

ZAB Center General Callsigns 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 airline corresponds to the IATA code AAL?**
 - A. American**
 - B. Allegiant**
 - C. Air Canada**
 - D. Air France**

- 2. Which full name corresponds to the code RPN?**
 - A. Red Stripe**
 - B. Trail Blazer**
 - C. Repatriate**
 - D. Skywest**

- 3. What is the difference between a callsign and the flight identification used in a filed flight plan?**
 - A. Callsign is the spoken identifier; flight identification is the formal ID from the flight plan**
 - B. They are the same thing**
 - C. The callsign is the formal ID; flight ident is spoken**
 - D. The flight ident is invisible to controllers**

- 4. Which full name corresponds to the code RPN?**
 - A. Red Stripe**
 - B. Repatriate**
 - C. Red Wing**
 - D. Sun Country**

- 5. Which statement best describes how to handle instructions that involve multiple callsigns issued in quick succession?**
 - A. Ignore all but the first and respond.**
 - B. Read back concisely; separate and address each call.**
 - C. Ask the controller to repeat the instruction.**
 - D. Summarize the instruction after a short delay.**

- 6. Which code corresponds to Frontier Flight?**
- A. FDX**
 - B. FFT**
 - C. DOJ**
 - D. ENY**
- 7. When handing off from one center to another, which of the following should you include in your last transmission to support the handoff?**
- A. The time of transfer.**
 - B. Next altitude only.**
 - C. Final altitude, intended action, and last callsign.**
 - D. Next destination.**
- 8. The code for Volga is which option?**
- A. VDA**
 - B. VV**
 - C. WJA**
 - D. XOJ**
- 9. Which code stands for Navy?**
- A. UAL**
 - B. WJA**
 - C. WSN**
 - D. VV**
- 10. How should you phrase the altitude/flight level FL350?**
- A. Flight level three five zero.**
 - B. Flight level three five zero zero**
 - C. Flight level thirty-five zero**
 - D. Flight level five three zero**

Answers

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

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Explanations

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1. Which airline corresponds to the IATA code AAL?

- A. American**
- B. Allegiant**
- C. Air Canada**
- D. Air France**

Airline codes come in two main systems: IATA codes, which are two letters used on tickets and baggage tags, and ICAO codes, which are three letters used in flight planning and air traffic control. The three-letter code AAL is the ICAO designator for American Airlines. In IATA terms, American Airlines is AA, not AAL. The other airlines have IATA codes like Allegiant with G4, Air Canada with AC, and Air France with AF. So, while AAL identifies American Airlines in the ICAO system, the corresponding IATA code for that airline is AA.

2. Which full name corresponds to the code RPN?

- A. Red Stripe**
- B. Trail Blazer**
- C. Repatriate**
- D. Skywest**

In this type of callsign practice, a three-letter code is used to refer to a specific operational term, and you're choosing the full name that matches that code. The code RPN maps to the single-word action Repatriate, which is a standard term meaning to return someone to their home country. The other options are names or terms that don't align with this code's intended operational meaning, so they wouldn't be the correct match for RPN.

3. What is the difference between a callsign and the flight identification used in a filed flight plan?

- A. Callsign is the spoken identifier; flight identification is the formal ID from the flight plan**
- B. They are the same thing**
- C. The callsign is the formal ID; flight ident is spoken**
- D. The flight ident is invisible to controllers**

Think of the callsign as the name you use when talking to controllers by radio. It's the spoken identifier you hear during voice communications, like "Delta 123" or "American 456." The flight identification in the filed flight plan, on the other hand, is the formal ID recorded for the flight in official documents and the airspace system. It's the written string used by ATC and the filing process—often the airline designator plus flight number (or the aircraft's registration if there's no airline designator). These two are linked, and many flights use the same string in both places, but they serve different purposes: one is for real-time voice communication, the other is the formal, trackable ID in the flight plan and ATC data systems.

4. Which full name corresponds to the code RPN?

- A. Red Stripe
- B. Repatriate**
- C. Red Wing
- D. Sun Country

In this kind of mapping, a three-letter code is tied to one exact full name in the dataset. The code RPN is matched to the full name that the system uses for that code. Here, the dataset assigns RPN to Repatriate, so that's the name that fits the code. The other options would decode to different codes under the same rule (for example, Red Stripe would map to a code like RS, Red Wing to RW, Sun Country to SC), so they don't fit RPN. Once you see how the codebook pairs codes with names, you can rely on the one-to-one relationship to pick the correct option.

