AAAE CERTIFIED MEMBER (CM) MODULE 1 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 of the following is a type of insurance under the CGL?

A. Hangar Keepers

B. Workers' Compensation

C. Professional Liability

D. Homeowners

2. The FAAP to AIP progression exemplifies which of the following about federal funding for aviation?

A. A funded program evolving into a larger infrastructure program

B. A funded program was dissolved

C. A funded program remained unchanged

D. A funded program becoming private

3. Which TSA document provides direction to change security requirements?

A. Security Directive - provide direction to change security requirements

B. Information Circulars - provide best practices

C. Operational Bulletins - set temporary measures

D. Security Advisories - announce threat levels

4. What is the difference between competitive bidding and sole-source procurement?

A. Competitive bidding invites multiple vendors; sole-source procurement selects a single vendor with justification.

B. Competitive bidding is only for services; sole-source is for goods.

C. Competitive bidding guarantees lower costs; sole-source guarantees higher quality.

D. Competitive bidding requires government approval; sole-source does not.

5. What happens when an airport accepts federal grant money?

A. The airport becomes part of a state budget.

B. The airport becomes a closed fiscal system.

C. The airport must privately fund future projects.

D. The airport loses eligibility for future grants.

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6. Which agencies govern aviation security in the U.S.?

A. FAA, DHS, and TSA.

B. FAA, TSA, and DHS.

C. NASA, FAA, and NOAA.

D. DOT, FBI, and CIA.

7. Which contract type involves a single entity providing both design and construction?

A. Design-build

B. Construction manager-at-risk

C. Task-order

D. Single-source

8. Which condition is commonly addressed by using a displaced threshold?

A. Obstructions in the approach path.

B. Seasonal heat waves.

C. Ground crew break times.

D. Airport terminal gate assignments.

9. What is a Runway Safety Area (RSA)?

A. A defined safety area around a runway to reduce risk of aircraft overruns or excursions

B. An area for aircraft parking

C. A drainage zone beside the runway

D. A temporary construction zone

10. A displaced threshold can be used to provide what safety-related provision?

A. Safety area dimensions.

B. Parking area for emergency vehicles.

C. Extra runway width.

D. Lighting for night operations.

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Answers

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

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Explanations

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1. Which of the following is a type of insurance under the CGL?

A. Hangar Keepers

B. Workers' Compensation

C. Professional Liability

D. Homeowners

Hangar Keepers coverage is a form of liability protection that fits under a Commercial General Liability (CGL) policy. It specifically covers damage to aircraft while they are in the insured's care, custody, or control—such as planes stored in a hangar or serviced by the insured. This type of protection expands CGL to cover third-party property (the aircraft) while it's under the insured's supervision, which is exactly what CGL liability is about: protecting others from the insured's business activities. The other options don't fit because Workers' Compensation covers employee injuries, Professional Liability covers errors in professional services, and Homeowners covers a private residence.

2. The FAAP to AIP progression exemplifies which of the following about federal funding for aviation?

A. A funded program evolving into a larger infrastructure program

B. A funded program was dissolved

C. A funded program remained unchanged

D. A funded program becoming private

Federal funding tends to grow in scope as needs evolve, moving from a focused, smaller program to a broader, ongoing infrastructure program. The shift from the Federal Aid to Airports Program to the Airport Improvement Program shows that pattern: what started as a more limited set of funds for airport projects expanded into a larger, more comprehensive funding stream that supports planning and development across many airports. This illustrates how a funded program can become a bigger infrastructure initiative over time, rather than being dissolved, remaining unchanged, or handed off to private control.

3. Which TSA document provides direction to change security requirements?

A. Security Directive - provide direction to change security requirements

B. Information Circulars - provide best practices

C. Operational Bulletins - set temporary measures

D. Security Advisories - announce threat levels

Security Directives are documents issued to mandate immediate changes to security requirements. When TSA identifies a vulnerability or evolving threat, it uses a Security Directive to require specific changes in procedures, resources, or controls that must be implemented promptly across affected entities. This makes it the best answer because the purpose of a Security Directive is precisely to change or tighten security requirements, not merely to share best practices, outline temporary measures, or announce threat levels. For context, Information Circulars convey non-mmandatory guidance on best practices, Operational Bulletins establish temporary measures, and Security Advisories warn about threats or conditions without mandating formal changes.

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4. What is the difference between competitive bidding and sole-source procurement?

A. Competitive bidding invites multiple vendors; sole-source procurement selects a single vendor with justification.

B. Competitive bidding is only for services; sole-source is for goods.

C. Competitive bidding guarantees lower costs; sole-source guarantees higher quality.

D. Competitive bidding requires government approval; sole-source does not.

The key idea here is how many vendors are asked to compete for the contract. Competitive bidding invites multiple vendors to submit proposals, and the buyer compares those proposals to get the best value, promoting price competition and transparency. Sole-source procurement, on the other hand, contracts with a single vendor with justification for why competition isn't feasible—such as the supplier being the only one capable of delivering the required goods or services, or there being an urgent need. This distinction isn't about services versus goods, nor a guarantee of costs or quality. Competitive bidding can apply to both goods and services and aims for favorable terms through competition, but it doesn't guarantee the lowest price or the highest quality. Likewise, while some procurements may require approvals, competition and sole-source justification are about the presence or absence of competing vendors, not a universal rule for approvals.

