

NON-RADAR CONTROLLER KNOWLEDGE TEST (CKT) 1 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. What is the highest priority for interphone transmission?**
 - A. Clearances and control instructions
 - B. Emergency messages
 - C. Movement and control messages
 - D. Flight plans
- 2. Until when must ZAE protect holding pattern airspace?**
 - A. Until the aircraft is cleared for landing
 - B. Until approach advises the arrival is tower jurisdiction
 - C. Until the aircraft reaches 10,000 ft
 - D. Until notified by the runway controller
- 3. What action must ZAE take regarding altitude separation for MLU departures?**
 - A. Must establish altitude limits only when requested
 - B. Must separate departures from arrivals within ZAE airspace
 - C. Must allow departures to climb unrestricted
 - D. Must avoid any altitude assignments
- 4. What must occur when an international flight entering the US requests to participate in NRP?**
 - A. The facility must immediately grant the request
 - B. The flight must be diverted to another airport
 - C. The en route facility must enter NRP in the remarks section
 - D. The pilot must be informed of the rules regarding NRP
- 5. What type of clearances is ZAE responsible for when FDIO is unavailable?**
 - A. Full departure clearances
 - B. Visual flight rules clearances
 - C. Only flight plan submissions
 - D. Emergency clearances

- 6. When must a pilot receive clearance in relation to frequency assignments?**
- A. Only when leaving an airport
 - B. Before any communication
 - C. Before leaving an assigned frequency
 - D. At the beginning of a flight
- 7. When should NRP be entered in the remarks section of a flight plan?**
- A. When the flight is in a holding pattern
 - B. After prior coordination with ATCSCC or via international procedures
 - C. When filing a domestic flight plan
 - D. Only for emergency situations
- 8. What should controllers do if they have control messages to transmit?**
- A. Ignore the ongoing transmissions
 - B. Announce the priority of their message
 - C. Interrupt with the appropriate phrase
 - D. Delay until the conversation is over
- 9. Which of the following is part of what military flights must communicate when changing from VFR to IFR?**
- A. Position and time
 - B. Fuel efficiency
 - C. Altitude only
 - D. Weather conditions
- 10. What action is required if an approach to a different runway is issued while FDIO is operational?**
- A. Notify all pilots of the change immediately
 - B. Forward a new flight plan
 - C. Verify changes with GWO TWR
 - D. Proceed without further verification

Answers

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

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Explanations

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1. What is the highest priority for interphone transmission?

- A. Clearances and control instructions
- B. Emergency messages**
- C. Movement and control messages
- D. Flight plans

The highest priority for interphone transmission is emergency messages. In air traffic control communications, the primary concern is the safety of the aircraft and its occupants. When an emergency arises, whether due to a medical issue, technical malfunction, or other urgent situations, the information needs to be transmitted immediately to ensure prompt assistance and effective coordination. Emergency messages take precedence over routine communications such as clearances, control instructions, movement messages, and flight plans. The rationale is that during an emergency, the swift exchange of critical information can significantly impact the outcome and safety of the flight. Therefore, ensuring that emergency situations are communicated with priority reflects the fundamental imperative in aviation to protect lives and maintain safe operations. This priority ensures that air traffic controllers and pilots can respond effectively to any life-threatening or hazardous situation that may arise.

2. Until when must ZAE protect holding pattern airspace?

- A. Until the aircraft is cleared for landing
- B. Until approach advises the arrival is tower jurisdiction**
- C. Until the aircraft reaches 10,000 ft
- D. Until notified by the runway controller

The requirement for protecting holding pattern airspace in the context provided stops "until approach advises the arrival is tower jurisdiction." This is crucial because, as long as the aircraft remains in the holding pattern under the jurisdiction of the approach control, it is the responsibility of the approach controller to ensure safe separation and traffic management. Once the approach controller informs that the aircraft has transitioned to tower jurisdiction, the responsibility shifts to the tower controller. At this point, the tower controller can safely integrate the arriving aircraft into the landing sequence, allowing for adjustments in airspace protection based on the current traffic and operational needs. Recognizing the transition from approach to tower jurisdiction is essential for ensuring smooth operations and safety during landing phases, thus making this the correct answer to the question posed.

