AVIATION RESOURCE MANAGEMENT BLOCK II PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

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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 term describes a change to OFDA credit initiated by the Administrative Support Center?

A. Withhold OFDA credit

B. Inbound

C. Upcoming aircrew ratings and badges

D. ASC change for OFDA credit

2. What do the two characters in ASC represent?

A. ESC and FSC

B. ESC and ESC

C. FSC and ESC

D. FSC and FSC

3. Electronic records/JRF/MRF are maintained on career aviators or who have been disqualified less than _____ years?

A. 6 years

B. 8 years

C. 10 years

D. 12 years

4. Part 9 in the AMSL covers what?

A. Part 0: expired

B. Part 9: ASC change for OFDA credit

C. Part 3: Disqualification action

D. Part 2: Down/suspended/initial

5. Under Jump Rule 3 Not me, what must be submitted to waive the jump period?

A. A letter certified by command O-5 and above.

B. A medical clearance letter.

C. Waiver from the unit commander.

D. Voice recording from the supervisor.

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6. Which action requires an AO?

A. Initiate/terminate aviation orders

B. Initiate/terminate jump status

C. ASC changes (when pay change)

D. Basic ratings/ badges

7. Aircrew and parachutists performing duties over how many feet are required to complete physiological training?

A. 5,000 feet

B. 10,000 feet

C. 15,000 feet

D. 20,000 feet

8. Who receives AvIP?

A. Rated officers

B. All officers

C. Enlisted personnel

D. Civilians

9. True or False: The periodic physical expires on the 456th day?

A. False

B. True

C. Not specified

D. Sometimes true

10. Which statement best describes the membership requirement for a FEB?

A. It must be senior in rank and hold an active ASC in the same specialty

B. It must include at least one medical officer

C. It must be elected by the squadron annually

D. It is composed solely of civilian staff

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Answers

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

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Explanations

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1. Which term describes a change to OFDA credit initiated by the Administrative Support Center?

A. Withhold OFDA credit

B. Inbound

C. Upcoming aircrew ratings and badges

D. ASC change for OFDA credit

Main concept: who initiates the adjustment to OFDA credit. When the Administrative Support Center starts a modification to OFDA credit, the term used is an ASC change for OFDA credit. This specifically names the source of the change and the area affected, making it the correct description for an ASC-initiated adjustment. Other options don't fit because they describe different actions or concepts: withholding OFDA credit would remove credit rather than describe a routine ASC-initiated change; inbound and upcoming aircrew ratings and badges refer to personnel movements or future qualifications, not to changes in OFDA credit.

2. What do the two characters in ASC represent?

A. ESC and FSC

B. ESC and ESC

C. FSC and ESC

D. FSC and FSC

In ASC, information is encoded using two designators, each representing a different aspect of the situation. The two-character code thus uses one symbol for one aspect and the other symbol for the second aspect. The pair ESC and FSC is correct because it provides the two distinct components required by the encoding rule—one position corresponds to ESC and the other to FSC. Using two of the same designator would not capture both aspects, and any pairing that doesn't follow the established two-designator convention would misrepresent the intended information. This two-symbol approach lets you quickly interpret the status across the two dimensions ASC covers.

3. Electronic records/JRF/MRF are maintained on career aviators or who have been disqualified less than _____ years?

A. 6 years

B. 8 years

C. 10 years

D. 12 years

Eight years is the period that records of career aviators or those disqualified within that time frame are kept for electronic JRF/MRF data. This window provides regulators with a complete, recent history to reference when considering requalification, medical fitness decisions, or other regulatory actions, while avoiding unnecessary, indefinite retention. A shorter period wouldn't give a sufficient look-back for safety and eligibility reviews, and a longer period isn't required by standard practice and would add unnecessary record-keeping burden.

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4. Part 9 in the AMSL covers what?

A. Part 0: expired

B. Part 9: ASC change for OFDA credit

C. Part 3: Disqualification action

D. Part 2: Down/suspended/initial

The question tests where in the AMSL the procedures for ASC changes that affect OFDA credit are described. The correct choice is the one that states ASC change for OFDA credit is what is covered in that section. That makes it the best answer because it directly matches the described content of that part of AMSL, guiding you to the exact rules and processes you'd follow when ASC status changes impact OFDA credit. Think of it in practical terms: if you need to know how an ASC change affects OFDA credit, you should look at the section that specifically pairs ASC changes with OFDA credit. Other options describe topics that belong to other sections—expired items, disqualification actions, or down/suspended/initial statuses—so they don't address the ASC-to-OFDA credit relationship.

