

ADVANCED AIRCRAFT MAINTENANCE OFFICER COURSE (AAMOC) 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. Who typically maintains an ICRL?**
 - A. The Fleet Command
 - B. The Navy HQ
 - C. Each MALS
 - D. A private contractor
- 2. Which of the following is NOT a listed cause for AMARG induction delays?**
 - A. Foreign object damage
 - B. Aircraft
 - C. Data plate
 - D. Aircraft records
- 3. What document governs contractor maintenance?**
 - A. FAR Part 43
 - B. NAVAIRINST 3710.1
 - C. NAVAIRINST 3710.2
 - D. DoD 4140.0
- 4. Which responsibility is associated with the shipboard S8?**
 - A. Air planning boards
 - B. Repairables management
 - C. Handles hazmat and consumables
 - D. Flight deck operations
- 5. Which characteristics define hi-conflict environments?**
 - A. High stress and communication difficulties
 - B. Clear boundaries and responsibilities
 - C. Perfect compatibility among personalities
 - D. Low workload
- 6. Which duty characterizes the shipboard S6's responsibilities?**
 - A. Deals with all supply, especially repairables, and releases the AMSRR
 - B. Handles hazmat
 - C. Controls the flight deck
 - D. Manages crew scheduling

7. Types of ETS requests

- A. Request for information, request for assistance, request for training
- B. Request for spare parts, request for overtime, request for travel
- C. Request for design changes
- D. Request for safety inspection

8. In a structured troubleshooting approach for avionics faults, after reproducing the fault, which step comes next?

- A. Gather data
- B. Review schematics
- C. Isolate subsystem
- D. Validate fix

9. Who updates the FAL and how often?

- A. FST every two years
- B. FST monthly
- C. FST annually
- D. FST quarterly

10. In the aviation mishap board composition, which role is designated as the senior member?

- A. Safety officer
- B. Pilot in command
- C. Maintenance supervisor
- D. Senior member (05)

Answers

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

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Explanations

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1. Who typically maintains an ICRL?

- A. The Fleet Command
- B. The Navy HQ
- C. Each MALS**
- D. A private contractor

The ICRL is kept at the unit level to reflect the specific aircraft and assets assigned to that unit. Each MALS handles maintenance support for their own aircraft and, therefore, for the ICRL they use. This keeps the list accurate about what parts are on hand, what needs repair or replacement, and what the turnaround times are for those items, all tailored to the unit's actual configuration and operations. Higher echelons like Fleet Command or Navy HQ set policy and oversight, but don't manage the day-to-day items and statuses for a particular squadron's equipment. While contractors may assist with repairs or stocking parts, the responsibility to maintain and update the ICRL sits with the MALS responsible for that aircraft.

2. Which of the following is NOT a listed cause for AMARG induction delays?

- A. Foreign object damage
- B. Aircraft
- C. Data plate
- D. Aircraft records**

AMARG induction hinges on accepting an aircraft into the storage facility, which is blocked by issues that physically prevent safe movement or proper identification. Foreign object damage is a direct blocker because debris or damage must be cleared and assessed before the airframe can be moved or stored. If the data plate is missing or unreadable, the aircraft cannot be correctly identified and cataloged, which also blocks proper induction into the system. The term about the aircraft itself reflects concerns about the airframe's condition or readiness to be inducted, which is a legitimate reason to pause the process. In contrast, aircraft records pertain to documentation and history that can be reconciled after induction; they do not prevent the physical intake of the aircraft into AMARG. Therefore, the factor not listed as a cause for induction delays is the aircraft records.

3. What document governs contractor maintenance?

- A. FAR Part 43
- B. NAVAIRINST 3710.1**
- C. NAVAIRINST 3710.2
- D. DoD 4140.0

Contractor maintenance on Navy aircraft is governed by the Navy's dedicated maintenance policy document that defines how work performed by contractor personnel is planned, supervised, and verified to meet airworthiness and safety standards. NAVAIRINST 3710.1 provides the specific requirements, responsibilities, and procedures for contractor-maintained equipment, ensuring consistent standards across programs and proper acceptance of contractor work. While broad frameworks like FAR Part 43 cover maintenance under government contracts in general, and DoD 4140.0 addresses supply and procurement processes, they don't offer the Navy-specific guidance for contractor maintenance. NAVAIRINST 3710.2 pertains to different aspects and does not supersede the contractor-maintenance guidance found in 3710.1.

