AC2 ADVANCEMENT PRACTICE EXAM (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. During approach, through the 6-mile DME fix, what altitude is required at final approach speed?

A. 1100 ft

B. 1200 ft

C. 1300 ft

D. 1400 ft

2. NOPT means no procedure turn required; altitude prescribed applies only if procedure turn is not executed. Which acronym represents this?

A. NOPT

B. MAP

C. HAL

D. HCH

3. What fixed-wing condition is when flightcrews shall be in full flight gear, briefed, and standing by in the ready rooms or working spaces. Starting equipment shall be immediately available and flight deck and launching crews shall be standing by near the stations?

A. Condition II, Alert 15

B. Condition I, Alert 5

C. Condition IV, Alert 60

D. Condition III, Alert 30

4. Cat II holding position markings have stripes separated by how many inches?

A. 12 Inches Apart

B. 36 Inches Apart

C. 24 Inches Apart

D. 48 Inches Apart

5. What control shall be utilized only when aircraft are operating VMC outside controlled airspace and the responsibility for separation from other traffic can be safely assumed by the pilot?

A. Positive control

B. Advisory control

C. Monitor control

D. Nonradar control

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6. The symbol 'T' on minimums indicates what?

A. Time

B. Terrain

C. Nonstandard takeoff minimums or specified departure routes/procedures or both

D. Wind restrictions

7. How accurate is DME?

A. Accurate to 1 mile

B. Depends on airspeed and altitude

C. Determined by line of sight and accurate to 1/2 mile or 3% of distance, whichever is greater

D. Accurate to 0.1 NM

8. Which CFR Part prescribes obstacle departure procedures (ODPs) for certain civil airports in the United States and the weather minimums that apply to takeoffs under IFR at civil airports in the United States?

A. 97

B. 65

C. 121

D. 99

9. What altitude range does the control zone cover?

A. Surface up to 2500 ft

B. Surface up to 5000 ft

C. From 1000 to 3000 ft

D. From 2500 ft to 5000 ft

10. After the ALNOT is issued, call the RCC to ensure delivery of the ALNOT and to answer any inquiries. Within how many minutes?

A. 5 minutes

B. 10 minutes

C. 15 minutes

D. 20 minutes

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Answers

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

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Explanations

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1. During approach, through the 6-mile DME fix, what altitude is required at final approach speed?

A. 1100 ft

B. 1200 ft

C. 1300 ft

D. 1400 ft

The key idea is that on an instrument approach, the altitude at the final approach transition point (the 6-mile DME fix) is published to guarantee a safe, stabilized descent when you're flying the designated final approach speed. This fix marks the start of the final approach segment, and the published altitude there is chosen to maintain obstacle clearance and give you a proper vertical path to the runway. For this particular approach, that published altitude at the 6-mile DME fix is 1,200 feet. Being at 1,200 feet at that point provides the correct starting point to descend along the established final approach path while keeping you within safe margins for obstacle clearance and the intended descent rate. Choosing a lower or higher altitude at that fix would push you off the intended vertical profile, either tightening the margin to terrain/obstacles or requiring an abrupt change in descent rate later. Remember, the altitude is typically in feet MSL; to get height above the runway, compare it to the field elevation.

2. NOPT means no procedure turn required; altitude prescribed applies only if procedure turn is not executed. Which acronym represents this?

A. NOPT

B. MAP

C. HAL

D. HCH

The main idea being tested is whether you recognize the abbreviation that tells you a course reversal is not allowed or required during an instrument approach. NoPT stands for No Procedure Turn, so it exactly describes a procedure where you proceed directly to the final approach course from the initial approach segment without performing a procedure turn. Because there is no procedure turn, the altitude constraints that would normally come into play during a reversal are not applied in the same way. You follow the altitude(s) published for the final approach segment or the altitude you've been assigned, starting from the point where you would join the final approach course, rather than descending or level-switching to accommodate a procedure turn. This is why NoPT is the best answer—the acronym directly matches the described situation. The other options don't fit because they don't denote a no-procedure-turn condition. MAP is a missed-approach point, and HAL/HCH aren't standard abbreviations for this concept.

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3. What fixed-wing condition is when flightcrews shall be in full flight gear, briefed, and standing by in the ready rooms or working spaces. Starting equipment shall be immediately available and flight deck and launching crews shall be standing by near the stations?

A. Condition II, Alert 15

B. Condition I, Alert 5

C. Condition IV, Alert 60

D. Condition III, Alert 30

This tests understanding of readiness levels and what each level requires of crews, equipment, and location. The description specifies that flight crews are in full flight gear, briefed, and standing by in ready rooms or working spaces, with starting equipment immediately available and flight deck and launching crews near their stations. That combination shows crews are prepared to launch soon but not instantaneously; equipment is ready to go, and people are stationed where they can quickly mount and launch aircraft within a set window. That matches the mid-level alert typically associated with about a 30-minute readiness window. So the best choice is the mid-level readiness with a 30-minute alert. Higher alerts would demand an even shorter launch window with crews and aircraft in launch-ready status, while lower alerts imply less immediate preparedness.

