

AAAE Certified Member (CM) Module 4 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. Which activity most increases your chances of landing air service?**
 - A. Local corporations and business leaders becoming a part of the Air Service Development team**
 - B. Marketing to leisure travelers only**
 - C. Reducing service to existing routes**
 - D. Increasing landing fees for airlines**

- 2. Noise abatement is addressed through the grant assurances and is included in which set of assurances?**
 - A. Assurance #5 Preserving Rights and Powers, Assurance #19 Operations and Maintenance, #26 Reports and inspections, and #31 disposal of land**
 - B. Sponsor Assurance #21, compatible land use**
 - C. Grant Assurance #22, economic nondiscrimination**
 - D. Assurance #9 Environmental Protection**

- 3. The secondary effects that occur as a result of increased income throughout the economy due to initial spending are called what?**
 - A. Induced impact**
 - B. Primary impact**
 - C. Direct impact**
 - D. Secondary impact**

- 4. Part 150 regulations govern the development and review of an integrated plan to achieve noise control objectives by encouraging compatible land uses in and around airports through the development of which two items?**
 - A. noise exposure maps (NEM) and Noise compatibility programs (NCP)**
 - B. noise emission measures (NEM) and Noise clearance plans (NCP)**
 - C. neighborhood environmental maps (NEM) and Noise compliance plans (NCP)**
 - D. noise evaluation maps (NEM) and Noise control plans (NCP)**

- 5. Which organization is primarily responsible for determining the DNL contour used in property ownership considerations around airports?**
- A. The Federal Aviation Administration**
 - B. The Environmental Protection Agency**
 - C. The Department of Homeland Security**
 - D. The National Park Service**
- 6. In communications planning for airport incidents, which entity is primarily responsible for coordinating public messaging?**
- A. Joint Information Center**
 - B. Security Operations Center**
 - C. Airport Administration**
 - D. Public Transit Liaison**
- 7. A crisis communications plan should be included in which document?**
- A. Airport emergency plan**
 - B. Airport security plan**
 - C. Continuity of operations plan**
 - D. Incident action plan**
- 8. Which statement correctly describes the permissible use of airport revenues in relation to nearby attractions?**
- A. Revenues can promote the airport as a path to the destination but not directly promote the amusement park**
 - B. Revenues can promote the amusement park directly**
 - C. Revenues can be used to fund any local business**
 - D. Revenues must be kept separate from all marketing**
- 9. The _____ impact, therefore, is the primary impact when applying the multiplier.**
- A. induced**
 - B. primary**
 - C. direct**
 - D. secondary**

10. Using the DNL method for noise, which contour level does the FAA designate for ownership of property by the airport?

- A. 65 DNL**
- B. 75 DNL**
- C. 85 DNL**
- D. 70 DNL**

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Answers

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

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Explanations

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1. Which activity most increases your chances of landing air service?

A. Local corporations and business leaders becoming a part of the Air Service Development team

B. Marketing to leisure travelers only

C. Reducing service to existing routes

D. Increasing landing fees for airlines

Building a compelling case for new air service relies on mobilizing local support and turning business demand into a visible opportunity for airlines. When local corporations and business leaders join the Air Service Development team, they bring real travel needs, conventions, and corporate travel commitments that demonstrate a ready market. Their involvement adds credibility and can support data collection, sponsorships, and direct conversations with carriers, making a new route appear more attractive and lower risk to the airline. This kind of collaboration creates a local coalition that can advocate for routes, provide measurable demand, and help ensure a smoother implementation if a service is added. Marketing only to leisure travelers misses the larger, steadier demand that business travel and corporate activity provide, which is often crucial for sustaining new routes. Reducing service on existing routes undermines the airport's current footprint and can weaken the overall network that airlines rely on. Increasing landing fees tends to push carriers away, making new services harder to convince airlines to adopt.

2. Noise abatement is addressed through the grant assurances and is included in which set of assurances?

A. Assurance #5 Preserving Rights and Powers, Assurance #19 Operations and Maintenance, #26 Reports and inspections, and #31 disposal of land

B. Sponsor Assurance #21, compatible land use

C. Grant Assurance #22, economic nondiscrimination

D. Assurance #9 Environmental Protection

Noise abatement is handled through the grant assurances as part of the sponsor's ongoing obligations to control and reduce the airport's impact on surrounding communities. The best fit is the set that includes preserving rights and powers, operations and maintenance, reports and inspections, and disposal of land. Preserving rights and powers ensures the sponsor has the authority to enforce noise abatement and related restrictions. Operations and maintenance covers how the airport runs day to day and maintains the procedures and facilities needed for effective noise management. Reports and inspections require gathering and reviewing data to show compliance with noise programs. Disposal of land involves placing restrictions or conditions on land transactions to protect noise compatibility and prevent developments that would undermine abatement efforts. While compatible land use is relevant, it's the combination of these assurances that fully supports implementing and sustaining noise abatement programs.

3. The secondary effects that occur as a result of increased income throughout the economy due to initial spending are called what?

- A. Induced impact**
- B. Primary impact**
- C. Direct impact**
- D. Secondary impact**

When income rises across the economy because of initial spending, the extra rounds of spending those higher incomes generate are called the induced impact. This reflects how people spend the additional income they receive, fueling more production and income in a continuing cycle. It's the part of the overall economic effect that comes from households using their higher earnings to buy goods and services. This differs from the direct impact, which is the initial spending itself, and from the indirect impact, which is the spending by suppliers and others in the production chain in response to that initial demand. So the induced impact is the best label for these secondary spending effects driven by increased income.

4. Part 150 regulations govern the development and review of an integrated plan to achieve noise control objectives by encouraging compatible land uses in and around airports through the development of which two items?