4. Which responsibility is associated with the shipboard S8?

- A. Air planning boards
- B. Repairables management
- C. Handles hazmat and consumables**
- D. Flight deck operations

On shipboard, the S8 division in the Supply Department is the unit responsible for hazardous materials and consumables. This means managing the storage, labeling, handling, and distribution of hazmat, ensuring compliance with safety and environmental regulations, and tracking usage and disposal. It also covers provisioning and controlling consumable items—things used up in daily operations, like cleaning supplies, PPE, lubricants, fuels-related items, and other shop consumables—so that departments have what they need when they need it. This is why the option about handling hazmat and consumables fits best. Air planning boards belong to flight operations planning, and flight deck operations are run by the flight deck team, not S8. Repairables management is a different supply function focused on repairable parts rather than general hazmat and consumables.

5. Which characteristics define hi-conflict environments?

- A. High stress and communication difficulties
- B. Clear boundaries and responsibilities
- C. Perfect compatibility among personalities**
- D. Low workload

Hi-conflict environments hinge on how pressure and poor communication feed disputes. When stress runs high, people have less cognitive bandwidth to think things through, control emotions, or listen carefully, so messages get distorted and decisions become reactive rather than thoughtful. This breakdown in communication is what sustains and escalates conflicts—misunderstandings, assumptions, and defensive reactions propagate quickly when lines of dialogue are unclear or hostile. Clear boundaries and defined responsibilities actually reduce conflict because they remove ambiguity about who does what and who is accountable, which would otherwise fuel friction. The notion of perfect compatibility among personalities would minimize conflict, but in reality, conflicts arise from misaligned needs and expectations rather than ideal harmony. A low workload doesn't define hi-conflict; even with light tasks, poor communication under pressure can still drive conflicts.

6. Which duty characterizes the shipboard S6's responsibilities?

- A. Deals with all supply, especially repairables, and releases the AMSRR**
- B. Handles hazmat
- C. Controls the flight deck
- D. Manages crew scheduling

S6 duties center on material readiness and supply coordination, especially repairables, and the authority to release the AMSRR. The S6 serves as the link between maintenance planning and the Supply Department, ensuring repair parts and related stock are identified, requisitioned, and released to support ongoing maintenance. Releasing the AMSRR is the mechanism by which those repairable items are authorized for issue when shortages are identified or maintenance requires them. Hazmat handling is typically managed by safety/environmental or the supply chain in its own program, not the S6's primary focus; flight deck control is an Air Operations function; and crew scheduling falls under personnel/operations management. This emphasis on processing and releasing repairable materials aligns best with the S6's role.

7. Types of ETS requests

A. Request for information, request for assistance, request for training

B. Request for spare parts, request for overtime, request for travel

C. Request for design changes

D. Request for safety inspection

ETS requests are about the kind of support you're asking from engineering and technical services. The best fit categories are information, assistance, and training. A request for information covers data, procedures, or clarifications you need to proceed. A request for assistance is when you need someone to help troubleshoot, guide, or provide on-site or remote support. A request for training is used to get instruction to perform tasks or to master a procedure. The other options describe tangible resources or separate processes (spare parts, overtime, travel; a design change; a safety inspection) rather than the type of support you're requesting from ETS.

8. In a structured troubleshooting approach for avionics faults, after reproducing the fault, which step comes next?

A. Gather data

B. Review schematics

C. Isolate subsystem

D. Validate fix

Understanding how the avionics system is wired and how signals flow is what guides you after you've verified the fault. Reviewing the schematics lets you map the observed symptom to specific circuits, modules, and interfaces, showing where power, ground, and signal paths run and how components interact. This top-down view reveals which areas are even capable of producing the fault, helping you form a focused hypothesis and plan targeted tests or measurements instead of random probing. Only after you've established that map would you start narrowing down by isolating a subsystem, gathering supporting data, and, finally, implementing and validating a fix.

9. Who updates the FAL and how often?

A. FST every two years

B. FST monthly

C. FST annually

D. FST quarterly

The update of the FAL is carried out by the Flight Safety Team, and it happens on a biennial basis—every two years. This cadence keeps the list current with changes in fleet status, safety requirements, and procedures without the disruption of constant revisions, while still catching major shifts that affect safety and operations. Monthly or quarterly updates would be unnecessarily frequent for a document that changes mainly with new deployments, retirements, or policy updates, and an annual update risks becoming out of date between cycles.

10. In the aviation mishap board composition, which role is designated as the senior member?

- A. Safety officer
- B. Pilot in command
- C. Maintenance supervisor

D. Senior member (05)

On an aviation mishap board, the person who presides as the senior member is the designated senior officer on the board. This role provides leadership, ensures the investigation follows proper procedures, and oversees the reporting process. The other participants—such as the safety officer, the pilot in command, and the maintenance supervisor—bring their subject-matter expertise, but they do not hold the senior presiding role. That's why the Senior member designation is the correct choice.

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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://aamoc.examzify.com>

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

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