3. What action must ZAE take regarding altitude separation for MLU departures?

- A. Must establish altitude limits only when requested
- B. Must separate departures from arrivals within ZAE airspace**
- C. Must allow departures to climb unrestricted
- D. Must avoid any altitude assignments

In the context of managing air traffic, maintaining altitude separation is crucial for both safety and efficiency. The statement regarding the necessity for ZAE to separate departures from arrivals within its airspace recognizes the essential requirement to prevent potential conflicts between aircraft that are departing from an airport and those that are arriving. When aircraft are operating in close proximity, the role of the controller is to ensure that each maintains the appropriate vertical distance from the other. By establishing this separation, ZAE can effectively manage the flow of air traffic, minimize the risk of mid-air collisions, and enhance overall operational safety. The focus on separation indicates that simply allowing departures to climb unrestricted or to assign altitudes only when requested could lead to unsafe situations. Therefore, actively managing altitude assignments and ensuring proper separation from both arrivals and other departures is a fundamental responsibility for air traffic controllers in the ZAE airspace. This approach supports orderly traffic flows and aligns with established air traffic control protocols.

4. What must occur when an international flight entering the US requests to participate in NRP?

- A. The facility must immediately grant the request
- B. The flight must be diverted to another airport
- C. The en route facility must enter NRP in the remarks section**
- D. The pilot must be informed of the rules regarding NRP

When an international flight entering the US requests to participate in the National Route Program (NRP), it is essential for the en route facility to enter NRP in the remarks section. This action serves several important purposes. Firstly, entering NRP into the remarks section ensures that all relevant facilities, including those the aircraft may interact with during its approach and landing, are aware of the flight's participation in this program. It helps to streamline communications and enhance situational awareness for various air traffic control (ATC) sectors involved. Additionally, documenting NRP participation creates a record that can be essential for tracking the flight's compliance with predetermined routes, maintaining safety and efficiency in crowded airspace, and ensuring that all operations are aligned with FAA and international standards. Participation in NRP is about proper coordination and communication among ATC facilities; therefore, documenting it in the remarks section is a critical procedural step. Other options may suggest actions that are not standard or required responses when a flight opts to participate in the NRP.

5. What type of clearances is ZAE responsible for when FDIO is unavailable?

- A. Full departure clearances**
- B. Visual flight rules clearances
- C. Only flight plan submissions
- D. Emergency clearances

When FDIO (Flight Data Input/Output) is unavailable, ZAE (a specific air traffic control center) must provide full departure clearances to ensure that pilots receive all necessary information for a safe and efficient takeoff. Full departure clearances include crucial data such as the aircraft's initial route, altitude assignments, and other pertinent instructions that are essential for flight operations. Providing full departure clearances helps maintain flight safety and is a critical component of air traffic management. These clearances support aircraft in their transition from ground operations to airborne activities, ensuring that they are effectively integrated into the air traffic system. Proper communication of this information is vital, particularly when automated systems like FDIO are not functioning. The other options focus on different aspects of air traffic control procedures. For instance, visual flight rules clearances pertain to only a specific type of navigation which doesn't cover the full scope of clearance needs, while flight plan submissions and emergency clearances do not encompass all the necessary components required for departure operations within ZAE's responsibilities.

6. When must a pilot receive clearance in relation to frequency assignments?

- A. Only when leaving an airport
- B. Before any communication
- C. Before leaving an assigned frequency**
- D. At the beginning of a flight

A pilot must receive clearance before leaving an assigned frequency to maintain proper communication and ensure safety in air traffic control operations. This protocol allows the controller to manage air traffic effectively and ensures that pilots are aware of any changes in their flight situation or assignments. By adhering to this requirement, pilots avoid potential misunderstandings or loss of contact with air traffic control, which can lead to navigational errors, interference with other aircraft, or hazardous situations. This practice ensures that all parties are synchronized and enhances the overall safety and efficiency of airspace management. The other options do not cover the importance of communication clearance at the appropriate times during a flight, which could impact a pilot's safety and flight coordination.

