AVIONICS ELECTRICAL TECHNICIAN FIRST CLASS (AET1) SWE 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. The Maintenance Preflight Inspection is accomplished prior to the _____ and remains effective for _____ provided no subsequent maintenance has been performed.

A. First flight of the day, 24 hours

B. Takeoff, 12 hours

C. Engine start, 24 hours

D. Departure, 48 hours

2. When do you pre - tin MOS devices leads ?

A. During testing

B. Before final assembly

C. Not at all

D. After final assembly

3. Who is responsible for procuring General Purpose Electronics Test Equipment used for station maintenance and all specialized Electronics Test Equipment for non-avionics use?

A. Base Supply

B. ALC or District

C. Material Control

D. Logistics Command

4. Recovery and Salvage of Coast Guard aircraft is the responsibility of who?

A. Commanding Officer

B. Operations Officer

C. Base Commander

D. Chief Mechanic

5. Which organization is generally the most current source of recovery / salvage information?

A. Commanding Officers

B. District Offices

C. Coast Guard Headquarters

D. CG-41

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6. Which Not Mission Capable status corresponds to scheduled maintenance work?

A. Not Mission Capable Repair (NMCR)

B. Not Mission Capable Supply (NMCS)

C. Not Mission Capable Maintenance (NMCM)

D. Fully Mission Capable (FMC)

7. The asset is undergoing unscheduled repair work. Which NM status is appropriate?

A. Not Mission Capable Maintenance (NMCM)

B. Not Mission Capable Supply (NMCS)

C. Fully Mission Capable (FMC)

D. Not Mission Capable Repair (NMCR)

8. Which duration applies to the retention of all records maintained by the Aviation Confined Space Entry Program Manager?

A. 1 year

B. 3 years

C. 5 years

D. 7 years

9. Coast Guard TCTOs (in message format) are used for what purpose?

A. Depot-level repairs

B. Routine maintenance scheduling

C. Long-term flight policy changes

D. Rapid dissemination of urgent or safety-of-flight information

10. Which unit is designated as the ALSE prime unit?

A. Air Mobility Command

B. ATC mobile

C. ALSE maintenance team

D. SERE unit

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Answers

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

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Explanations

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1. The Maintenance Preflight Inspection is accomplished prior to the _____ and remains effective for _____ provided no subsequent maintenance has been performed.

A. First flight of the day, 24 hours

B. Takeoff, 12 hours

C. Engine start, 24 hours

D. Departure, 48 hours

The maintenance preflight inspection is a daily readiness check performed before the first flight of the day to verify that maintenance actions have been properly completed and that no new issues have arisen since the last maintenance or flight. It remains in effect for 24 hours as the safety window because, within a day, conditions can change and potential problems could develop. If any maintenance is performed after this inspection, the 24-hour validity ends and a new MPI would be needed to reflect the current state. The other options would tie the check to other events (takeoff, engine start, departure) or extend the window beyond a day, which isn't how this inspection is intended to function.

2. When do you pre - tin MOS devices leads ?

A. During testing

B. Before final assembly

C. Not at all

D. After final assembly

Pre-tinning MOS device leads is done to ensure a solderable, oxide-free surface for reliable joints during assembly. By applying a tin coating to the leads beforehand, the solder wets the leads consistently in the later mounting process (reflow or wave soldering), producing a solid fillet and reducing the chance of cold joints or poor wetting. This preparation helps prevent oxidation on the lead surfaces and makes the joining process smoother and more repeatable. If you waited until testing or after final assembly, you wouldn't have the leads prepared for a quality solder joint, and you could risk damage to components or weaker connections. So, the proper time to pre-tin is before final assembly.

3. Who is responsible for procuring General Purpose Electronics Test Equipment used for station maintenance and all specialized Electronics Test Equipment for non-avionics use?

A. Base Supply

B. ALC or District

C. Material Control

D. Logistics Command

Procurement authority for general and specialized electronics test equipment used across a station is vested in the ALC or District. These organizations handle buying and stocking tools and test gear that support maintenance broadly, including items not tied to a specific aircraft. Base Supply deals with routine, commonly issued items and replenishment, while Material Control focuses on inventory tracking and accountability rather than acquiring equipment. Logistics Command covers higher-level logistics planning and isn't responsible for the day-to-day procurement of station maintenance tools. So, the ALC or District is the appropriate entity to procure both general purpose electronics test equipment and specialized non-avionics test gear.

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4. Recovery and Salvage of Coast Guard aircraft is the responsibility of who?

A. Commanding Officer

B. Operations Officer

C. Base Commander

D. Chief Mechanic

The commanding officer is in charge of recovery and salvage because, in Coast Guard aviation, this lies under the unit's single point of authority for safety, security, and accountability of its aircraft. The CO has the authority to direct all actions, allocate resources, and coordinate with maintenance, logistics, security, and any other stakeholders to ensure a safe, orderly, and timely recovery. This central leadership is essential for making rapid, unified decisions during salvage situations and for preserving evidence for investigations. The operations officer focuses on planning and executing flight operations and readiness, but does not hold the ultimate authority over salvage actions. The base commander oversees base-level administration and support, not the specific salvage of an individual aircraft. The chief mechanic handles maintenance tasks, not command authority over salvage operations.

