relay updates based on the current traffic situation.

8. What is the primary focus of a controller during active listening?

A. Multi-tasking effectively

B. Repeating the speaker's words back exactly

C. Attending fully to the speaker

D. Documenting communications

The primary focus of a controller during active listening is to attend fully to the speaker. Active listening involves being fully engaged in the communication process, which means concentrating on what the speaker is saying without distractions or preoccupations. This attentive approach helps ensure that the controller accurately understands the message being conveyed, which is crucial for effective communication in air traffic control. By focusing entirely on the speaker, the controller can better interpret verbal cues, context, and nuances that may be vital for making informed decisions. This attentive listening also fosters a supportive environment where the speaker feels heard and understood, which can improve the overall quality of communication. While multi-tasking, repeating words, and documenting communications are important in other contexts, they do not capture the essence of active listening as effectively as fully attending to the speaker does. Multi-tasking can lead to missed information, repeating words does not necessarily convey understanding, and documentation tends to be a secondary task that should not detract from the primary goal of understanding the speaker's intent.

9. What must ZAE do if it is unable to issue the clearance right away for MLU departures?

A. Establish a holding pattern

B. Relay a reminder

C. Issue an Estimated Further Clearance (EFC) time

D. Notify the pilot to hold

When ZAE is unable to issue clearance right away for departures from MLU, the appropriate action is to issue an Estimated Further Clearance (EFC) time. Providing an EFC time helps manage expectations for the pilots involved and keeps them informed about when they can expect to receive their clearance. This communication is crucial in air traffic management as it helps prevent confusion, reduces the likelihood of pilots entering holding patterns unnecessarily, and ensures that traffic flows smoothly. An EFC time not only serves as a guideline for pilots but also allows them to maintain situational awareness while awaiting further instructions. This action aligns with air traffic control best practices, where clear communication is key to ensuring safety and efficiency in the airspace. In contrast, the other options may not effectively resolve the situation. Establishing a holding pattern or notifying the pilot to hold could be actions taken in specific circumstances but do not directly inform the pilot of when they might receive the necessary clearance. Relay a reminder does not address the specific clearance issue and may not provide pilots with the critical information they require to proceed safely.

10. Which equipment suffix signifies an aircraft that has a transponder with no Mode C but has DME?

A. /B

B. /N

C. /Y

D. /C

The equipment suffix that signifies an aircraft with a transponder that does not have Mode C but is equipped with DME (Distance Measuring Equipment) is indicated by the suffix /B. This designation is part of the standardized equipment codes used to inform air traffic control about the capabilities of the aircraft. By using the /B suffix, it clearly communicates that while the aircraft has a transponder, it is not capable of providing altitude information (which is the role of Mode C). The presence of DME allows it to receive distance information from ground stations, which is important for navigation and position reporting. This distinction is vital as it helps air traffic controllers plan and execute safe separation and guidance of the aircraft in the airspace. Understanding these equipment suffixes helps ensure effective communication about an aircraft's capabilities, enhancing overall safety in non-radar environments.