5. Which statement best describes how to handle instructions that involve multiple callsigns issued in quick succession?

- A. Ignore all but the first and respond.
- B. Read back concisely; separate and address each call.**
- C. Ask the controller to repeat the instruction.
- D. Summarize the instruction after a short delay.

When instructions involve several callsigns given in quick succession, the key is to read back clearly and address each station separately. A concise read-back that includes every callsign and the associated action ensures you've captured all parts of the instruction and makes any mishearing immediately obvious. This approach helps prevent parts of the clearance from being missed and keeps coordination unambiguous for all involved. Delaying confirmation or asking for a repeat when you've heard the instruction sounds inefficient and can introduce confusion, and leaving later callsigns unacknowledged creates safety risks. So, read back succinctly, and clearly separate and address each callsign to confirm every element of the instruction.

6. Which code corresponds to Frontier Flight?

- A. FDX
- B. FFT**
- C. DOJ
- D. ENY

Understanding airline designators helps you see how airlines are identified in different aviation systems. Frontier Airlines has an ICAO three-letter designator used in flight plans and air traffic control, and that code is FFT. That designation uniquely identifies Frontier across operational systems, which is why FFT is the correct choice here. The other codes refer to different entities—FDX is FedEx Express, DOJ is not an airline code, and ENY is an airport code not associated with Frontier—so they don't match Frontier Flight.

7. When handing off from one center to another, which of the following should you include in your last transmission to support the handoff?

- A. The time of transfer.**
- B. Next altitude only.**
- C. Final altitude, intended action, and last callsign.**
- D. Next destination.**

Clear center-to-center handoffs rely on giving the receiving controller enough information to identify the aircraft, know its status, and anticipate its next moves. Including the final altitude provides the exact crossing or current altitude the aircraft will be at as you hand it off, which is essential for maintaining separation in the next sector. Stating the intended action tells the new controller what you expect the pilot to do next—how you want the aircraft to proceed, whether it's to descend, turn, or continue on the filed path—so there's continuity in the route and destination. Providing the last callsign ties the transmission to the correct aircraft, reducing confusion in a busy airspace where multiple flights are present. Together, these elements give the receiving controller a clear, actionable picture of what's happening and what to expect, enabling a smooth transition. Relying only on the time of transfer, or only on the next altitude, or only on the next destination, leaves gaps in identification or expected behavior, which can lead to miscommunication or loss of situational awareness.

8. The code for Volga is which option?

- A. VDA**
- B. VV**
- C. WJA**
- D. XOJ**

In this practice set, each name is tied to a concise three-letter code used in radio communications, with the codes predefined in the training material. For Volga, the mapping given is VDA. The first letter V matches the name's initial, helping with quick recognition on the radio, while the remaining letters are chosen to form a distinct, pronounceable code that fits with the rest of the set so it won't be confused with other entries. The other options don't fit that established mapping and would either be inconsistent with Volga's code in this dataset or resemble codes assigned to different names.

9. Which code stands for Navy?

- A. UAL**
- B. WJA**
- C. WSN**
- D. VV**

In this kind of practice set, every organization is tied to a specific two-letter code in the provided legend. The code VV is the one the legend uses for Navy, while the other codes identify airlines or other entities (UAL for United Airlines, WJA for WestJet, and WSN for something else). So VV best fits the Navy because it matches the mapping given in the material. When you study, always check the legend to see which two-letter code corresponds to Navy, since airline codes like UAL and WJA point to carriers, not to military branches.

10. How should you phrase the altitude/flight level FL350?

- A. Flight level three five zero.**
- B. Flight level three five zero zero**
- C. Flight level thirty-five zero**
- D. Flight level five three zero**

In radiotelephony, flight levels are spoken digit by digit to avoid confusion. For FL350 you say "Flight level three five zero." Each digit is enunciated separately (3, 5, 0) so the controller clearly hears 350, which corresponds to 35,000 feet in standard pressure altitude terms. Adding an extra zero would imply a different level, and saying "thirty-five zero" or swapping digits would not follow conventional phraseology. This direct, digit-by-digit style is the reliable way to convey flight levels above the transition altitude.

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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://zabcentergencallsigns.examzify.com>

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

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