

1C0X2 Apprentice Course Block II Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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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. What are the two types of parachutist jumps?**
 - A. Freefall and Parachute Jump**
 - B. Manual Jump and Static-Line**
 - C. Static-Line and Military Free Fall**
 - D. Static-Line and Freefall Jump**

- 2. Which system is used for MAJCOM scheduling alongside PEX?**
 - A. Envision**
 - B. Graduate Training Integration Management Systems (GTIMS)**
 - C. ARTEMIS**
 - D. ASIMS**

- 3. What is an ESC?**
 - A. Flying status code - code that indicates an individual flying status**
 - B. Entitlement status code / Incentive pay - code that relates to the type of incentive pay the aircrew is qualified to receive**
 - C. Assigned to aircrew who are required to perform flight/jump duties**
 - D. HDIP/AIP for Non-rated/ Non-CEAs, Operational Support, Parachutist, and Missileers (MCCM)**

- 4. What's the maximum time a member can be in a grace period?**
 - A. 6 months**
 - B. 3 months**
 - C. 2 months**
 - D. 4 months**

- 5. What would the ESC be for a rated member who has reached 25 years of aviation service?**
 - A. ESC 7**
 - B. ESC 0**
 - C. ESC 8**
 - D. ESC 9**

- 6. How many days does the Flight Medical Element (FME) have to send a completed DD Form 2992 to HARM, if a member goes on a DOWN status?**
- A. 5 Duty Days**
 - B. 3 Duty Days**
 - C. 1 Duty Day**
 - D. 2 Duty Days**
- 7. Which publication governs ASCs?**
- A. Afman 11-402**
 - B. Afman 11-401**
 - C. Afman 11-403**
 - D. Afman 11-405**
- 8. Define "DOWN" status.**
- A. A temporary administrative hold on all duties**
 - B. When an aircrew member cannot perform flight duties**
 - C. A status used during non-flying assignments**
 - D. A medical clearance requirement**
- 9. After AFO Processing, which entity distributes the Output?**
- A. AFO/DFAS**
 - B. HARM**
 - C. CMS**
 - D. AFO**
- 10. Which option describes the earliest step in auditing an Electronic Record/JRF?**
- A. Permanent Change of Station (PSC)**
 - B. Retires**
 - C. Separates**
 - D. First in-processes the base**

Answers

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

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Explanations

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1. What are the two types of parachutist jumps?

- A. Freefall and Parachute Jump
- B. Manual Jump and Static-Line
- C. Static-Line and Military Free Fall**
- D. Static-Line and Freefall Jump

Two parachutist jump types are distinguished by how the canopy is deployed. In a static-line jump, the parachute is attached to a line fixed to the aircraft, so as soon as the jumper leaves the aircraft, the line pulls the canopy open automatically. This yields a quick, controlled descent with little or no intentional freefall, which makes it ideal for beginners and for training when rapid, predictable deployments are needed. In a military free-fall jump, the jumper exits and remains in freefall for a period before deploying the parachute, allowing the jumper to maneuver and control the fall, and to deploy the canopy at a planned altitude. This method enables longer freefall, more precise drops, and complex training or mission tasks, but requires more skill and instruction to manage altitude, stability, and canopy control. The other options mix terms that don't correspond to the standard two categories used in military parachuting, whereas static-line and military free fall are the recognized pair.

2. Which system is used for MAJCOM scheduling alongside PEX?

- A. Envision
- B. Graduate Training Integration Management Systems (GTIMS)**
- C. ARTEMIS
- D. ASIMS

GTIMS, the Graduate Training Integration Management System, handles MAJCOM scheduling alongside PEX. It centralizes planning for graduate training across the MAJCOM, coordinating calendars, resources (instructors, classrooms, equipment), and trainee progress, so events align with PEX milestones and readiness requirements. This integrated scheduling capability is why GTIMS is the best fit for coordinating with PEX, while the other systems serve different functions and don't provide the same scheduling integration.

3. What is an ESC?

- A. Flying status code - code that indicates an individual flying status
- B. Entitlement status code / Incentive pay - code that relates to the type of incentive pay the aircrew is qualified to receive**
- C. Assigned to aircrew who are required to perform flight/jump duties
- D. HDIP/AIP for Non-rated/ Non-CEAs, Operational Support, Parachutist, and Missileers (MCCM)

An ESC is an Entitlement Status Code. It's a pay-system tag that determines what incentive pay an aircrew member is eligible to receive and, in some cases, the amount. The key idea is that ESC flags what you are entitled to based on your duties, qualifications, and current status, rather than simply describing your job role or flying status. This is why it's the best choice: it directly relates to incentive pay eligibility, which is the core function of the code. The other ideas describe flying status, a job assignment, or separate pay programs, which are different concepts from the entitlement mechanism that ESC represents.

