

SPECIAL OPERATIONS TERMINAL ATTACK CONTROLLER COURSE (SOTACC) DAY 2 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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.

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!

Questions

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1. Who should establish the offset point?

- A. Aircrew
- B. Controller
- C. Observer
- D. CAS

2. Which identifier is used with the 6 or 8 digit Target Location Grid?

- A. 50,000 SQ Meter Identifier
- B. 10,000 SQ Meter Identifier
- C. 100,000 SQ Meter Identifier
- D. 1,000,000 SQ Meter Identifier

3. What defines a racetrack pattern?

- A. An oval pattern with straight legs of at least 10 nm and 180 degree turns on each end
- B. A circular pattern with a 5 nm radius
- C. A figure-eight pattern with 8 nm loops
- D. A straight-line pattern with 2 nm segments and 90-degree turns

4. Which of the following is NOT a line 7 mark type?

- A. No Mark
- B. Laser
- C. Smoke
- D. Solar Beacon

5. An AV 8B dropping GBU 16s performing a 'buddy lase'. This scenario demonstrates which employment technique?

- A. BOC
- B. BOT
- C. Direct Fire
- D. Close Air Support

- 6. For BOC, is the aircraft required to tally, capture, or contact the mark?**
- A. Yes
 - B. Sometimes
 - C. Only with supervisor
 - D. No
- 7. What does Terminal Attack Control (TAC) authorize in practical terms?**
- A. The authority to control the maneuver of, and grant weapons release clearance to, attacking aircraft.
 - B. The authority to schedule maintenance for aircraft.
 - C. The authority to ground all air operations.
 - D. The authority to designate targets for all units.
- 8. Which of the following are examples of when to use Type 2 control?**
- A. Daylight operations and good weather only
 - B. TIC, night, adverse weather, and high altitude/stand off weapons employment
 - C. When the target is in direct visual range
 - D. In all engagements regardless of conditions
- 9. In O/H Tactics, what radius is used for visual acquisition when holding directly over the target area?**
- A. 3-5 NM
 - B. 5-6 NM
 - C. 7-10 NM
 - D. 10-15 NM
- 10. What is briefed in Hazards?**
- A. Weather; Terrain; Obstructions
 - B. Enemy tactic and techniques
 - C. Supply routes
 - D. Radio frequencies

Answers

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

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Explanations

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1. Who should establish the offset point?

- A. Aircrew
- B. Controller**
- C. Observer
- D. CAS

The offset point is part of shaping the attack geometry, and it is the controller who designates it to guide the aircraft along a safe and effective path to the target. The controller has the oversight and authority to manage deconfliction, target orientation, and risk to friendly forces, so establishing the offset point ensures the aircraft know exactly where to fly relative to the target and how to time the weapons release. The aircrew follow this designated point to align their attack run with the intended trajectory, while observers provide information and coordination support but do not set the geometry themselves. CAS is the mission type being conducted, not the person responsible for designating the offset point.

2. Which identifier is used with the 6 or 8 digit Target Location Grid?

- A. 50,000 SQ Meter Identifier
- B. 10,000 SQ Meter Identifier
- C. 100,000 SQ Meter Identifier**
- D. 1,000,000 SQ Meter Identifier

The 6- or 8-digit Target Location Grid relies on identifying the 100,000 square meter grid tile first. That 100k square meter identifier defines the specific grid cell on the map, and the remaining digits (three or four per axis) pin down the exact location inside that tile. Using the 100k square lets you reference a target uniquely across the map; the 6-digit form gives about 100-meter precision, and the 8-digit form about 10-meter precision within that 100k tile. Other grid sizes (like 50k, 10k, or 1,000k) aren't used in this TL grid reference.

3. What defines a racetrack pattern?

- A. An oval pattern with straight legs of at least 10 nm and 180 degree turns on each end**
- B. A circular pattern with a 5 nm radius
- C. A figure-eight pattern with 8 nm loops
- D. A straight-line pattern with 2 nm segments and 90-degree turns

A racetrack pattern is defined by an oval flight path that has two long straight legs connected by 180-degree turns at each end. The straight portions are typically at least 10 nautical miles long, which provides spacing and timing for repeated passes in opposite directions while maintaining safety and deconfliction with other airspace. This shape allows continuous forward progress toward and away from the target area, with a smooth reversal at each end. That's why it fits best: it's not a circle, which would be a continuous loop without the extended straight segments; it's not a figure-eight, which involves crossing paths and a different maneuver pattern; and it's not a straight line with 90-degree turns, which wouldn't form the characteristic oval with opposing-direction legs.

4. Which of the following is NOT a line 7 mark type?

- A. No Mark
- B. Laser
- C. Smoke
- D. Solar Beacon**

Line 7 mark types are the visual cues used to designate a target for aircrews along a specific line. The standard options used in this system are no external marking (when the target can be identified without a marker), a laser designator (creating a laser spot for the aircraft to cue on), and smoke (a visible ground marker that left-behind smoke creates a recognizable mark). A solar beacon, while it is a signaling method, isn't part of the line 7 set because it represents a different signaling approach—an ongoing beacon powered by solar energy rather than a transient ground marker used for line marking. So it isn't considered a line 7 mark type.

