

Radar Standard Operating Procedures (SOP) Practice Exam (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. How should communication be handled when a deviation from standard protocol is identified?**
 - A. Immediately notify the supervisor**
 - B. Coordinate verbally and document**
 - C. Do nothing until the end of the shift**
 - D. Wait for the system to address it**

- 2. Is it permissible to move a block altitude into another altitude stratum (AOA 240)?**
 - A. Yes, under specific circumstances**
 - B. No, it is not allowed**
 - C. Yes, with prior approval from the supervisor**
 - D. No, unless the aircraft is landing**

- 3. What is the first step a student must take when dealing with an emergency aircraft?**
 - A. Inform the Supervisor**
 - B. Coordinate with appropriate sectors/facilities**
 - C. Record emergency information**
 - D. Change flight frequency**

- 4. What must be done if the pilot of a VFR aircraft responds "Affirmative" regarding a flight plan?**
 - A. Locate a flight strip and place it in the active bay.**
 - B. Inform the pilot to standby for clearance.**
 - C. Cancel the request for clearance.**
 - D. Request additional information from the pilot.**

- 5. What must be done after a missed approach?**
 - A. Remove the strip immediately**
 - B. Write "MA" under the approach name and do not remove the strip**
 - C. Record the missed time**
 - D. Notify the supervisor about the missed approach**

- 6. What should a student do with unrecognized routing?**
- A. Ensure Radar Controller has issued correct routing**
 - B. Change to reflect correct computer recognized routing**
 - C. Ignore and proceed to the next step**
 - D. Report the issue to a supervisor**
- 7. How can vertical separation resolve conflicts involving a sector 66 arrival and an overflight?**
- A. By contacting both aircraft to change altitude**
 - B. Moving the arrival under the overflight or climbing the overflight**
 - C. Canceling the overflight to clear the conflict**
 - D. Diverting the arrival to another sector**
- 8. Which phrase indicates that a student has completed a point out?**
- A. "Point out denied"**
 - B. "Point out approved"**
 - C. "Point out in progress"**
 - D. "Point out acknowledged"**
- 9. What is a key consideration for amending the route/altitude for diverted aircraft?**
- A. Availability of fuel at the new destination**
 - B. Potential conflicts with other air traffic**
 - C. Standard operating procedures for altitude changes**
 - D. Approval from the original destination**
- 10. What is crucial for students to communicate when diversions are requested during holding?**
- A. The original destination's weather**
 - B. The change in flight altitude**
 - C. The new destination's airport information**
 - D. The need for route amendments and coordination**

Answers

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

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Explanations

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1. How should communication be handled when a deviation from standard protocol is identified?

- A. Immediately notify the supervisor**
- B. Coordinate verbally and document**
- C. Do nothing until the end of the shift**
- D. Wait for the system to address it**

When a deviation from standard protocol is identified, coordinating verbally and documenting the occurrence represents best practice in ensuring that the issue is addressed effectively. This approach allows for immediate communication of the problem among team members and enables a collaborative effort to understand the context and implications of the deviation. Verbal coordination facilitates real-time discussion, which can lead to prompt decision-making and corrective actions, while documentation ensures that there is a formal record of the event for future reference and accountability. This comprehensive communication strategy enhances safety and operational efficiency by making sure that everyone involved is informed and that there is a clear trail of information regarding the deviation, which can be crucial for any follow-up or review processes.

2. Is it permissible to move a block altitude into another altitude stratum (AOA 240)?

- A. Yes, under specific circumstances**
- B. No, it is not allowed**
- C. Yes, with prior approval from the supervisor**
- D. No, unless the aircraft is landing**

In the context of radar operations and altitude management, moving a block altitude into another altitude stratum is not permitted. This is a critical safety regulation aimed at maintaining clear separation between different aircraft operating at various altitudes. Under standard operating procedures, each altitude stratum is defined to prevent conflicts between aircraft, especially in busy airspace. Maintaining these strata ensures optimal safety and minimizes the risk of collisions. Allowing altitude changes could lead to potential airspace conflicts, as aircraft may not have the necessary separation required for safe operations. Therefore, adhering to the established altitude strata without exception is crucial for the integrity of air traffic control systems.

