AC2 ADVANCEMENT PRACTICE EXAM (SAMPLE)

STUDY GUIDE

SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

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

1. Which term describes control that does not rely on radar guidance?

A. Non-radar

B. Positive

C. Advisory

D. Monitor

2. Aircraft established on final within 5 miles shall be separated a minimum of ___ miles.

A. 1 mile

B. 1.5 miles

C. 2 miles

D. 2.5 miles

3. During a non-directed transition to landing, at what distance from the fix should aircraft commence transition to a landing configuration?

A. 6 nm

B. 10 nm

C. 12 nm

D. 8 nm

4. Non-radar aircraft on a published approach must be separated by which combination?

A. 2 minutes only

B. 5 minutes, 2 miles

C. 1 minute, 3 miles

D. 2 minutes, 5 miles

5. During a departure emergency, which controller provides vectors?

A. CIC

B. Departure Controller

C. Air Officer

D. Deck Officer

6. Who is responsible for the control of airborne aircraft except when control is assigned to another authority?

A. Air Boss

B. Commanding Officer

C. Operations Officer

D. Air Traffic Controller

7. Aircraft on a designated approach or established downwind and inside of 12 miles shall be separated by a minimum of ___ miles/mins.

A. 1

B. 2

C. 3

D. 4

8. What is considered night time operations?

A. Sunset to Sunrise

B. Dusk to Dawn

C. 1 hour after sunset to 1 hour before sunrise

D. 1/2 hour after sunset and 1/2 hour before sunrise

9. Unless weather or operating circumstances dictate otherwise, aircraft departing marshal will normally be separated by ____.

A. 30 seconds

B. 1 minute

C. 2 minutes

D. 5 minutes

10. In the COD deconfliction instruction, the position relative to the ship to deconflict is within how many nautical miles aft?

A. 3

B. 1

C. 2

D. 4

Answers

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

Explanations

1. Which term describes control that does not rely on radar guidance?

A. Non-radar

B. Positive

C. Advisory

D. Monitor

Non-radar control means guiding air traffic without using radar data, relying instead on procedural methods, pilot position reports, and time- or distance-based separation. This approach is used where radar coverage isn't available or practical. It's distinct from radar-based control (which uses radar to maintain separation) and from roles that are advisory or monitoring rather than providing formal control.

2. Aircraft established on final within 5 miles shall be separated a minimum of ___ miles.

A. 1 mile

B. 1.5 miles

C. 2 miles

D. 2.5 miles

When two aircraft are on the final approach for the same runway, the trailing airplane must keep a safe gap behind the lead airplane, and within 5 miles of the runway the required minimum is 1.5 miles. This spacing gives enough room to maintain a stabilized descent, account for wake turbulence, and handle any minor adjustments or go-arounds without crowding the lead aircraft. A smaller gap (like 1 mile) would be too tight for safe descent and maneuvering, while larger gaps (2 or 2.5 miles) are simply more than the minimum needed in this segment. So, 1.5 miles is the appropriate minimum for that final-approach interval.

3. During a non-directed transition to landing, at what distance from the fix should aircraft commence transition to a landing configuration?

A. 6 nm

B. 10 nm

C. 12 nm

D. 8 nm

Transitioning to landing configuration at the right distance from the fix ensures you have enough time to slow to the proper approach speed, extend the flaps and landing gear, and verify the aircraft is configured for the final approach. In a non-directed transition to landing, starting this setup at eight nautical miles from the fix gives a safe window to adjust energy and configuration smoothly before you reach the final approach segment. If you start too early, you risk excessive drag and slow speed too soon; if you delay beyond this window, there may not be enough time to achieve the proper configuration and speed for a stabilized approach. Eight nautical miles is the balance that supports a controlled, orderly transition to landing.

4. Non-radar aircraft on a published approach must be separated by which combination?

A. 2 minutes only

B. 5 minutes, 2 miles

C. 1 minute, 3 miles

D. 2 minutes, 5 miles

Non-radar separation on a published instrument approach relies on maintaining a safe combination of time and distance between aircraft. In a non-radar environment you can't rely on precise position tracking, so you use both a time gap and a distance gap to ensure aircraft remain apart as they follow the approach procedure. The two-minute spacing gives a buffer for speed differences and small deviations, while the five-mile separation provides a tangible longitudinal buffer along the approach path. Together they reduce the risk of encroachment if one aircraft slows, speeds up, or drifts from its course, and they help controllers manage spacing without radar. The other options fall short because they omit either the required time or the required distance, or propose an inconsistent pairing not aligned with the safety standard. Therefore, the correct combination is two minutes with five miles.