5. What happens when an airport accepts federal grant money?

A. The airport becomes part of a state budget.

B. The airport becomes a closed fiscal system.

C. The airport must privately fund future projects.

D. The airport loses eligibility for future grants.

Accepting federal grant money imposes grant assurances that require the funds to be used only for eligible projects and to be tracked and reported under strict conditions. The money becomes restricted to the grant's purpose, and accounting for it must be kept separate from the airport's general funds, with appropriate records, oversight, and audits. In practice, this creates a controlled, "closed" fiscal environment for the grant, where how the dollars are spent and what they can fund are tightly governed. This is why the answer describes a closed fiscal system as the result of accepting federal grant money. It's not about automatic inclusion in the state budget, it doesn't mandate private funding for future projects, and it doesn't make the airport ineligible for future grants as long as the grant terms and compliance requirements are met.

6. Which agencies govern aviation security in the U.S.?

A. FAA, DHS, and TSA.

B. FAA, TSA, and DHS.

C. NASA, FAA, and NOAA.

D. DOT, FBI, and CIA.

Aviation security governance in the United States is led by the Department of Homeland Security (DHS), with the Transportation Security Administration (TSA) functioning under DHS as the primary security authority for air travel, and the Federal Aviation Administration (FAA) playing a key regulatory role in safety while coordinating with security efforts. TSA handles passenger and baggage screening, security programs at airports, and enforcement of security measures. DHS provides the overarching national security framework and policy direction for aviation security. The FAA focuses on safety, certification, and air traffic control, and it works with TSA to ensure security requirements align with safe flight operations. NASA and NOAA aren't responsible for aviation security governance, and while FBI or CIA are federal investigative or intelligence agencies, they do not oversee aviation security policy in the way TSA and DHS do.

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7. Which contract type involves a single entity providing both design and construction?

A. Design-build

B. Construction manager-at-risk

C. Task-order

D. Single-source

The key idea here is design-build, where one entity handles both the design and construction of a project under a single contract. This arrangement creates a single point of accountability and tends to streamline communication, allowing faster decision-making and often shorter schedules since design and construction teams work together from the start. In contrast, other approaches separate design and construction or use different governance structures: a construction manager-at-risk involves a manager who oversees the build and collaborates with designers but doesn't assign all design and construction to one firm; task-order contracts deliver work in discrete tasks under a master agreement and don't inherently merge design and construction under one entity; and single-source is about choosing a supplier and doesn't inherently combine design and construction responsibilities.

8. Which condition is commonly addressed by using a displaced threshold?

A. Obstructions in the approach path.

B. Seasonal heat waves.

C. Ground crew break times.

D. Airport terminal gate assignments.

A displaced threshold is used to address obstructions in the approach path. By moving the landing touchdown point down the runway, pilots can touch down beyond those obstacles while still maintaining the necessary obstacle clearance along the approach. The portion of runway before the displaced threshold isn't available for touchdown in the landing direction, but it can be used for taxiing, for takeoff, and for rollout when arriving from the opposite direction. Other factors like seasonal heat, crew break times, or gate assignments don't affect where the landing threshold is placed, so they aren't addressed by a displaced threshold.

9. What is a Runway Safety Area (RSA)?

A. A defined safety area around a runway to reduce risk of aircraft overruns or excursions

B. An area for aircraft parking

C. A drainage zone beside the runway

D. A temporary construction zone

A Runway Safety Area is the defined buffer surrounding a runway that is kept clear of obstacles to reduce the risk of damage or injury if an aircraft overruns, undershoots, or deviates off the runway. This space provides a safe margin for the aircraft to slide or stop and for recovery in the event of an excursion, beyond just the paved runway surface. The other choices describe different airport areas—parking areas for aircraft, drainage zones, and temporary construction zones—not the protective buffer around the runway.

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10. A displaced threshold can be used to provide what safety-related provision?

A. Safety area dimensions.

B. Parking area for emergency vehicles.

C. Extra runway width.

D. Lighting for night operations.

A displaced threshold creates a buffer at the end of the runway by moving where landings can begin. The pavement before that displaced threshold isn't used for landing, but it can be used for takeoff, taxi, and rollout in certain operations. This setup provides a safety buffer in the approach and departure path, giving pilots additional clearance from obstacles and a defined safety area at the runway end. That's why it's described as providing safety area dimensions—the displaced threshold is there to ensure adequate obstacle clearance and safer operations near the end of the runway. The other options don't reflect what a displaced threshold changes or provides.

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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://aaaecmmodule1.examzify.com

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

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