3. What is the first step a student must take when dealing with an emergency aircraft?

A. Inform the Supervisor

B. Coordinate with appropriate sectors/facilities

C. Record emergency information

D. Change flight frequency

When dealing with an emergency aircraft, the first step is to coordinate with appropriate sectors or facilities. This step is crucial because it ensures that all relevant parties are made aware of the situation and can take necessary actions. Coordinating effectively allows for a unified response to the emergency, improving safety for both the emergency aircraft and other air traffic in the vicinity. Communication and coordination with other sectors help in managing airspace more effectively, directing the emergency aircraft safely, and ensuring that any necessary support resources, such as emergency services, are alerted and prepared to respond. This collective approach is vital in emergency situations to prevent miscommunication and to provide timely assistance to the aircraft in distress. While informing the supervisor, recording emergency information, and changing flight frequency are all important actions in the broader process of managing an emergency, they follow the critical initial step of coordination with appropriate sectors and facilities. This initial step lays the groundwork for a structured and efficient emergency response.

4. What must be done if the pilot of a VFR aircraft responds "Affirmative" regarding a flight plan?

A. Locate a flight strip and place it in the active bay.

B. Inform the pilot to standby for clearance.

C. Cancel the request for clearance.

D. Request additional information from the pilot.

When a pilot of a VFR (Visual Flight Rules) aircraft responds "Affirmative" regarding a flight plan, the appropriate action is to locate a flight strip and place it in the active bay. This step is essential because the flight strip serves as a physical record for the Air Traffic Control (ATC) operations, helping to monitor and manage the flight's progress. By placing the flight strip in the active bay, controllers ensure that they have the necessary information readily available for sequencing and coordinating the aircraft's departure and ongoing air traffic management. This process is critical in maintaining situational awareness and ensuring that all VFR flights comply with applicable procedural requirements. The flight strip includes vital details such as the aircraft's call sign, departure time, route, and other pertinent flight information, thereby facilitating clear communication and effective oversight by ATC personnel.

5. What must be done after a missed approach?

- A. Remove the strip immediately
- B. Write "MA" under the approach name and do not remove the strip**
- C. Record the missed time
- D. Notify the supervisor about the missed approach

After a missed approach, it is essential to document the event accurately for various safety and operational reasons. Writing "MA" under the approach name serves as a clear indicator on the flight progress strip that a missed approach occurred. This notation is important for several reasons: it provides a historical record for the flight, aids in situational awareness for all controllers involved, and ensures that subsequent actions can be taken appropriately, whether that involves additional approaches or sequencing with other aircraft. This confirmation on the strip helps maintain an accurate timeline of events related to the aircraft's flight path, which is crucial for situational management in air traffic control. Retaining the strip, alongside this notation, allows for effective communication and coordination with other controllers, should they need to reference the aircraft's previous approach attempts. Furthermore, this practice aligns with standard operating procedures, ensuring that all potential follow-up actions are well-documented and understood by the team. The other choices, while they may seem relevant, do not incorporate the necessary documentation or communication protocol that is vital post-missed approach. Each of those choices lacks the critical aspect of ensuring that everyone working within the air traffic control system has a clear, consistent understanding of the aircraft's status and actions taken, which is key to both safety and

6. What should a student do with unrecognized routing?

- A. Ensure Radar Controller has issued correct routing
- B. Change to reflect correct computer recognized routing**
- C. Ignore and proceed to the next step
- D. Report the issue to a supervisor

Changing to reflect the correct computer-recognized routing is essential because unrecognized routing can lead to significant navigational errors or miscommunications between air traffic control and pilots. By updating or modifying the routing to match what the system recognizes, the student ensures that the flight operation adheres to established procedures and avoids potential conflicts in airspace management. This action helps maintain safety and efficiency in aviation operations, as it aligns with the automated systems used for tracking and directing aircraft. In this context, unrecognized routing indicates a disconnect between what has been programmed or issued and what is currently in use; therefore, correcting it is crucial for operational integrity. Keeping in mind the need for accuracy and clarity in aviation, this proactive adjustment helps resolve navigation issues before they escalate, facilitating smoother communication and safer flying conditions.