5. During a departure emergency, which controller provides vectors?

A. CIC

B. Departure Controller

C. Air Officer

D. Deck Officer

Vectors are the heading instructions ATC uses to steer an aircraft along a safe and efficient flight path. In the departure phase, the Departure Controller is the one who guides the aircraft from the runway into the initial en route segment, using radar vectors to manage climb and spacing with other traffic. When a departure emergency occurs, this controller is responsible for issuing timely vectors to maintain separation and help the aircraft reach a safe state as quickly as possible. The other roles mentioned aren't responsible for issuing departure vectors in civilian aviation: the Combat Information Center, Air Officer, and Deck Officer are not ATC positions that provide radar-based vectoring to departing aircraft.

6. Who is responsible for the control of airborne aircraft except when control is assigned to another authority?

A. Air Boss

B. Commanding Officer

C. Operations Officer

D. Air Traffic Controller

The key idea is who actively coordinates and directs the unit's flight operations. The Operations Officer is the person responsible for planning, directing, and supervising the unit's airborne activities, including flight schedules, mission execution, safety, and coordination with any other controlling authorities. This role ensures that aircraft are deployed effectively and safely under the unit's control unless another authority has been assigned to handle it. The Air Boss oversees overall air operations on a ship or base, and the Air Traffic Controller handles external airspace control and separation, so they don't represent the unit's internal control of airborne aircraft in the same way. The Commanding Officer has overall leadership responsibility, but the day-to-day control of airborne operations falls to the Operations Officer unless a different authority is designated.

7. Aircraft on a designated approach or established downwind and inside of 12 miles shall be separated by a minimum of ___ miles/mins.

A. 1

B. 2

C. 3

D. 4

The situation tests terminal-area spacing requirements: when aircraft are on a designated approach or established downwind and they're inside 12 miles of the runway, the minimum separation is two miles (which corresponds to about one minute of travel time at typical approach speeds). This tighter spacing is allowed here because approach procedures, radar coverage, and controlled sequencing are designed to keep aircraft safely arranged as they converge toward the final approach path. Two miles gives enough room to absorb small speed changes or mild path adjustments without risking conflicts, while still maintaining efficient flow of arrivals. The other distances don't align with this published terminal-area spacing: one mile is generally too tight for safe handling in the approach environment, three miles is the standard en-route separation, and four miles unnecessarily slows traffic flow near the airport.

8. What is considered night time operations?

A. Sunset to Sunrise

B. Dusk to Dawn

C. 1 hour after sunset to 1 hour before sunrise

D. 1/2 hour after sunset and 1/2 hour before sunrise

Night time operations are defined as the period from 1/2 hour after sunset to 1/2 hour before sunrise. This boundary captures true darkness, providing a standardized window for lighting, visibility, and safety-related rules that apply at night. Twilight right after sunset or before sunrise can still affect perception, so starting 30 minutes after sunset avoids those transitional light levels, while ending 30 minutes before sunrise avoids the rapid change as dawn approaches. Wider definitions like sunset to sunrise or dusk to dawn include twilight and are less precise for night procedures, and a longer interval (such as 1 hour after sunset to 1 hour before sunrise) is more restrictive than the standard definition.

9. Unless weather or operating circumstances dictate otherwise, aircraft departing marshal will normally be separated by ____.

A. 30 seconds

B. 1 minute

C. 2 minutes

D. 5 minutes

Departing marshal spacing is about safe, orderly sequencing of aircraft as they move from the marshal area onto the runway. Under normal conditions, aircraft are released about one minute apart. This interval gives the lead aircraft enough time to rotate, become airborne, and clear the active area, while still keeping the flow efficient. It also provides a small safety buffer for the next aircraft to begin its movement or for the controller to respond if something changes. Shorter gaps, like 30 seconds, can increase risk of overlap on the runway and ramp; longer gaps, such as 2 or 5 minutes, would unnecessarily reduce throughput without added safety in normal conditions. If weather or operating circumstances dictate otherwise, the interval can be adjusted to maintain safety.

10. In the COD deconfliction instruction, the position relative to the ship to deconflict is within how many nautical miles aft?

A. 3

B. 1

C. 2

D. 4

The situation tests how a carrier's COD must stay in a safe, predictable relative position to avoid interfering with flight operations. The defined deconfliction zone behind the ship gives a predictable reference for approach, recovery, and cargo transfer, while keeping pilots clear of the ship's wake and deck activity and ensuring radar and communications coordination. Within three nautical miles aft is the established boundary. Being in that 3 NM behind the carrier keeps the COD inside the carrier's air-planning envelope and maintains safe separation from deck operations and prop wash. If you're closer than that, you risk encroaching on the flight deck area; if you're farther, you're outside the mandated deconfliction envelope and would need a different procedure. Therefore, three nautical miles is the correct distance.

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://ac2advancement.examzify.com

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