5. Which organization is generally the most current source of recovery / salvage information?

A. Commanding Officers

B. District Offices

C. Coast Guard Headquarters

D. CG-41

Recovery and salvage information evolves with new techniques, safety standards, and lessons learned, so the most up-to-date guidance comes from the program office that maintains the technical doctrine for salvage operations. That office is CG-41, which keeps the current manuals, procedures, and updates that field units rely on. Commanding Officers and District Offices implement policy and carry out operations, but they rely on CG-41 for the latest technical guidance. Coast Guard Headquarters provides policy direction, but the freshest salvage information is maintained by CG-41, ensuring consistency and current practices across the service.

6. Which Not Mission Capable status corresponds to scheduled maintenance work?

A. Not Mission Capable Repair (NMCR)

B. Not Mission Capable Supply (NMCS)

C. Not Mission Capable Maintenance (NMCM)

D. Fully Mission Capable (FMC)

Not Mission Capable statuses tell you why a unit can't perform its assigned mission. When maintenance work is scheduled, the constraint preventing a mission is tied to the availability of the maintenance resources and parts needed to carry out that work. In this system, that situation is recorded as Not Mission Capable Supply, meaning the asset can't be deployed because the required support (parts, tools, and logistics) for the scheduled maintenance isn't available or allocated at that time. For contrast, Not Mission Capable Maintenance is used when maintenance actions are actually in progress and the asset is not ready because those actions are underway, while Not Mission Capable Repair covers items that are currently down for repair. Fully Mission Capable means the asset is ready to fly.

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7. The asset is undergoing unscheduled repair work. Which NM status is appropriate?

A. Not Mission Capable Maintenance (NMCM)

B. Not Mission Capable Supply (NMCS)

C. Fully Mission Capable (FMC)

D. Not Mission Capable Repair (NMCR)

When an asset is in the middle of repair, it cannot perform its mission because repair work is actively taking place. Not Mission Capable Repair is the designation used to reflect that ongoing repair activity is keeping the asset non-operational. The other statuses cover different blockers: Not Mission Capable Supply happens when parts or support equipment are missing, Not Mission Capable Maintenance indicates maintenance needs are outstanding but not necessarily tied to an active repair, and Fully Mission Capable means the asset is ready for mission use.

8. Which duration applies to the retention of all records maintained by the Aviation Confined Space Entry Program Manager?

A. 1 year

B. 3 years

C. 5 years

D. 7 years

The schedule is set to keep program records for three years. This three-year window provides enough time to review and analyze the confined space entry program's activity—like permits, atmospheric tests, rescue drills, inspections, and training records—during regular audits, investigations, and safety reviews that occur over multiple annual cycles. It balances having data available for near-term evaluations with avoiding unnecessary long-term storage for routine records. While individual records might have other regulatory requirements, the standard retention period for all records maintained by the Aviation Confined Space Entry Program Manager is three years.

9. Coast Guard TCTOs (in message format) are used for what purpose?

A. Depot-level repairs

B. Routine maintenance scheduling

C. Long-term flight policy changes

D. Rapid dissemination of urgent or safety-of-flight information

Time-Critical Technical Orders are the fast-track way to push urgent, safety-of-flight information to all Coast Guard aircraft units. When a defect or safety issue is found that could affect flight safety, a TCTO is issued as a message that explains what must be changed, why it's required, and the compliance deadline. Units then perform the modification and document verification. This mechanism ensures everyone applies the fix promptly, regardless of location, so airworthiness is maintained between longer-term regulatory updates. It's not used for routine maintenance scheduling or policy changes, nor limited to depot-level repairs; it's specifically for rapid dissemination of urgent or safety-of-flight information.

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10. Which unit is designated as the ALSE prime unit?

A. Air Mobility Command

B. ATC mobile

C. ALSE maintenance team

D. SERE unit

ALSE prime unit designates the organization that owns, manages, and sustains the Aircrew Life Support Equipment program for the units within its area. This unit is responsible for provisioning, inspecting, maintaining, and updating the equipment, as well as coordinating training on its use so aircrew can operate safely and effectively. In this scenario, ATC Mobile is the unit assigned as the ALSE prime unit because expeditionary air traffic control operations rely on ready access to life-support gear for aircrews and controllers in forward or deployed environments. This unit takes charge of ALSE provisioning and upkeep for the people and missions it supports, ensuring equipment is serviceable and tracked. The other options don't fit as the prime ALSE unit: a larger command like Air Mobility Command isn't a single unit responsible for ALSE ownership; an ALSE maintenance team handles hands-on upkeep but not the program's overall ownership; a SERE unit focuses on survival training and resistance to capture, not the management of ALSE equipment.

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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://aet1swe.examzify.com

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

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