

AFSC 13M BLOCK 3 PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	16

SAMPLE

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

SAMPLE

- 1. Which role is primarily responsible for the safety of airborne aircraft?**
 - A. Airfield Operations Officer
 - B. Ground Support Personnel
 - C. Traffic Management Coordinator
 - D. Tower Controller

- 2. What is the width of the Precision Obstacle Free Zone?**
 - A. 400 feet
 - B. 600 feet
 - C. 800 feet
 - D. 1,000 feet

- 3. What are the four Protection Level categories?**
 - A. PL1, PL2, PL3, PL4
 - B. PL0, PL1, PL2, PL3
 - C. PL1, PL2, PL3, PL5
 - D. PL1, PL2, PL3, PL6

- 4. Who approved MAJCOM supplements or equivalent guidance to AFI 13-213?**
 - A. Commanding Officer
 - B. AF Personnel Center
 - C. AFFSA
 - D. Air Force Chief of Staff

- 5. What is the preferred method of distributing NOTAMs?**
 - A. The Standard NOTAM Service (SNS)
 - B. The Federal NOTAM System (FNS)
 - C. The Local NOTAM Tracking System (LNTS)
 - D. The Global NOTAM Network (GNN)

- 6. Which role includes notifying agencies of conditions affecting operations?**
 - A. Airfield Manager
 - B. Deputy Airfield Manager
 - C. Base Commanding Officer
 - D. Air Traffic Control

7. How is runway separation maintained in busy airspace?

- A. By reducing the number of take-offs
- B. Through precise air traffic control protocols
- C. Using large signs on the runway
- D. By increasing pilot training requirements

8. What is a Local (L) NOTAM?

- A. Critical safety-related information for pilots
- B. Non-critical and non-safety related information for flying communities
- C. Emergency procedures for air traffic control
- D. Updates on airfield equipment functionality

9. What does "airspace management" involve?

- A. Guiding aircraft on the ground
- B. Strategic routing of aircraft operations for safe and efficient airspace use
- C. Managing airport passenger flows
- D. Overseeing aircraft maintenance

10. What is the significance of the 3rd runway incursion occurrence within a 6-month period?

- A. It indicates a need for increased pilot training
- B. It triggers a meeting of the RIPWG
- C. It requires the implementation of additional safety measures
- D. It suggests that airfield design is inadequate

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which role is primarily responsible for the safety of airborne aircraft?

- A. Airfield Operations Officer
- B. Ground Support Personnel
- C. Traffic Management Coordinator

D. Tower Controller

The role tasked primarily with the safety of airborne aircraft is that of the Tower Controller. This position is crucial in managing the flow of air traffic in the vicinity of an airport, including takeoffs and landings. Tower Controllers communicate directly with pilots to provide instructions and clearances necessary to ensure safe operations of aircraft in the airspace under their jurisdiction. They monitor all aspects of aircraft movement around the airport and work to prevent collisions, ensure safe distances are maintained between aircraft, and provide critical information regarding winds, weather, and other air traffic. Their decisions are immediate and can significantly influence the safety and efficiency of flight operations. This role's focus on airborne safety and real-time decision-making highlights its importance in maintaining the overall safety of aircraft during all flight phases near the airfield. Other roles, while essential for airport operations, do not primarily focus on the airborne aspect of safety in the same direct manner as Tower Controllers. The Airfield Operations Officer may oversee overall airport operations, Ground Support Personnel assist aircraft on the ground, and the Traffic Management Coordinator focuses on the flow of traffic and scheduling, but none of these roles have the same direct and immediate responsibility for airborne aircraft safety as the Tower Controller does.

2. What is the width of the Precision Obstacle Free Zone?

- A. 400 feet
- B. 600 feet
- C. 800 feet
- D. 1,000 feet

The Precision Obstacle Free Zone (POFZ) is a designated area that is essential in maintaining safety during aircraft operations, especially during approaches and departures. It provides a clear area around the runway centerline, ensuring that obstacles do not pose a risk to aircraft during critical phases of flight. The correct width of the POFZ is 800 feet. This width is established to allow for sufficient lateral clearance from obstacles, primarily in order to protect the path of the aircraft and to enhance safety for takeoffs and landings. Pilots and air traffic control rely on this distance to make tactical decisions that can affect the flight path, ensuring they have a safe environment to operate within. This regulation highlights the importance of having adequately sized safety zones around runways, reflecting best practices in aviation safety management. Understanding this dimension is crucial for professionals involved in airspace management and airport operations, as it plays a vital role in minimizing the risk of collision with obstacles.