7. When should NRP be entered in the remarks section of a flight plan?

- A. When the flight is in a holding pattern
- B. After prior coordination with ATCSCC or via international procedures**
- C. When filing a domestic flight plan
- D. Only for emergency situations

The entry of NRP (National Response Plan) in the remarks section of a flight plan is important for ensuring that proper procedures are followed during specific operations, particularly those that may involve increased coordination and safety measures. This designation is particularly relevant after prior coordination with the Air Traffic Control System Command Center (ATCSCC) or when following international procedures. This is because NRP involves a structured response plan that may be activated for flights that are part of special operations, such as those responding to national emergencies or other significant events that require enhanced communication and oversight. Clear communication in the flight plan helps ensure that all parties are aware of the flight's situation and any special handling requirements. The other scenarios presented do not necessarily require the NRP designation. For instance, while flights in a holding pattern may require specific instructions, they do not inherently fall under the NRP guidelines unless otherwise coordinated. Similarly, domestic flight plans and emergency situations have their own procedures that do not automatically warrant an NRP entry unless they align with the criteria for heightened coordination.

8. What should controllers do if they have control messages to transmit?

- A. Ignore the ongoing transmissions
- B. Announce the priority of their message
- C. Interrupt with the appropriate phrase**
- D. Delay until the conversation is over

When controllers have control messages to transmit, it is essential that they interrupt with the appropriate phrase. This approach ensures that important information is conveyed promptly without causing confusion or delays in communication. In a busy air traffic control environment, timely communication is critical for maintaining safety and efficiency. Using an appropriate phrase to interrupt indicates that the controller has urgent information or instructions that need to be communicated immediately. This behavior adheres to standard communication protocols, ensuring that all parties understand the priority of the message being transmitted. In contrast, ignoring ongoing transmissions could lead to significant safety issues, as controllers might miss critical information or fail to provide instructions to pilots in a timely manner. Announcing the priority of a message is not sufficient on its own, as it may not ensure that the urgent message is received and acted upon promptly. Delaying the transmission until the conversation is over could also result in dangerous situations, especially if the information is time-sensitive. Therefore, interrupting with the appropriate phrase is the most effective method for conveying control messages.

9. Which of the following is part of what military flights must communicate when changing from VFR to IFR?

A. Position and time

B. Fuel efficiency

C. Altitude only

D. Weather conditions

When military flights transition from Visual Flight Rules (VFR) to Instrument Flight Rules (IFR), it is essential for them to communicate their position and time to air traffic control. This information allows controllers to maintain situational awareness and to manage traffic effectively, especially in busy airspace where both VFR and IFR operations might be occurring simultaneously. Providing both position and time helps to ensure that the controller can understand where the aircraft is located at that moment and when it plans to reach specific points, facilitating a safe and efficient handoff into the IFR environment. Factors like fuel efficiency, altitude only, and weather conditions, while important in overall flight planning and safety, do not specifically form part of the mandatory communication required when changing from VFR to IFR. Communicating position and time is a critical aspect of ensuring that all aircraft operate safely in the controlled airspace.

10. What action is required if an approach to a different runway is issued while FDIO is operational?

A. Notify all pilots of the change immediately

B. Forward a new flight plan

C. Verify changes with GWO TWR

D. Proceed without further verification

When an approach to a different runway is issued while the Flight Data Input/Output (FDIO) is operational, verifying changes with Ground Operations Tower (GWO TWR) is essential. This action ensures that all necessary updates are aligned with the latest airport operations and protocols. GWO TWR has access to comprehensive information about runway usage, traffic flow, and any operational constraints that may affect the change in approach. By confirming the changes with GWO TWR, you can guarantee that the information you've received is accurate and that any necessary amendments to aircraft clearances or instructions are properly communicated. This step is crucial for maintaining safety and efficiency in air traffic control, as it minimizes the risk of miscommunication that could arise from acting on incomplete or incorrect information. Effective communication and coordination between controllers help ensure that pilots are directed to the correct approach safely and that they are aware of any operational changes impacting their flight.

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://nonradarckt1.examzify.com>

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

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