AVIATION RESOURCE MANAGEMENT JOURNEYMAN 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 department is likely to oversee the completion of training profiles such as AF Form 4324?

A. Operations office

B. Aircrew training office

C. Logistics office

D. Human resources department

2. Which Air Force specialty code (AFSC) is recognized as jump inherent?

A. 1C1XX

B. 1C4XX

C. 1C2XX

D. 1C3XX

3. Following centrifuge training, an aircrew member is placed in automatic Duty Not Involving Flying (DNIF) status for how many hours?

A. 6

B. 12

C. 24

D. 48

4. When outprocessing a parachutist, what must be included in the jump record package?

A. AF IMT 1521, ARMS Individual Jump Pay Entitlement Worksheet

B. Jump status report

C. Exit training completion certificate

D. Medical examination report

5. In which AFI can you find mandatory remarks for publishing aeronautical orders?

A. 11-401

B. 11-421

C. 11-420

D. 11-600

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6. What is emphasized as a critical component of aircrew training documentation in ARMS?

A. Timeliness of task completion

B. Informal feedback from peers

C. Completion of physical fitness tests

D. Participation in additional workshops

7. What happens to a member's aviation service code (ASC) when they are no longer assigned to an authorized jump position?

A. Changes from 06 to 9E

B. Changes from 9E to 06

C. Remains the same

D. Changes to a duty status code

8. What date format should be used when updating flying hours in the Aviation Resource Management System (ARMS)?

A. MM-DD-YYYY

B. DD.MM.YYYY

C. DD MMM YYYY

D. YYYY/MM/DD

9. If a member has a medical disqualification of less than one year, how can they obtain requalification?

A. By submitting a waiver request

B. By obtaining certification from the local flight surgeon's office

C. By passing a physical fitness test

D. By completing additional flight hours

10. Within how many days must a supervisor conduct an evaluation of a trainee's qualifications?

A. 30 days

B. 60 days for active duty, 90 days for ARC members

C. 60 days for active duty, 120 days for ARC members

D. 90 days

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Answers

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

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Explanations

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1. Which department is likely to oversee the completion of training profiles such as AF Form 4324?

A. Operations office

B. Aircrew training office

C. Logistics office

D. Human resources department

The aircrew training office is the department responsible for overseeing the completion of training profiles, like the AF Form 4324. This form is specifically designed to track and document an aircrew member's training and qualifications, ensuring they meet the necessary standards for their positions. The aircrew training office specializes in managing training programs, developing training plans, and maintaining records related to the competency and readiness of aircrew personnel. By centralizing this function, the aircrew training office can effectively ensure that all required training is conducted, documented, and up to date, thereby maintaining operational readiness and safety standards. In contrast, the operations office primarily focuses on mission execution and readiness rather than training documentation. The logistics office manages resources and support for operations but is not directly responsible for training profiles. The human resources department deals with personnel management issues, such as employment and benefits, but does not typically handle specific training documentation for aircrew members.

2. Which Air Force specialty code (AFSC) is recognized as jump inherent?

A. 1C1XX

B. 1C4XX

C. 1C2XX

D. 1C3XX

The Air Force specialty code recognized as jump inherent is 1C2XX. This AFSC pertains to Combat Control, which involves specialized training that includes parachute operations. Personnel in this specialty are trained to perform airfield assessments, control air traffic, and execute various mission types that often require parachuting from aircraft. Being classified as jump inherent means that the roles and responsibilities associated with this AFSC require personnel to be physically and mentally prepared for jumping, making them adept at operating within high-stakes environments. Other AFSCs listed, while they may involve airborne operations or related support roles, do not carry the explicit designation of jump inherent as Combat Control does. This distinction emphasizes the unique skill set and training that personnel in the 1C2XX AFSC possess, which is essential for their operational effectiveness in diverse scenarios.

3. Following centrifuge training, an aircrew member is placed in automatic Duty Not Involving Flying (DNIF) status for how many hours?

A. 6

B. 12

C. 24

D. 48

Following centrifuge training, an aircrew member is placed in automatic Duty Not Involving Flying (DNIF) status for a period of 12 hours. This policy is in place to ensure that the aircrew member has adequate time to recover from the physiological effects of centrifuge exposure, which can include disorientation or fatigue due to the G-forces experienced during the training. The DNIF status is critical for maintaining flight safety and ensuring that aircrew members are fully alert and capable of operating an aircraft. By mandating a specific recovery period after such rigorous training, this policy helps prevent any adverse effects that might impair performance during flight duties.

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4. When outprocessing a parachutist, what must be included in the jump record package?

A. AF IMT 1521, ARMS Individual Jump Pay Entitlement Worksheet

B. Jump status report

C. Exit training completion certificate

D. Medical examination report

The AF IMT 1521, ARMS Individual Jump Pay Entitlement Worksheet is essential in the jump record package because it serves as a formal documentation of an individual's eligibility for jump pay based on their jump status and entitlements. This worksheet is specifically used within the context of the Air Force's Aviation Resource Management and provides the necessary details required to process jump pay accurately. Including the AF IMT 1521 in the jump record package ensures that all pertinent financial and administrative details related to parachute jumps are correctly recorded and that the individual can receive any associated compensation for their jump activities. This documentation is crucial for maintaining accurate personnel and pay records, thereby streamlining the administrative processes related to airborne operations. While the other options may contain important information regarding training, medical evaluations, or jump status, they do not carry the specific importance of denoting financial entitlements related to jump duty, which is a key aspect of managing parachutist outprocessing.

