DC 311 AQUEOUS FILM FORMING FOAM (AFFF) TRANSFER STATION OPERATOR 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. Casualty power can be rigged from where?

A. ABT

B. ABT2

C. Engine room main switch

D. Battery bank

2. AFFF is used primarily on what class of fires?

A. Alpha (Water)

B. BRAVO (Fuel/liquid)

C. Charlie (Electrical)

D. Delta (Metal)

3. The second AFFF Transfer System Station is positioned outboard of AFFF station 13 adjacent which line?

A. AFT serving line

B. FWD serving line

C. AFT engine line

D. Bridge serving line

4. Where are the CONFLAG stations located?

A. In the control room

B. In each hangar bay

C. On the roof

D. Adjacent to the pump

5. Which health hazards are associated with AFFF exposure?

A. Only skin irritation.

B. Skin and eye irritation; potential respiratory irritation; PFAS exposure concerns with long-term effects; wash and seek medical help if needed.

C. No health hazards.

D. Immediate fatality.

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6. What is the second thing you must check in order to to report an AFFF "manned and ready"?

A. TLI is at 95%

B. Firemain pressure is at 150 +/-15 psi

C. AFFF pump is running

D. Tanks are full

7. What is the recommended action if PPE is damaged during handling?

A. Ignore and continue working.

B. Continue while using a backup PPE.

C. Stop work, replace damaged PPE, assess exposure, follow decontamination steps, and retrain if needed.

D. Report at next annual training.

8. Which list accurately represents the facilities served by the AFFF proportioning pumps?

A. Hangar Bays (13 groups), Weapons Elevators, RARs and MMRs #7,8,9, and 14, JP-5 Pump Rooms, EDGs, Incinerator, and Hose Reels

B. Hangar Bays (13 groups), Weapons Elevators, RARs and MMRs #7,8,9, and 14

C. RARs and MMRs #1-4

D. JP-5 Pump Rooms, EDGs, Incinerator, and Hose Reels

9. What is the importance of a written transfer procedure for AFFF concentrate?

A. It is optional and rarely used.

B. It only affects paperwork with no safety impact.

C. Ensures consistent operation, safety, and regulatory compliance; reduces spill risk and ensures correct concentration.

D. It delays operations.

10. Are the injection pumps horizontally or vertically aligned?

A. Horizontally

B. Diagonally

C. Vertical

D. Circularly

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Answers

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

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Explanations

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1. Casualty power can be rigged from where?

A. ABT

B. ABT2

C. Engine room main switch

D. Battery bank

Casualty power is the emergency electrical supply that keeps essential equipment running when normal power is lost, routed through a dedicated emergency distribution point. In this setup, the primary source for casualty power is ABT because it is the designated casualty power transfer point designed to feed emergency circuits like the AFFF system. The engine room main switch controls the ship's main propulsion power and isn't the path for casualty circuits. The battery bank provides DC energy for certain systems, not the AC casualty power distribution used for the AFFF transfer equipment. ABT2 would be a backup option if the primary ABT is unavailable, but the standard practice is to rig casualty power from the primary ABT.

2. AFFF is used primarily on what class of fires?

A. Alpha (Water)

B. BRAVO (Fuel/liquid)

C. Charlie (Electrical)

D. Delta (Metal)

AFFF is designed to fight fires involving flammable liquids. It works by forming a stable, thin film on the surface of the liquid, creating a barrier between the fuel and the air while the foam blankets and cools the fuel. This film reduces vapor release and helps prevent reignition, making it particularly effective for hydrocarbon fuels like gasoline, diesel, and solvents. It's not the best choice for ordinary solid-fuel fires, electrical fires (where nonconductive agents and de-energizing the circuit are preferred), or metal (Class D) fires, which require different extinguishing methods. So, AFFF is used primarily on fuel/liquid fires.

3. The second AFFF Transfer System Station is positioned outboard of AFFF station 13 adjacent which line?

A. AFT serving line

B. FWD serving line

C. AFT engine line

D. Bridge serving line

Understanding how AFFF transfer stations connect to service lines on a ship helps you place them correctly. Outboard means toward the ship's side away from the centerline, and adjacent means directly next to the referenced point. The aft-serving line runs along the aft (rear) side of the vessel to feed stations in that area. Since the second AFFF transfer station is outboard of station 13 and sits on the aft side, it is fed by the AFT serving line. The forward-serving line, the AFT engine line, and the Bridge serving line supply other areas (forward sections, engine rooms, and the bridge, respectively) and do not align with this aft-positioned station. So the line adjacent to that station is the aft serving line.

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4. Where are the CONFLAG stations located?

A. In the control room

B. In each hangar bay

C. On the roof

D. Adjacent to the pump

CONFLAG stations are placed in each hangar bay so that foam can be deployed quickly right at the location of a fire. In an aircraft hangar, fires can break out in any bay, so having a station in every bay gives responders immediate, local access to the foam system without having to run to a distant control room or pump area. This arrangement minimizes response time, improves the chance of controlling the fire early, and ensures the foam can be directed where it's needed most. Placing them only in the control room, on the roof, or adjacent to the pump would delay deployment or make access impractical during an incident, so they're positioned where the hazard is most likely to occur.

5. Which health hazards are associated with AFFF exposure?

A. Only skin irritation.

B. Skin and eye irritation; potential respiratory irritation; PFAS exposure concerns with long-term effects; wash and seek medical help if needed.

