

AAAE Certified Member (CM) Module 3 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. UAV regulatory thresholds indicate COA applicability for which weight?**
 - A. Over 55 pounds**
 - B. Over 25 pounds**
 - C. Over 100 pounds**
 - D. Over 5 pounds**

- 2. What are the FAA desired outcomes during airport snow removal operations?**
 - A. No worse than wet**
 - B. No snow on surface**
 - C. Runways completely dry**
 - D. Airport closures as needed**

- 3. Which of the following is NOT one of the four TSA regulated security areas at an airport?**
 - A. Sterile Area**
 - B. AOA**
 - C. Secured Area/SIDA**
 - D. Terminal Concourse**

- 4. Which of the following is NOT a category of barriers?**
 - A. Physical**
 - B. Electronic**
 - C. Natural**
 - D. Structural**

- 5. Which item is listed as a sign of human trafficking in this material?**
 - A. Not dressed right**
 - B. Passport is valid**
 - C. Discusses travel plans openly**
 - D. Wears a uniform badge**

- 6. Which item is listed as one of the eight signs of terrorism?**
- A. Surveillance**
 - B. Budget surplus**
 - C. Public event coordination**
 - D. Routine cleaning**
- 7. Which marking is described for a Non-precision approach runway?**
- A. non-p - add aiming point and threshold**
 - B. V - centerline**
 - C. p - add side stripes and touchdown zone**
 - D. Aiming point and threshold**
- 8. In the described framework, who is named as the ASC in the example?**
- A. Jerome**
 - B. Alex**
 - C. Maria**
 - D. Sam**
- 9. Which of the following is a sign of terrorism from the eight listed signs?**
- A. Elicitation**
 - B. Flu vaccination drive**
 - C. New employee orientation**
 - D. Budget review**
- 10. What should be done if an airport NAVAID is inoperable?**
- A. Report and monitor any inoperable**
 - B. Ignore until next maintenance window**
 - C. Shut down the affected runway**
 - D. Replace immediately without reporting**

Answers

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

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Explanations

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1. UAV regulatory thresholds indicate COA applicability for which weight?

- A. Over 55 pounds**
- B. Over 25 pounds**
- C. Over 100 pounds**
- D. Over 5 pounds**

The main idea is that regulatory oversight switches from Part 107 to needing a Certification of Authorization (COA) once the drone's weight goes beyond a certain point. In the U.S., a small unmanned aircraft is defined as weighing 55 pounds or less, which allows operations under Part 107. When the aircraft weighs more than 55 pounds, Part 107 doesn't apply, and a COA (along with other approvals) is required for the operation. So the weight threshold where COA applicability kicks in is anything over 55 pounds. Why the other options don't fit: 25 pounds stays under the 55-pound limit, so Part 107 rules apply rather than a COA. 100 pounds is over the threshold, but the key point is the boundary itself—COA is triggered once you exceed 55 pounds, not at a higher number. 5 pounds is well under the limit and also would fall under Part 107 with no COA needed due to size.

2. What are the FAA desired outcomes during airport snow removal operations?

- A. No worse than wet**
- B. No snow on surface**
- C. Runways completely dry**
- D. Airport closures as needed**

The goal in FAA snow removal operations is to leave the pavement in a condition no worse than wet. This means the surface can have a thin moisture film but should not have ice, packed snow, or slush that would degrade braking action. Why this fits best: a wet surface provides a predictable and acceptable level of friction for safe aircraft braking, allowing operations to continue without resorting to full closures. It acknowledges that completely dry or snow-free conditions aren't always practical to achieve quickly, and requiring absolute dryness isn't necessary for safe landings and takeoffs. Slower, colder weather can make ice or deeper snow hazardous, so aiming for "no worse than wet" gives a realistic, safety-oriented standard. The other options set too strict or impractical an outcome: requiring no snow on the surface or completely dry runways would be difficult to guarantee in all conditions, and closures as needed are not the intended default outcome of snow removal efforts.

3. Which of the following is NOT one of the four TSA regulated security areas at an airport?

- A. Sterile Area**
- B. AOA**
- C. Secured Area/SIDA**
- D. Terminal Concourse**

TSA defines specific access-controlled zones in an airport to manage security and who can be where. The Sterile Area is the post-screening zone where passengers with boarding passes have access. The Air Operations Area (AOA) is the secure area outside the sterile zone where aircraft operations occur, and access is restricted. The Secured Area, also called SIDA, covers restricted spaces that require badge access for authorized personnel. The term Terminal Concourse isn't a TSA-designated security area; a concourse is a building section within the terminal that may contain both secured and non-secured spaces, but it isn't itself a named TSA security zone.

