1C0X2 APPRENTICE COURSE BLOCK II PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. Which AMSL part corresponds to Upcoming Badges?

A. Part 7a - Upcoming Badges

B. Part 7b - Upcoming Rating

C. Part 5 - Inbound

D. Part 9 - ASC Change of ODFA

2. Who is eligible to receive aeronautical ratings?

A. Rated Officers

B. Enlisted Personnel

C. Warrant Officers

D. Civilian personnel

3. What is the primary directive for assigning an ASC?

A. Assigned to aircrew who are required to perform flight/jump duties

B. Flying status code - code that indicates an individual flying status

C. Entitlement status code for incentive pay

D. HDIP/AIP for Non-rated/ Non-CEAs, Operational Support, Parachutist, and Missileers (MCCM)

4. Which FSC is J - restricted (jail can not fly)?

A. K - Lack of support capability

B. L - School (Academic)

C. J - restricted (jail can not fly)

D. D - Non-Rated/Non-CEA/MCCM (double dip)

5. What's the maximum time a member can be in a grace period?

A. 6 months

B. 3 months

C. 2 months

D. 4 months

6. What is an Individual Flying Record?

A. Line by line entry since the last annual review or PCS for the Person

B. A cumulative summary of flight hours for the career

C. A weekly report of flight activities

D. The official logbook maintained by the unit pilot to track flight hours

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7. Who receives AIP and how many hours must they fly within 90 days to receive this pay?

A. Pilots and 210 hours

B. MCCM - Missileers and 210 hours

C. MCCM and 180 hours

D. All officers and 210 hours

8. ESC 9 defines what and who does it apply to?

A. Always conditional HDIP/AIP for Non-Rated/Non-CEAs, Operational Support, Parachutists, and MCCMs.

B. Continuous AvIP for rated officers with 20 years.

C. CSIP for CEAS.

D. HDIP for CEAS

9. If a member is deploying overseas and their physiological training would expire during the tour, what must be done?

A. Complete training before departure

B. Train during the tour

C. Not required

D. Train after the tour

10. Which documents are listed on the left side of the JRF?

A. AO, MPO, AF Form 1521, Documentation

B. AO, MPO, AF Form 1520, Miscellaneous

C. AO, MPO, AF Form 1521, Flight Records

D. AO, MPO, AF Form 1521, Miscellaneous

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Answers

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

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Explanations

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1. Which AMSL part corresponds to Upcoming Badges?

A. Part 7a - Upcoming Badges

B. Part 7b - Upcoming Rating

C. Part 5 - Inbound

D. Part 9 - ASC Change of ODFA

In AMSL, topics are organized by parts with descriptive titles, so you map a topic to the part whose label matches that topic. Upcoming Badges is exactly the label of the part that handles that topic, making it the correct match. The other options point to unrelated areas—Upcoming Rating covers ratings, Inbound covers intake procedures, and ASC Change of ODFA deals with changes to ODFA—so they don't fit the topic of badges.

2. Who is eligible to receive aeronautical ratings?

A. Rated Officers

B. Enlisted Personnel

C. Warrant Officers

D. Civilian personnel

Aeronautical ratings are the flight-qualified status earned by officers who have completed flight training and earned their wings. This designation is given to those who are designated as rated officers, meaning they are officially qualified to perform aircrew duties such as pilots, navigators, or other flight specialties. Enlisted personnel, civilian personnel, and warrant officers do not receive this designation in the same way, because the rating system is tied to being an officer who has gone through flight training and earned wings. So the group that can receive aeronautical ratings is rated officers.

3. What is the primary directive for assigning an ASC?

A. Assigned to aircrew who are required to perform flight/jump duties

B. Flying status code - code that indicates an individual flying status

C. Entitlement status code for incentive pay

D. HDIP/AIP for Non-rated/ Non-CEAs, Operational Support, Parachutist, and Missileers (MCCM)

The main concept is that an Aircrew Status Code designates personnel whose duties require them to fly or jump. Assigning an ASC marks someone as aircrew, ensuring their duties, training, scheduling, and any aircrew-specific pay considerations line up with mission needs. This code is about who is officially designated to perform flight or parachute duties, not just about current flying activity or pay entitlements. So, individuals who must perform air operations—such as aircrew members, jumpers, or parachutists—receive an ASC to reflect their required role in flight/jump tasks. Ground or non-aircrew personnel don't receive this designation. This makes ASC the primary directive for identifying who is assigned to aircrew duties.

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4. Which FSC is J - restricted (jail can not fly)?