5. In which AFI can you find mandatory remarks for publishing aeronautical orders?

A. 11-401

B. 11-421

C. 11-420

D. 11-600

The correct answer identifies AFI 11-421 as the regulation that outlines mandatory remarks for publishing aeronautical orders. This instruction is specifically focused on the aeronautical orders process within the Air Force, detailing the requirements for formatting and content, including necessary remarks that must be included in orders. Understanding the significance of this AFI is crucial, as it ensures that all personnel involved in aviation operations are provided with clear and standardized information, which can affect mission readiness and safety. This includes specifics regarding duties, responsibilities, and qualifications necessary for personnel in aviation roles. The incorrect options, while they may refer to different aspects of aviation or other operational guidelines, do not focus on the mandatory remarks for aeronautical orders. Each of those AFIs addresses other topics relevant to aviation but does not specifically centralize the necessary remarks required in the publication of these orders, which is pivotal for regulatory compliance and operational consistency across the Air Force.

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6. What is emphasized as a critical component of aircrew training documentation in ARMS?

A. Timeliness of task completion

B. Informal feedback from peers

C. Completion of physical fitness tests

D. Participation in additional workshops

Timeliness of task completion is emphasized as a critical component in aircrew training documentation within the Aviation Resource Management System (ARMS) because it ensures that training activities, evaluations, and certifications are updated promptly. This helps maintain accurate and current records necessary for effective aircrew management, scheduling, and compliance with regulatory requirements. Timely documentation aids in tracking the readiness and qualifications of aircrew members, allowing for efficient resource allocation and mission planning. The other options, while relevant to aspects of training or professional development, do not have the same critical importance for documentation within ARMS. Informal feedback from peers is valuable for personal growth and skill development, yet it is not an official component of training documentation. Completing physical fitness tests is essential for overall aircrew readiness but is separate from the specifics of training documentation maintained in ARMS. Participation in additional workshops contributes to professional development but does not directly pertain to the timeliness and accuracy of training records required in aircrew operations.

7. What happens to a member's aviation service code (ASC) when they are no longer assigned to an authorized jump position?

A. Changes from 06 to 9E

B. Changes from 9E to 06

C. Remains the same

D. Changes to a duty status code

When a member is no longer assigned to an authorized jump position, their aviation service code (ASC) changes from 9E to 06. The ASC is a classification that reflects a member's qualifications and assignments within aviation roles. When a member is actively engaged in parachute duties, they are designated with a 9E code, which signifies they are qualified and currently serving in that capacity. Once the member moves out of the jump position, they no longer meet the requirements associated with 9E. In such cases, the code is updated to 06, indicating that the member has not maintained their jump qualifications or that they are no longer in the associated role that necessitates the 9E designation. This change is important for accurately reflecting the member's current duties and qualifications within the military aviation structure, ensuring personnel records are up to date and properly represent the member's capabilities and assignments. Other options would not appropriately represent the situation regarding the change in aviation service code, as they either suggest incorrect changes or imply that no update is necessary when the classification indeed requires adjustment based on the member's current assignment status.

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8. What date format should be used when updating flying hours in the Aviation Resource Management System (ARMS)?

A. MM-DD-YYYY

B. DD.MM.YYYY

C. DD MMM YYYY

D. YYYY/MM/DD

The recommended date format for updating flying hours in the Aviation Resource Management System (ARMS) is "DD MMM YYYY." This format provides clarity and reduces the risk of misinterpretation, particularly in international contexts where date formats can vary. Using this format, the day is clearly positioned at the beginning, followed by the three-letter abbreviation for the month, making it straightforward to understand which month is being referred to, and finally the full four-digit year. This consistency is crucial in aviation resource management, where precise record-keeping is essential for ensuring accuracy in tracking flying hours and operational readiness. The alternative formats can lead to confusion. For example, numerical formats like MM-DD-YYYY or YYYY/MM/DD might be misinterpreted depending on regional preferences, while the use of periods in DD.MM.YYYY might not align with the standardized data entry guidelines often employed in military and aviation systems. Therefore, using "DD MMM YYYY" helps maintain unambiguous, standardized documentation within ARMS.

9. If a member has a medical disqualification of less than one year, how can they obtain requalification?

A. By submitting a waiver request

B. By obtaining certification from the local flight surgeon's office

C. By passing a physical fitness test

D. By completing additional flight hours

To obtain requalification after a medical disqualification of less than one year, a member should seek certification from the local flight surgeon's office. This process involves a thorough assessment of the individual's medical status to determine if they have met the necessary health standards for flying. The flight surgeon will evaluate any changes in the member's medical condition and ensure that it aligns with aviation safety regulations before granting requalification. This approach is essential because aviation requires strict adherence to health and fitness guidelines, and only a certified medical professional can make an informed decision regarding the individual's fitness to fly again. By using the local flight surgeon's office, the member can address any medical issues that might have led to the disqualification, ensuring they are fit for duty in an aviation role.

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10. Within how many days must a supervisor conduct an evaluation of a trainee's qualifications?

A. 30 days

B. 60 days for active duty, 90 days for ARC members

C. 60 days for active duty, 120 days for ARC members

D. 90 days

The correct timeframe for a supervisor to conduct an evaluation of a trainee's qualifications is 60 days for active duty personnel and 120 days for Air Reserve Component (ARC) members. This distinction is important due to the differing operational tempos and training needs between active-duty and ARC members. Active duty personnel typically undergo more intensive and continuous training processes, allowing for a quicker assessment timeline. In contrast, ARC members may have different availability and training schedules, which necessitates a longer evaluation period to thoroughly assess their qualifications and readiness. This structure ensures that all personnel are adequately evaluated based on their training context and operational requirements.

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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://aviationresourcemgmt.examzify.com

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

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