5. Under Jump Rule 3 Not me, what must be submitted to waive the jump period?

A. A letter certified by command O-5 and above.

B. A medical clearance letter.

C. Waiver from the unit commander.

D. Voice recording from the supervisor.

Waivers for the jump period require formal, high-level authorization documented in writing. Specifically, the rule expects an official letter certified by a commander at the O-5 level or above. This ensures the decision to waive the period is reviewed at the appropriate level of authority and is properly recorded, protecting safety and accountability in jump operations. Other options don't fit because a medical clearance letter addresses health fitness, not the policy-level authorization to waive the jump timing. A waiver from the unit commander, while official at the unit level, may not meet the requirement for the higher-level endorsement needed for such a waiver. A voice recording from a supervisor isn't an official, binding document and lacks formal authority.

6. Which action requires an AO?

A. Initiate/terminate aviation orders

B. Initiate/terminate jump status

C. ASC changes (when pay change)

D. Basic ratings/ badges

An Aviation Order is the formal document that authorizes or ends a member's aviation status and duties. Initiating or terminating aviation orders directly changes official authorization to fly or perform aviation tasks, so it must go through the proper AO channel to keep the personnel record accurate and auditable. Jump status changes are handled within airborne operations and training records and don't create or terminate aviation orders. Pay changes tied to ASC codes are processed through payroll/finance, not through aviation orders. Basic ratings and badges are training credentials awarded by the appropriate training or awards authority, not the document that authorizes aviation duties.

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7. Aircrew and parachutists performing duties over how many feet are required to complete physiological training?

A. 5,000 feet

B. 10,000 feet

C. 15,000 feet

D. 20,000 feet

The main idea is to prepare aircrew and parachutists for the risk of hypoxia at elevated altitudes. When operating above about ten thousand feet, the reduced ambient oxygen can begin to affect judgment, coordination, and reaction time, so physiological training ensures you can recognize early symptoms and respond effectively, typically by using supplemental oxygen and initiating a rapid descent to safe altitude. So, training is required for duties performed above ten thousand feet because that is the practical threshold where hypoxia can become a real performance limiter and where proper response procedures must be practiced. The training often includes simulated hypoxia in an altitude chamber and hands-on practice with oxygen equipment and emergency descent procedures, which helps ensure safe operations in high-altitude environments. The other altitude figures are not the standard threshold used for this requirement in this context, as ten thousand feet is the point at which the training becomes necessary to mitigate hypoxia risk.

8. Who receives AvIP?

A. Rated officers

B. All officers

C. Enlisted personnel

D. Civilians

AvIP goes to officers who are aviators with a designated aeronautical rating. In other words, only rated officers—those officially designated as pilots (or other aircrew with an aviation rating) and serving in aviation duties—receive this pay. It isn't paid to all officers, nor to enlisted personnel or civilians. The incentive structure is meant to retain qualified aircrews by tying the pay to their aviation specialty and continued service in aviation roles.

9. True or False: The periodic physical expires on the 456th day?

A. False

B. True

C. Not specified

D. Sometimes true

The period for a periodic physical is fixed at 456 days. This means once the exam is completed, its validity runs until the 456th day, regardless of leap years or calendar quirks. The 456-day window is chosen to keep the medical data reasonably current and to fit neatly with scheduling cycles for re-certification and training, reducing gaps or overlaps caused by year-to-year calendar changes. So the statement is true: the periodic physical expires on the 456th day. If it isn't renewed by then, eligibility to perform duties requiring the physical would be affected until recertification.

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10. Which statement best describes the membership requirement for a FEB?

A. It must be senior in rank and hold an active ASC in the same specialty

B. It must include at least one medical officer

C. It must be elected by the squadron annually

D. It is composed solely of civilian staff

The membership is defined by having seasoned leadership with current, field-specific credentials. A senior in rank ensures the member brings extensive experience and authority, while holding an active Aviation Specialty Code (ASC) in the same specialty guarantees the person is technically current and has firsthand expertise in that area. This combination makes the FEB capable of informed, relevant evaluations and decisions within the specialty it covers. The other statements don't fit because the board is not defined by the presence of a medical officer, it isn't elected annually by the squadron, and it isn't made up only of civilian staff.

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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://aviresourcemgmtblock2.examzify.com

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

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