5. An AV 8B dropping GBU 16s performing a 'buddy lase'. This scenario demonstrates which employment technique?

- A. BOC
- B. BOT**
- C. Direct Fire
- D. Close Air Support

The essential idea here is using laser designation to guide a bomb to a specific target. When a platform designates with its laser to guide a laser-guided bomb dropped by (or designated for) another aircraft, you're employing a Bomb On Target approach. The buddy lase indicates the designation is provided by one asset to influence the release of a laser-guided munition from the other, which then hits the designated target. This isn't direct fire from a gun, and while it is a form of close air support, the specific employment technique described is BOT—bomb on target—because the bombs are guided to a designated target location via laser designation rather than simply dropping on a pre-set coordinate or relying on unguided fire.

6. For BOC, is the aircraft required to tally, capture, or contact the mark?

- A. Yes
- B. Sometimes
- C. Only with supervisor
- D. No**

In this scenario, the important idea is that the aircrew's requirement to see or physically mark a target (tally, capture, or contact the mark) is not universal and depends on how the target is designated within the BOC process. When a target is identified through the BOC workflow, the aircrew can receive reliable targeting information—such as coordinates, a target area, or a designated point—from the controller or data link—and use that information to guide the strike without needing to visually confirm the mark on every target. The mark serves as a coordination cue, not a mandatory visual confirmation for the aircraft in this setup. So the aircraft is not required to tally, capture, or contact the mark under these BOC procedures, making the answer No the best choice.

7. What does Terminal Attack Control (TAC) authorize in practical terms?

- A. The authority to control the maneuver of, and grant weapons release clearance to, attacking aircraft.**
- B. The authority to schedule maintenance for aircraft.
- C. The authority to ground all air operations.
- D. The authority to designate targets for all units.

A Terminal Attack Controller's practical authority is to direct the maneuver of attacking aircraft and to authorize their weapons release. In a close air support scenario, the TAC on the ground guides the aircraft's flight path, altitude, and positioning to ensure the target is engaged safely and effectively, then issues the go to release weapons once the target is positively identified and the engagement can be conducted without endangering friendly forces or civilians. This authority focuses on directing the attack and granting weapons release clearance for the aircraft under the TAC's control. Scheduling maintenance, grounding all air operations, or designating targets for all units fall outside the TAC's responsibilities. The TAC's role is specifically about controlling the terminal engagement for the aircraft and approving when they may release ordnance.

8. Which of the following are examples of when to use Type 2 control?

- A. Daylight operations and good weather only
- B. TIC, night, adverse weather, and high altitude/stand off weapons employment**
- C. When the target is in direct visual range
- D. In all engagements regardless of conditions

Type 2 control is used when you can't rely on positive, continuous visual identification of the target. In these cases the attack is managed by designating a target area with specific constraints or reference points, rather than requiring a precise target location that the attacker must identify from the air. That makes Type 2 ideal for conditions that reduce visibility or targeting cues. The scenarios listed—troops in contact (TIC), night operations, adverse weather, and high altitude/stand-off weapons employment—are exactly the kinds of conditions where visibility and target identification are compromised. Under those circumstances, you maintain control and deconfliction by guiding the attack within a defined area rather than delivering to a pinpoint, directly identified target. In clearer terms, Type 1 is used when target location is known and positively identified by both sides; Type 2 suits degraded visibility and targeting conditions where the aircraft can locate and engage within a designated area; Type 3 is for very broad, area-target engagements with minimal target identification.

9. In O/H Tactics, what radius is used for visual acquisition when holding directly over the target area?

- A. 3-5 NM**
- B. 5-6 NM
- C. 7-10 NM
- D. 10-15 NM

Visual acquisition radius in overhead tactics is the distance you can be from the target and still keep the target in sight to maintain control and cueing for the attack. When you're directly over the target, you must stay close enough to verify the target location and watch for any changes, drift, or safety concerns. A 3-5 nautical mile radius gives a practical balance: it keeps the target within reliable visual reference while allowing some maneuvering and drift compensation without losing sight. If you go farther out, you risk losing visual contact and having trouble quickly reacquiring the target, which hampers coordination and safety. So, 3-5 NM is the appropriate visual acquisition radius.

10. What is briefed in Hazards?

A. Weather; Terrain; Obstructions

B. Enemy tactic and techniques

C. Supply routes

D. Radio frequencies

Hazards briefing covers conditions and factors that can affect safety and mission execution, especially what can hinder air and ground operations. The elements included are weather, terrain, and obstructions. Weather addresses factors like visibility, precipitation, wind, and icing that can influence flight performance and decision-making. Terrain refers to the physical landscape features and how they shape routes, concealment, terrain masking, slopes, and potential ground hazards. Obstructions are physical barriers in the operating environment, such as power lines, towers, antennae, trees, and buildings that could pose collision risks or affect approach and egress. These items are distinct from other topics: enemy tactics and techniques belong to threat or enemy capabilities briefs; supply routes fall under logistics and sustainment; radio frequencies are part of communications planning. Focusing on weather, terrain, and obstructions ensures everyone understands the safety risks present in the environment and how they might impact aircraft and ground movements during the mission.

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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://sotaccd22.examzify.com>

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

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