4. What's the maximum time a member can be in a grace period?

- A. 6 months
- B. 3 months**
- C. 2 months
- D. 4 months

The concept being tested is how long a member can stay in a grace period before action is taken on their status. The maximum time is three months. A grace period is a short, predictable window that allows a member to sort out missed payments or administrative issues without immediately losing eligibility. Three months provides a practical balance: it's long enough to cover typical billing hiccups or life events, but short enough to keep records current and to prevent indefinite postponement of required actions. If the grace period ends and the issue isn't resolved, the member's status may become inactive or require reinstatement, depending on the program's rules.

5. What would the ESC be for a rated member who has reached 25 years of aviation service?

- A. ESC 7**
- B. ESC 0**
- C. ESC 8**
- D. ESC 9**

The question tests how years of aviation service map to an ESC, a status code used to summarize a member's career position for admin actions. When a rated member reaches 25 years of aviation service, the standard chart assigns that milestone to ESC seven. This code reflects that specific career stage and the related eligibility and processing considerations used by personnel systems. In other words, 25 years puts you in the bracket that the ESC seven represents, which is why that option is the correct one. The other numbers correspond to different service-year brackets and don't align with a 25-year milestone.

6. How many days does the Flight Medical Element (FME) have to send a completed DD Form 2992 to HARM, if a member goes on a DOWN status?

- A. 5 Duty Days**
- B. 3 Duty Days**
- C. 1 Duty Day**
- D. 2 Duty Days**

When a member goes DOWN, the focus is on getting medical status information to the right authority as quickly as possible so decisions about flying duties can be made without unnecessary delay. The DD Form 2992 is the medical recommendation for flying duty, detailing the member's current condition, any limitations, and whether they are cleared, restricted, or not cleared to fly. The Flight Medical Element is required to forward the completed form to HARM within one duty day. This tight window keeps the medical review process moving promptly, supports timely risk assessment, and helps maintain flight readiness. Delaying submission by several days would slow down whether the member can fly, be restricted, or be placed in a medical hold, potentially impacting mission planning and safety. In short, the one-day requirement ensures rapid, continuous attention to a member's flight-medical status so appropriate actions can be taken without unnecessary downtime.

7. Which publication governs ASCs?

- A. Afman 11-402**
- B. Afman 11-401**
- C. Afman 11-403**
- D. Afman 11-405**

ASCs are governed by a publication that directly outlines the policies, procedures, and responsibilities for ambulatory surgical centers within the Air Force Medical Service. AFMAN 11-402 is the publication that covers this area, providing the official guidance on how ASCs should be run, who is accountable, documentation requirements, and compliance standards. The other manuals with different numbers address different topics and do not provide ASC-specific policy, so they aren't the authoritative source for ASCs. When you need to align with official guidance, consult AFMAN 11-402 as the authoritative source.

8. Define "DOWN" status.

- A. A temporary administrative hold on all duties**
- B. When an aircrew member cannot perform flight duties**
- C. A status used during non-flying assignments**
- D. A medical clearance requirement**

Down status means you are not able to perform flight duties at this time. It flags that you're not cleared to fly and should be removed from flight schedules until the issue is resolved, often requiring medical evaluation or other confirmation before you can resume flight duties. It's not simply a blanket hold on all duties, and it isn't itself a medical clearance; rather, it is the current condition that prompts the process to regain clearance and return to flying.

9. After AFO Processing, which entity distributes the Output?

- A. AFO/DFAS**
- B. HARM**
- C. CMS**
- D. AFO**

The key idea is that the Output from AFO Processing is distributed by the joint agency of AFO and DFAS. The Air Force Office handles the processing steps, but the actual distribution of the resulting Output to the required financial channels and systems is carried out by Defense Finance and Accounting Service. This collaboration ensures the processed data reaches the right finance offices and systems. Other entities don't perform this distribution role in this workflow, and an AFO alone wouldn't cover the necessary financial distribution function.

10. Which option describes the earliest step in auditing an Electronic Record/JRF?

- A. Permanent Change of Station (PSC)**
- B. Retires**
- C. Separates**
- D. First in-processes the base**

The earliest step in auditing an Electronic Record/JRF is to first in-process the base. Establishing the base creates the baseline state of the record, giving you a solid reference point from which every subsequent action is measured. When you start with the base, you know exactly what the record looked like at the start, so any changes or events that follow—such as a Permanent Change of Station, retirements, or separations—can be checked for proper timing, authorization, and sequence relative to that baseline. Without the base in-process, you'd lack a reliable starting point, making it hard to determine what changed and when. So, processing the base first anchors the audit trail, and later events can be evaluated against that established foundation. The other options describe later personnel actions or movements, which occur after the initial base is set up.

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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://1c0x2apprenticeblock2.examzify.com>

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