4. Cat II holding position markings have stripes separated by how many inches?

A. 12 Inches Apart

B. 36 Inches Apart

C. 24 Inches Apart

D. 48 Inches Apart

Cat II holding position markings indicate where an aircraft must stop to protect the ILS critical area for Cat II/III operations. The stripes that form this hold-short marking are spaced 24 inches apart. This exact spacing is specified so the marking remains clearly visible and unambiguous to pilots from the cockpit and to ground crews, even on busy taxiways and in reduced-visibility conditions. If spacing deviated from 24 inches, the marking would fail to meet standard dimensions and could reduce legibility, increasing the risk of an aircraft crossing the hold line. Therefore, the proper separation is 24 inches.

5. What control shall be utilized only when aircraft are operating VMC outside controlled airspace and the responsibility for separation from other traffic can be safely assumed by the pilot?

A. Positive control

B. Advisory control

C. Monitor control

D. Nonradar control

Monitor control is used when aircraft are operating in visual meteorological conditions outside controlled airspace, and the pilot can safely assume responsibility for separation from other traffic. In this mode, ATC only monitors and provides information or coordination as needed; they do not assume responsibility for separation. The pilot maintains the see-and-avoid separation, with ATC available to assist if required. Positive control would involve ATC providing separation, which isn't applicable outside controlled airspace. Advisory control can provide traffic information, but the specific scenario emphasizes the pilot's responsibility for separation, which is the hallmark of monitor control. Nonradar control refers to operations without radar guidance and isn't the concept described here.

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6. The symbol 'T' on minimums indicates what?

A. Time

B. Terrain

C. Nonstandard takeoff minimums or specified departure routes/procedures or both

D. Wind restrictions

That symbol flags nonstandard takeoff minimums or a published obstacle departure procedure for that runway, or both. It tells you that standard takeoff minimums don't apply and you must refer to the published minimums or the departure procedure to determine the required visibility, climb gradient, and the route to fly for obstacle clearance. You'll check the takeoff minimums section or the notes/ODP referenced on the chart to see the exact requirements. This ensures you comply with the published guidance to maintain safe clearance from obstacles. It's not about time, terrain, or wind restrictions—the symbol specifically points to departure provisions that differ from standard takeoff criteria.

7. How accurate is DME?

A. Accurate to 1 mile

B. Depends on airspeed and altitude

C. Determined by line of sight and accurate to 1/2 mile or 3% of distance, whichever is greater

D. Accurate to 0.1 NM

DME accuracy is governed by the signal path and the measurement tolerances. The readout is designed to be within one half mile or within 3% of the distance, whichever is greater. This means near stations, you'll see about 0.5 NM of error, while farther away the error can grow with distance up to 3% of what you're actually reading. An unobstructed line of sight is essential for a valid DME reading; once terrain, curvature, or other obstructions block that path, the signal may be degraded or lost, so the reading becomes unreliable. That's why this option best matches how DME works: it's driven by line-of-sight availability, with accuracy defined by a 0.5 NM or 3%–of–distance rule depending on how far you are.

8. Which CFR Part prescribes obstacle departure procedures (ODPs) for certain civil airports in the United States and the weather minimums that apply to takeoffs under IFR at civil airports in the United States?

A. 97

B. 65

C. 121

D. 99

This item tests your knowledge of where obstacle departure procedures and IFR takeoff minimums are prescribed. CFR Part 97 governs instrument procedures, including obstacle departure procedures and the minimum weather conditions required for IFR takeoffs at civil airports in the United States. ODPs provide guidance to help pilots maintain obstacle clearance during the initial climb, and the weather minimums set the minimum visibility and/or cloud requirements to begin an IFR takeoff. Other CFR parts cover areas like pilot certification, airline operations, or security, but do not address these departure and takeoff requirements. Therefore, CFR Part 97 is the correct reference.

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9. What altitude range does the control zone cover?

A. Surface up to 2500 ft

B. Surface up to 5000 ft

C. From 1000 to 3000 ft

D. From 2500 ft to 5000 ft

A control zone is an airspace surrounding an airport where ATC provides a protective service for aircraft during the critical start- and end-phases of flight. It starts at the surface and extends upward to a defined upper limit, which in this scenario is 2500 ft. That means the entire zone from the ground up to 2500 ft is within ATC control, ensuring that arriving and departing flights can be safely sequenced and separated. Why this range fits best: it directly aligns with the purpose of the control zone—covering the low-altitude airspace where most takeoffs, patterns, and initial climbs occur, so ATC can manage traffic movements right at the airport. The other options either start above the surface or extend too high, which would either exclude low-altitude air traffic from the controlled zone or unnecessarily encroach into higher-altitude airspace that ATC isn't intended to manage within the immediate airport area. So, the altitude range covered by the control zone is from the surface up to 2500 ft.

10. After the ALNOT is issued, call the RCC to ensure delivery of the ALNOT and to answer any inquiries. Within how many minutes?

A. 5 minutes

B. 10 minutes

C. 15 minutes

D. 20 minutes

Timely coordination with the Rescue Coordination Center is essential after issuing an ALNOT. The RCC is the central hub for coordinating search and rescue efforts, so confirming that the ALNOT has reached them and handling any inquiries quickly keeps everyone informed and speeds up deployment of resources. The recommended window for this follow-up is within ten minutes. This short interval helps ensure the RCC has the latest information, prevents gaps or duplications in coverage, and maintains momentum in the early phase of the search. A follow-up too late can slow response, while an attempt to rush it too aggressively can be impractical given the communication steps involved.

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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://ac2advancement.examzify.com

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

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