

AAAE CERTIFIED MEMBER (CM) MODULE 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. Which act created the Federal Aviation Administration?**
 - A. Federal Aviation Act
 - B. Air Commerce Act
 - C. Transportation Safety Act
 - D. Airport and Airway Development Act
- 2. The FAAP to AIP progression exemplifies which of the following about federal funding for aviation?**
 - A. A funded program evolving into a larger infrastructure program
 - B. A funded program was dissolved
 - C. A funded program remained unchanged
 - D. A funded program becoming private
- 3. Which is listed as an exception to applying Fair Market Value (FMV) to non-aeronautical rates?**
 - A. Not-for-Profits
 - B. For-Profit Corporations
 - C. Public Utilities
 - D. Private Equity Firms
- 4. What is AOA?**
 - A. Airport Operations Area
 - B. Area Of Approach
 - C. Advisory Of Airspace
 - D. Security Term To Describe 'The Airfield'
- 5. Signatory carriers make a major investment determined by which entity?**
 - A. Airports Owner (AO)
 - B. Federal Aviation Administration
 - C. The concessionaire
 - D. The airline alliance

- 6. For federal-funded construction contracts exceeding \$100,000, what is the minimum posting period?**
- A. Publicly advertised for at least 30 days
 - B. Publicly advertised for 15 days
 - C. Publicly advertised for 60 days
 - D. No posting requirement
- 7. Which cybersecurity attack is designed to steal information such as credit card numbers?**
- A. Phishing
 - B. Denial of Service
 - C. Hacking
 - D. Malware
- 8. Which Part governs unmanned aircraft systems (UAS) operations?**
- A. Part 77
 - B. Part 107
 - C. Part 150
 - D. Part 36
- 9. Which item is not among the four areas to assess when upgrading a computer system?**
- A. Compatibility & Integration
 - B. Security & Safety
 - C. Scalability
 - D. Documentation
- 10. What structures are generally considered incompatible with airport operations?**
- A. Residential, schools, churches, public hospitals or health facilities and concert halls
 - B. Skyscrapers and stadiums only
 - C. Factories and warehouses
 - D. Deserted farmland

Answers

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

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Explanations

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1. Which act created the Federal Aviation Administration?

- A. Federal Aviation Act**
- B. Air Commerce Act
- C. Transportation Safety Act
- D. Airport and Airway Development Act

The act created the Federal Aviation Administration was the Federal Aviation Act of 1958. This law established a dedicated federal agency to oversee civil aviation safety, regulate air traffic, and consolidate oversight that had previously been handled by the older Civil Aeronautics Administration. It set up the framework and responsibilities for what would become the FAA, marking a shift to a centralized, safety-focused agency for aviation. Later on, the FAA was moved under the Department of Transportation in 1967, but its creation goes back to the 1958 act. The Air Commerce Act of 1926 laid groundwork for federal aviation regulation but did not establish the FAA, while the other acts addressed airport funding or airway development rather than creating the agency.

2. The FAAP to AIP progression exemplifies which of the following about federal funding for aviation?

- A. A funded program evolving into a larger infrastructure program**
- B. A funded program was dissolved
- C. A funded program remained unchanged
- D. A funded program becoming private

Federal funding tends to grow in scope as needs evolve, moving from a focused, smaller program to a broader, ongoing infrastructure program. The shift from the Federal Aid to Airports Program to the Airport Improvement Program shows that pattern: what started as a more limited set of funds for airport projects expanded into a larger, more comprehensive funding stream that supports planning and development across many airports. This illustrates how a funded program can become a bigger infrastructure initiative over time, rather than being dissolved, remaining unchanged, or handed off to private control.

3. Which is listed as an exception to applying Fair Market Value (FMV) to non-aeronautical rates?

- A. Not-for-Profits**
- B. For-Profit Corporations
- C. Public Utilities
- D. Private Equity Firms

When setting non-aeronautical charges, using Fair Market Value ensures the price reflects what a typical buyer would pay in the market, keeping rates fair and preventing cross-subsidization from aeronautical operations. Not-for-profit organizations are listed as an exception to applying FMV. Because their primary goal is public service rather than profit, airports may offer rates based on cost recovery, policy considerations, or negotiated terms that support their mission, rather than strict market pricing. This helps groups such as charitable, educational, or community organizations access space or services at favorable terms while still maintaining appropriate oversight. In contrast, for-profit corporations, public utilities, and private equity firms operate as market-focused entities and are generally charged FMV to reflect true market value and ensure commercial neutrality.