7. How can vertical separation resolve conflicts involving a sector 66 arrival and an overflight?

- A. By contacting both aircraft to change altitude**
- B. Moving the arrival under the overflight or climbing the overflight**
- C. Canceling the overflight to clear the conflict**
- D. Diverting the arrival to another sector**

Vertical separation is a key strategy in air traffic control for managing and resolving conflicts between aircraft flying in the same airspace. In this scenario, where there is a potential conflict involving a sector 66 arrival and an overflight, the correct approach involves moving the arrival under the overflight or climbing the overflight. This method ensures that the two aircraft maintain safe vertical separation, allowing them to operate simultaneously without interference. By positioning the arrival at a lower altitude beneath the overflight, or by directing the overflight to a higher altitude, air traffic control can clear the conflict effectively. This tactic is crucial because it utilizes the inherent three-dimensional nature of airspace, thus maximizing efficiency and safety by allowing both aircraft to continue on their respective routes without diverting. The other methods proposed do not directly resolve the vertical separation issue. For instance, contacting both aircraft to change altitude may not guarantee a clearance and could result in further complications or delay, while canceling the overflight could disrupt flight plans unnecessarily. Additionally, diverting the arrival to another sector is typically a more drastic measure that would involve additional operational challenges and is not always necessary if vertical separation can be achieved.

8. Which phrase indicates that a student has completed a point out?

- A. "Point out denied"**
- B. "Point out approved"**
- C. "Point out in progress"**
- D. "Point out acknowledged"**

The phrase that indicates a student has completed a point out is "Point out approved." This phrase signifies that the point out—an important aspect of training or communication in radar operations—has been reviewed and accepted by the controller or instructor. In radar and air traffic control contexts, a point out typically involves informing another controller about an aircraft's position, intent, or any other significant information that requires coordination. When the point out is approved, it confirms that the necessary communication has been acknowledged and that the student has successfully completed that step in the procedure. Other phrases, such as "Point out denied," "Point out in progress," or "Point out acknowledged," do not convey the completion of the process. "Denied" indicates a rejection of the point out, "in progress" suggests that the point out is still being worked on, and "acknowledged," while positive, does not confirm completion or approval.

9. What is a key consideration for amending the route/altitude for diverted aircraft?

- A. Availability of fuel at the new destination**
- B. Potential conflicts with other air traffic**
- C. Standard operating procedures for altitude changes**
- D. Approval from the original destination**

When considering amendments to the route or altitude for diverted aircraft, potential conflicts with other air traffic is paramount. Ensuring that the new flight path or altitude does not impede other aircraft is vital for maintaining safety in the airspace. Air traffic control must assess the traffic situation thoroughly and redirect the diverted aircraft in a way that minimizes the risk of collisions or disruptions to other flights. While factors such as the availability of fuel at the new destination and standard operating procedures for altitude changes are relevant, they fall secondary to the immediate requirement of ensuring safe separation between aircraft. Seeking approval from the original destination is also important, but not as critical as managing real-time air traffic interactions. Therefore, prioritizing the avoidance of conflicts with other air traffic is essential in route and altitude amendments for diverted flights.

10. What is crucial for students to communicate when diversions are requested during holding?

- A. The original destination's weather**
- B. The change in flight altitude**
- C. The new destination's airport information**
- D. The need for route amendments and coordination**

The emphasis on the need for route amendments and coordination is essential when diversions are requested during holding. Effective communication about the required adjustments to the flight path is critical for ensuring safety and efficiency in air traffic management. When a diversion is necessary, it is imperative that all relevant parties, including air traffic control and other aircraft, are informed of the new route to avoid conflicts and maintain an orderly flow of air traffic. This coordination helps to ensure that all navigational considerations are accounted for and that the aircraft can safely reach its new destination without incident. In addition, discussing the need for coordination also includes confirming any changes related to altitude, airspace restrictions, and potential operational impacts, which aligns with standard operating procedures for handling diversions safely and effectively. This proactive communication can significantly reduce the risk of incidents and ensure that the flight can proceed as smoothly as possible in changed circumstances.

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://radarsop.examzify.com>

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

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