- A. noise exposure maps (NEM) and Noise compatibility programs (NCP)**
- B. noise emission measures (NEM) and Noise clearance plans (NCP)**
- C. neighborhood environmental maps (NEM) and Noise compliance plans (NCP)**
- D. noise evaluation maps (NEM) and Noise control plans (NCP)**

Part 150 aims to reduce community noise around airports by creating an integrated plan that both shows the current and future noise environment and specifies actions to keep land uses compatible with that noise. The two pieces needed are the Noise Exposure Map, which visually represents noise levels around the airport over time (often with noise contours), and the Noise Compatibility Program, which outlines concrete measures to achieve compatibility—such as land use planning, insulation programs, property acquisition, and related actions with schedules and funding. Together, they form the official plan FAA reviews to determine how well an airport will manage noise on an ongoing basis. Other terms like emission, clearance, or neighborhood maps aren't the recognized components of this Part 150 framework.

5. Which organization is primarily responsible for determining the DNL contour used in property ownership considerations around airports?

- A. The Federal Aviation Administration**
- B. The Environmental Protection Agency**
- C. The Department of Homeland Security**
- D. The National Park Service**

DNL contours map how loud the area is around an airport and are used to guide property ownership and land-use decisions near airports. The organization that primarily determines these contours is the Federal Aviation Administration, which conducts noise analyses and publishes official DNL maps as part of airport master plans, environmental reviews, and noise compatibility programs. The Environmental Protection Agency may provide guidelines, but the actual contour data and policy for property considerations come from the FAA. The Department of Homeland Security and the National Park Service don't set these contours.

6. In communications planning for airport incidents, which entity is primarily responsible for coordinating public messaging?

- A. Joint Information Center**
- B. Security Operations Center**
- C. Airport Administration**
- D. Public Transit Liaison**

Coordinating public messaging during airport incidents is handled by a centralized hub where all Public Information Officers from responding agencies come together to craft and share unified updates. The Joint Information Center serves this role, ensuring that the information released to media, the public, and stakeholders is accurate, timely, and consistent across all channels. It coordinates press briefings, official statements, social media posts, and advisory notices, helping to prevent confusion and rumor as the situation evolves and safety instructions or travel guidance change. The other options focus on different functions: the Security Operations Center is about monitoring and managing security operations rather than coordinating public communications; Airport Administration handles internal administration and governance; the Public Transit Liaison coordinates transit-related matters and external cooperation, not the overall incident public messaging.

7. A crisis communications plan should be included in which document?

- A. Airport emergency plan**
- B. Airport security plan**
- C. Continuity of operations plan**
- D. Incident action plan**

During emergencies, coordinating what is communicated to staff, partners, and the public is essential. The document that captures the airport's overall response, including public information, notification procedures, spokesperson roles, and interagency coordination, is the Airport Emergency Plan. Placing the crisis communications plan there ensures a unified message and a predefined process for releasing information, which supports situational awareness and public trust. Other documents serve different purposes. The continuity of operations plan focuses on keeping essential functions running and may include some communications considerations, but it isn't the primary place for crisis messaging. The incident action plan guides on-scene operations for a specific event rather than organization-wide communications. The security plan concentrates on preventing and mitigating threats and does not provide the broader crisis communications framework.

8. Which statement correctly describes the permissible use of airport revenues in relation to nearby attractions?

- A. Revenues can promote the airport as a path to the destination but not directly promote the amusement park**
- B. Revenues can promote the amusement park directly**
- C. Revenues can be used to fund any local business**
- D. Revenues must be kept separate from all marketing**

The key idea is that airport revenues should be used to support the airport and the broader travel system, not to directly subsidize a private business. It's appropriate to promote how the airport can serve travelers and get them to destinations, as this supports tourism and air travel in general. However, using airport funds to directly advertise or promote a private amusement park would provide a financial boost to a private entity, which isn't allowed. So promoting the airport as the route to a destination—without directly marketing the amusement park—considers the public purpose of airport revenue while avoiding direct endorsement of a private business. The other options either imply direct promotion or funding for private or any local businesses, or demand that marketing be kept entirely separate, which isn't consistent with allowing travel- and destination-related information as part of airport marketing.

9. The _____ impact, therefore, is the primary impact when applying the multiplier.

A. induced

B. primary

C. direct

D. secondary

When the multiplier is applied, you begin with the initial change in economic activity caused by the new spending. That initiating effect is the primary impact. It captures the immediate increase in output, employment, and income in the sectors directly involved. The multiplier then propagates this through the economy, creating indirect effects (through suppliers and other connected industries) and induced effects (from higher household spending funded by the new income). So the primary impact is the launching point of the whole process, which is why it's the best term to fill the blank. The other options describe effects that occur after the initial kick-off (induced) or are labels for parts of the process (indirect/secondary) or are simply alternate terms for the same initial effect in some contexts, but this item uses primary to denote that initiating impact.

10. Using the DNL method for noise, which contour level does the FAA designate for ownership of property by the airport?

A. 65 DNL

B. 75 DNL

C. 85 DNL

D. 70 DNL

In this area, the key idea is how the FAA uses noise contours to guide actions around an airport. The Day-Night Average Sound Level contour at 75 decibels is the boundary the FAA designates for property ownership or acquisition by the airport as part of noise mitigation efforts. This level marks a meaningful exposure where the airport is typically expected to consider purchasing land or securing easements to reduce future land-use conflicts and implement noise-reduction measures. Lower contours are used for planning and compatibility considerations, while a much higher contour isn't the standard threshold for ownership actions. So the 75 DNL contour is the designated level for airport ownership.

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://aaaecmmodule4.examzify.com>

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

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