4. What is AOA?

- A. Airport Operations Area
- B. Area Of Approach
- C. Advisory Of Airspace
- D. Security Term To Describe 'The Airfield'**

AOA stands for Airport Operations Area. This is the secured airside portion of an airport where aircraft operations occur—think runways, taxiways, ramps, gates, and other areas used for aircraft movement. Access to the AOA is restricted to authorized personnel and vehicles, with badge control and security checks, because it directly affects flight safety and operations. It's the part of the airport that's separated from the general public (landside) and requires proper clearance to enter. The other options don't reflect the common aviation meaning. Area Of Approach isn't a standard term, Advisory Of Airspace isn't used in this context, and describing the airfield as a generic "security term" doesn't pin down the specific, restricted area where aircraft operations happen.

5. Signatory carriers make a major investment determined by which entity?

- A. Airports Owner (AO)**
- B. Federal Aviation Administration
- C. The concessionaire
- D. The airline alliance

Major capital investments in airport facilities are driven by the airport owner. The owner has the authority to approve and fund the airport's long-term capital plan, since they own the assets and control the financing for major projects like terminal expansions or new gates. Signatory carriers participate through use agreements and can influence planning, but they don't unilaterally decide on large investments. The FAA sets safety and regulatory standards, not funding or project approval. The concessionaire handles specific operations like concessions and may propose improvements, but final decisions on major investments come from the airport owner. Airline alliances are networks for cooperation, not investment decision-makers.

6. For federal-funded construction contracts exceeding \$100,000, what is the minimum posting period?

- A. Publicly advertised for at least 30 days**
- B. Publicly advertised for 15 days
- C. Publicly advertised for 60 days
- D. No posting requirement

For federally funded construction contracts above \$100,000, the opportunity must be publicly advertised for a minimum of 30 days. This time frame ensures a broad and fair chance for bidders to find the contract, prepare their proposals, and submit them, which is essential for competitive and transparent procurement. While agencies can extend the posting period if needed, 30 days is the required minimum. Shorter posting periods, such as 15 days, would not meet the rule, and there is indeed a posting requirement for these contracts to promote competition and equal opportunity.

7. Which cybersecurity attack is designed to steal information such as credit card numbers?

A. Phishing

B. Denial of Service

C. Hacking

D. Malware

Phishing uses deception to trick people into revealing sensitive information, such as credit card numbers, by posing as legitimate organizations in emails, texts, or on fake websites. The attacker lures victims into entering data or login credentials directly on a page they control, exploiting trust and urgency. Denial of Service focuses on overwhelming a service to make it unavailable, not on stealing data. Hacking is a broad idea of breaking into systems and may involve various motives, not a single attack type aimed specifically at collecting payment details. Malware encompasses software designed to perform harmful actions, including data theft, but phishing is the explicit approach that centers on getting users to disclose information willingly or unknowingly.

8. Which Part governs unmanned aircraft systems (UAS) operations?

A. Part 77

B. Part 107

C. Part 150

D. Part 36

Understanding what rules apply to flying drones hinges on recognizing the regulation that specifically covers unmanned aircraft systems operations in the national airspace. This Part sets the requirements for small UAS flights, including who can operate (remote pilot certificate), how high you may fly (typically up to 400 feet AGL), and basic rules like keeping the aircraft in visual line of sight and obtaining waivers for certain operations. It is the framework most drone pilots follow for commercial and other non-recreational flights, as it directly governs how UAS are operated. The other Parts address different topics: one deals with airspace around airports and clearance requirements, another with airport noise planning, and another with airworthiness standards for traditional manned aircraft. So the regulation that directly governs UAS operations is the Part focused on small UAS operations in the national airspace.

9. Which item is not among the four areas to assess when upgrading a computer system?

A. Compatibility & Integration

B. Security & Safety

C. Scalability

D. Documentation

When planning an upgrade, you primarily look at how well the new components will fit with existing hardware and software (compatibility and integration), how the upgrade affects security and safety (protecting data, access, and compliance), and whether the upgrade can grow with future needs (scalability). Documentation, while important for guiding the process and maintaining the system, is not typically counted as one of these core assessment areas. It's a separate project deliverable that records decisions, configurations, and procedures. So the item that isn't among the four areas is documentation.

10. What structures are generally considered incompatible with airport operations?

- A. Residential, schools, churches, public hospitals or health facilities and concert halls**
- B. Skyscrapers and stadiums only
- C. Factories and warehouses
- D. Deserted farmland

Nearby airports, certain land uses are avoided because they involve many people or essential services that can be affected by aircraft noise and safety concerns. The first option includes residential areas, schools, churches, public hospitals or health facilities, and concert halls—places with high occupancy and sensitive activities. These settings are especially vulnerable to noise, vibrations, and the rare risk of an aircraft incident, and they also require quick emergency access, which can conflict with flight operations. Keeping such uses out of the immediate airport influence area helps protect people and maintain safe, efficient operations. In contrast, skyscrapers and stadiums can create obstruction or aesthetic considerations but aren't universally categorized with the same broad safety and noise sensitivity issues; factories/warehouses and deserted farmland don't carry the same combination of high occupancy and critical services near flight paths.

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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://aaaecmmodule1.examzify.com>

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

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