4. Which of the following is NOT a category of barriers?

- A. Physical**
- B. Electronic**
- C. Natural**
- D. Structural**

Blockages and controls come in distinct forms that directly impede or regulate access. Physical barriers are tangible objects like walls or fences; electronic barriers rely on devices and systems such as sensors or access controls to restrict entry; natural barriers come from the environment itself, like rivers or rugged terrain that make passage difficult. Structural describes how a system is organized or built rather than a type of barrier you can install or deploy. In this typical framework, the recognized barrier categories are physical, electronic, and natural, so the one that doesn't fit as a barrier type is the structural option.

5. Which item is listed as a sign of human trafficking in this material?

- A. Not dressed right**
- B. Passport is valid**
- C. Discusses travel plans openly**
- D. Wears a uniform badge**

Not dressed right reflects how coercive control can affect a person's appearance and autonomy. In trafficking situations, victims may be forced to dress in a way that serves the trafficker's purposes or remain inadequately dressed for well-being, which is a tangible sign of external control. The other options aren't reliable indicators on their own: having a passport that's still valid isn't a clear sign and could simply be normal for travel; openly discussing travel plans can happen for many reasons and isn't by itself a sign of trafficking; and wearing a uniform badge could be legitimate for work or school and doesn't inherently signal exploitation.

6. Which item is listed as one of the eight signs of terrorism?

- A. Surveillance**
- B. Budget surplus**
- C. Public event coordination**
- D. Routine cleaning**

Observation and information gathering about a target are common pre-attack indicators. Surveillance involves watching, photographing, or following security patterns, access points, and routines to identify vulnerabilities and timing. This behavior signals intent and planning, making it a recognized sign of potential terrorism. The other options don't fit as indicators: a budget surplus is a financial condition unrelated to planning; coordinating a public event can be legitimate activity unless paired with other suspicious indicators; routine cleaning is ordinary and not tied to preparation for an attack.

7. Which marking is described for a Non-precision approach runway?

- A. non-p - add aiming point and threshold**
- B. V - centerline**
- C. p - add side stripes and touchdown zone**
- D. Aiming point and threshold**

Non-precision approaches rely on visual runway cues rather than a glide slope, so the markings emphasize where to begin the landing and where to aim for touchdown. The threshold markings show the usable start of the landing portion of the runway, while the aiming point markings provide a fixed reference for where to touch down. Since there is no vertical guidance, touchdown zone markings that indicate a precision approach area aren't used on a non-precision runway. Centerline is standard on most runways, but it isn't the distinguishing feature here. So the marking setup described corresponds to adding aiming point and threshold markings for a non-precision approach runway.

8. In the described framework, who is named as the ASC in the example?

- A. Jerome**
- B. Alex**
- C. Maria**
- D. Sam**

In this framework, the ASC is the person designated to oversee and authorize actions within the example. Jerome is named as the ASC, which is why he is the correct choice: the scenario assigns him the role responsible for approving changes and monitoring the process, showing that he has the authority and accountability tied to that position. The other individuals are shown in different roles or performing tasks that don't carry the ASC's oversight and approval responsibilities, so they don't fit the designation.

9. Which of the following is a sign of terrorism from the eight listed signs?

- A. Elicitation**
- B. Flu vaccination drive**
- C. New employee orientation**
- D. Budget review**

The key idea is recognizing elicitation as a potential warning sign. Elicitation happens when someone quietly tries to obtain sensitive information about security, vulnerabilities, or operations by asking questions that don't raise obvious alarms. In security training, this behavior stands out because it indicates a probing intent—someone may be gathering details to plan or execute harmful actions without yet taking overt steps. The example offered as elicitation involves probing for information about security features, schedules, or procedures in a way that could help someone exploit weaknesses. In contrast, the other listed items describe routine, legitimate activities such as a vaccination campaign, onboarding new staff, or reviewing budgets. These are normal operational activities and not signals of planning or carrying out terrorism. If you notice elicitation, the appropriate response is to escalate through the organization's security channels and avoid sharing sensitive information, so potential threats can be assessed and mitigated.

10. What should be done if an airport NAVAID is inoperable?

- A. Report and monitor any inoperable**
- B. Ignore until next maintenance window**
- C. Shut down the affected runway**
- D. Replace immediately without reporting**

When a NAVAID is inoperable, the priority is to report the outage and keep track of it until it's fixed. Reporting alerts ATC and flight operations that the facility is unavailable, so NOTAMs can be issued and pilots can use appropriate alternatives or procedures. Monitoring the situation ensures you know when maintenance has started and when service is restored, coordinating the repair and keeping operations safe and informed. Ignoring the outage until a future maintenance window leaves people unaware of the limitation and increases risk. Shutting down the affected runway is not a standard response for a single inoperable navigational aid and can unnecessarily disrupt operations. Replacing or repairing the equipment without reporting skips essential safety channels and coordination, which could create confusion and unsafe conditions.

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://aaaecmmodule3.examzify.com>

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

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