C. No health hazards.

D. Immediate fatality.

Exposure to AFFF can involve several health hazards. The foam can cause skin irritation and eye irritation from contact, and inhaling its vapors or aerosols can irritate the respiratory tract. In addition, many AFFF formulations include PFAS, chemicals that can persist in the body and environment, so there are concerns about long-term health effects with repeated or substantial exposure. Because of these factors, the best answer recognizes skin and eye irritation, potential respiratory irritation, and PFAS-related long-term health concerns. If exposure occurs, wash exposed skin with soap and plenty of water, flush eyes, remove contaminated clothing, and seek medical help if irritation persists, breathing becomes difficult, or other symptoms develop. The other possibilities underestimate the hazards or imply there are none or immediate fatality, which doesn't reflect the actual risks.

6. What is the second thing you must check in order to to report an AFFF "manned and ready"?

A. TLI is at 95%

B. Firemain pressure is at 150 +/-15 psi

C. AFFF pump is running

D. Tanks are full

The key in declaring AFFF "manned and ready" is confirming there is enough concentrate available to operate the foam system reliably. The second thing you check is the foam concentrate level indicator (TLI) and confirm it reads about 95% or higher. A reading at 95% means the foam supply is near full, giving a solid safety margin and reducing the risk of running the system dry during a release. This specific level check directly verifies that the system has enough usable foam, which is essential for readiness. Other checks, like firemain pressure or whether the pump is running, are important parts of readiness, but the TLI at 95% specifically confirms you have enough foam on hand to sustain operations, making it the most critical second check for declaring the system ready.

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7. What is the recommended action if PPE is damaged during handling?

A. Ignore and continue working.

B. Continue while using a backup PPE.

C. Stop work, replace damaged PPE, assess exposure, follow decontamination steps, and retrain if needed.

D. Report at next annual training.

When PPE is damaged during handling, the protective barrier is no longer guaranteed, which raises the risk of contact with hazardous materials. The safest course is to stop work and follow a structured corrective sequence. First, stop work and replace the damaged PPE with properly fitting, undamaged equipment. Continuing with compromised protection exposes you and others to potential dermal, ocular, or respiratory exposure. Next, assess whether exposure occurred and to what extent. This helps determine the necessary decontamination actions and whether medical evaluation is needed. Then perform the prescribed decontamination steps for the affected area and gear—this typically includes removing contaminated clothing, thoroughly washing exposed skin with soap and water, flushing eyes or surfaces as required, and decontaminating any equipment or work areas. Finally, retrain if needed to prevent a recurrence, focusing on how to inspect PPE for damage, proper donning and doffing, and the process for replacing damaged gear. This sequence ensures immediate protection, reduces any ongoing exposure, and reinforces safe practices so the situation doesn't recur. Waiting to report during annual training or continuing work with a backup PPE that may also be compromised would not adequately mitigate the risk.

8. Which list accurately represents the facilities served by the AFFF proportioning pumps?

A. Hangar Bays (13 groups), Weapons Elevators, RARs and MMRs #7,8,9, and 14, JP-5 Pump Rooms, EDGs, Incinerator, and Hose Reels

B. Hangar Bays (13 groups), Weapons Elevators, RARs and MMRs #7,8,9, and 14

C. RARs and MMRs #1-4

D. JP-5 Pump Rooms, EDGs, Incinerator, and Hose Reels

AFFF proportioning pumps are designed to feed foam concentrate to areas where a fuel or ordnance fire is most likely to start and spread, so they're positioned to protect those high-risk spaces. The facilities actually served by these pumps are Hangar Bays (13 groups), Weapons Elevators, and the RARs and MMRs labeled with the numbers 7, 8, 9, and 14. These areas are part of the aircraft hangar and weapons handling/ storage zones that require foam protection, so they're included in the distribution. The other locations listed—JP-5 Pump Rooms, Emergency Diesel Generators (EDGs), Incinerator, and Hose Reels—are not fed by the AFFF proportioning pumps in this system configuration, so they aren't part of the accurate set.

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9. What is the importance of a written transfer procedure for AFFF concentrate?

A. It is optional and rarely used.

B. It only affects paperwork with no safety impact.

C. Ensures consistent operation, safety, and regulatory compliance; reduces spill risk and ensures correct concentration.

D. It delays operations.

A written transfer procedure for AFFF concentrate establishes a safe, repeatable process for moving concentrate, defining the steps, sequence, equipment, and responsibilities involved. This clarity ensures each transfer is performed the same way every time, which is crucial when handling a chemical foam concentrate that can impact safety, equipment integrity, and the environment. Having the procedure documented helps ensure regulatory compliance by outlining required controls, verification steps, containment measures, and recordkeeping. It reduces spill risk and dosing errors by specifying details such as correct flow rates, hose connections, venting, containment, and checks before, during, and after transfer. The written protocol also supports training, giving new operators a clear guide to follow and making audits or inspections straightforward to verify that proper procedures were followed. In short, a written transfer procedure matters because it keeps operations safe, consistent, compliant, and efficient, while directly reducing the chance of spills and incorrect concentrations.

10. Are the injection pumps horizontally or vertically aligned?

A. Horizontally

B. Diagonally

C. Vertical

D. Circularly

Injection pumps are aligned horizontally because that layout fits typical floor-mounted installations and keeps the suction and discharge piping straightforward and accessible. A horizontal orientation makes it easier to couple the pump to the motor, perform maintenance on seals and bearings, and drain any incidental spills away from the machinery. It also tends to reduce vibration and helps ensure reliable priming for the injection process. Vertical alignment would require more headroom, complicate priming and drainage, and could complicate piping and drive alignment. Diagonal or circularly oriented setups aren't standard for this duty and would create awkward piping and maintenance challenges.

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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://dc311affftransferstationop.examzify.com

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

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