A. K - Lack of support capability

B. L - School (Academic)

C. J - restricted (jail can not fly)

D. D - Non-Rated/Non-CEA/MCCM (double dip)

Decoding FSC codes and what J represents in restricted items. In this context, letters designate different item categories and their handling restrictions. J is the code that signals restricted items, which is often remembered by the mnemonic "jail can not fly." The question asks which FSC corresponds to J - restricted, so the best choice is the one that explicitly states J - restricted (jail can not fly). The other options describe different categories—lacks of support capability, academic/school, or non-rated/non-CEA/MCCM (double dip)—and do not indicate restriction.

5. What's the maximum time a member can be in a grace period?

A. 6 months

B. 3 months

C. 2 months

D. 4 months

The concept being tested is how long a member can stay in a grace period before action is taken on their status. The maximum time is three months. A grace period is a short, predictable window that allows a member to sort out missed payments or administrative issues without immediately losing eligibility. Three months provides a practical balance: it's long enough to cover typical billing hiccups or life events, but short enough to keep records current and to prevent indefinite postponement of required actions. If the grace period ends and the issue isn't resolved, the member's status may become inactive or require reinstatement, depending on the program's rules.

6. What is an Individual Flying Record?

A. Line by line entry since the last annual review or PCS for the Person

B. A cumulative summary of flight hours for the career

C. A weekly report of flight activities

D. The official logbook maintained by the unit pilot to track flight hours

An Individual Flying Record is a line-by-line log of a service member's flight activity, updated after each flight, starting from the most recent annual review or Permanent Change of Station (PCS). Each entry records details like date, aircraft, duration, and purpose, creating a running ledger for the current evaluation cycle. This format helps supervisors see progress and remaining training needs within that cycle, rather than presenting a lifetime tally. It isn't a weekly snapshot or a complete career total, and while a unit maintains an official logbook for formal hour accounting, the individual flying record focuses on activity since the last evaluation or move.

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7. Who receives AIP and how many hours must they fly within 90 days to receive this pay?

A. Pilots and 210 hours

B. MCCM - Missileers and 210 hours

C. MCCM and 180 hours

D. All officers and 210 hours

AIP is about recognizing recent flight activity across the officer corps. The idea is that officers who are eligible to fly and who demonstrate sustained aviation duty receive this pay, measured by a 90 day window. The number of hours in that period is the key threshold, and in this case it's 210 hours. The point being tested is who qualifies for AIP. The policy here extends to all officers who are authorized to fly and meet the 210-hour requirement within 90 days, not just a specific subgroup. That's why the best answer is that all officers who accumulate 210 hours in 90 days receive AIP. Other options narrow eligibility to a particular role (like missileers) or use a different hour threshold, which doesn't align with the stated criteria.

8. ESC 9 defines what and who does it apply to?

A. Always conditional HDIP/AIP for Non-Rated/Non-CEAs, Operational Support, Parachutists, and MCCMs.

B. Continuous AvIP for rated officers with 20 years.

C. CSIP for CEAS.

D. HDIP for CEAS

ESC 9 focuses on incentive pay specifics and designates CSIP as the program, with eligibility limited to those in CEAS. This makes CSIP the best answer because it directly reflects what ESC 9 governs for the CEAS group. The other options describe different incentive types or eligibility that ESC 9 does not define for CEAS.

9. If a member is deploying overseas and their physiological training would expire during the tour, what must be done?

A. Complete training before departure

B. Train during the tour

C. Not required

D. Train after the tour

Keeping training current is essential because it ensures you have the necessary knowledge and qualifications to perform duties safely and follow procedures overseas. If the physiological training would expire during the tour, you must complete it before leaving to ensure you enter deployment with valid certification and avoid lapses that could ground you or delay the mission. Training during the tour is unlikely to be relied upon due to tight schedules and limited access, and an expired status during deployment could bar you from tasks or require unplanned retraining. Not doing the training or waiting until after the tour would leave you noncurrent during deployment, which is not acceptable. Completing the training before departure is the proper requirement.

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10. Which documents are listed on the left side of the JRF?

A. AO, MPO, AF Form 1521, Documentation

B. AO, MPO, AF Form 1520, Miscellaneous

C. AO, MPO, AF Form 1521, Flight Records

D. AO, MPO, AF Form 1521, Miscellaneous

The left side of the JRF is where the official, controlling documents sit—the items that establish authority and provide the core paperwork for the file. The Authorizing Official (AO) and the Military Personnel Office (MPO) are the roles that sign off and verify the file, so their presence on the left side makes sense as the formal backbone of the JRF. AF Form 1521 is the standard form used to list or attach the required documents to the JRF, serving as the index or roster of what's included. A Miscellaneous category covers any other supporting items that don't fit into the other headings, keeping the left side organized and inclusive. The other options bring in items that aren't typically placed on the left side—such as a different form number or flight-specific records—so they don't align with the standard left-side contents.

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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://1c0x2apprenticeblock2.examzify.com

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

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