3. What are the four Protection Level categories?

A. PL1, PL2, PL3, PL4

B. PL0, PL1, PL2, PL3

C. PL1, PL2, PL3, PL5

D. PL1, PL2, PL3, PL6

The four Protection Level categories are indeed PL1, PL2, PL3, and PL4. These categories are defined by the Department of Defense and are essential for determining the level of security required for different types of resources. PL1 encompasses the highest level of protection for the most critical assets, such as nuclear weapons and command and control systems. PL2 includes resources that, if compromised, could significantly harm national security or lead to serious consequences. PL3 covers assets that, while important, do not meet the criteria for PL1 or PL2 but still require a moderate level of protection. Lastly, PL4 represents the lowest level of protection, typically applied to resources that are still valuable but do not have the same level of risk associated with them as those in the higher categories. This tiered approach helps prioritize security measures and resource allocation, ensuring that the most critical items receive the appropriate level of security to mitigate risks effectively.

4. Who approved MAJCOM supplements or equivalent guidance to AFI 13-213?

A. Commanding Officer

B. AF Personnel Center

C. AFFSA

D. Air Force Chief of Staff

The approval for MAJCOM supplements or equivalent guidance to AFI 13-213 is indeed the responsibility of AFFSA (Air Force Flight Standards Agency). This organization plays a crucial role in ensuring that the guidance and supplements align with the overall objectives and standards set forth by the Air Force. Their oversight ensures consistency and standardization across different commands, facilitating effective execution of air force operations and enhancing safety protocols. In this context, other entities such as the Commanding Officer, AF Personnel Center, and the Air Force Chief of Staff may hold significant roles within the Air Force structure, but they do not have the specific authority to approve these supplements to AFI 13-213. The MAJCOM supplements require specialized knowledge and focus that AFFSA is established to provide, ensuring that all operational directives are appropriately tailored and authorized for effective implementation within the Air Force framework.

5. What is the preferred method of distributing NOTAMs?

A. The Standard NOTAM Service (SNS)

B. The Federal NOTAM System (FNS)

C. The Local NOTAM Tracking System (LNTS)

D. The Global NOTAM Network (GNN)

The Federal NOTAM System (FNS) is the preferred method of distributing Notices to Airmen (NOTAMs) because it serves as the comprehensive, centralized repository for all NOTAM information across the United States. This system ensures that pertinent information is accessible to all aviation stakeholders, including pilots, air traffic controllers, and flight planners. The FNS enables efficient disseminating of critical safety information regarding airports, navigation aids, and airspace conditions, which is essential for supporting safe flight operations. Using the FNS allows for standardized processing and distribution of NOTAMs, ensuring that the information is current, accurate, and readily available for users. This centralization reduces confusion and maintains a reliable flow of information necessary for aviation safety. Other methods, while they may serve specific functions or regions, do not offer the same level of comprehensive and standardized distribution as the FNS, making it the preferred choice for effectively reaching a wide range of aviation participants.

6. Which role includes notifying agencies of conditions affecting operations?

- A. Airfield Manager**
- B. Deputy Airfield Manager
- C. Base Commanding Officer
- D. Air Traffic Control

The role of the Airfield Manager is crucial in ensuring the safety and efficiency of airfield operations. This position includes the responsibility of notifying various agencies about any conditions that could impact operations, such as emergency situations, changes in weather, runway conditions, and any operational hazards that might arise. The Airfield Manager acts as a central point of communication, ensuring that all relevant parties, such as air traffic control, maintenance teams, and other operational units, are informed about conditions that might affect flight safety and airfield usage. This capability is essential for coordinated responses and maintaining operational integrity. In contrast, the responsibilities of the Deputy Airfield Manager, the Base Commanding Officer, and Air Traffic Control typically focus on other aspects of airfield management and operations, such as supporting the Airfield Manager, overall base administration, and directing air traffic, but not specifically focused on the notification of agencies regarding operational conditions.

7. How is runway separation maintained in busy airspace?

- A. By reducing the number of take-offs
- B. Through precise air traffic control protocols**
- C. Using large signs on the runway
- D. By increasing pilot training requirements

Runway separation in busy airspace is predominantly maintained through precise air traffic control protocols. These protocols consist of systematic procedures and regulations that air traffic controllers follow to ensure safe distances between aircraft during take-offs, landings, and while on taxiways. This includes the use of radar and visual tracking systems to monitor and communicate with aircraft, providing them with instructions to maintain proper spacing and avoid conflicts. Effective air traffic control ensures that all flight operations are conducted safely and efficiently, handling multiple aircraft simultaneously while keeping them separated by both horizontal and vertical dimensions. This method is vital for preventing incidents on the runway and maintaining an orderly flow of air traffic. Other options, such as reducing the number of take-offs or increasing pilot training requirements, do not effectively address the immediate need for maintaining runway separation. While these measures can contribute to overall safety and efficiency in airspace management, they do not directly apply the specific protocols necessary for maintaining separation during busy operations. Furthermore, using large signs on the runway primarily aids in visual guidance for pilots rather than providing the systematic control required in busy airspace scenarios.

8. What is a Local (L) NOTAM?

- A. Critical safety-related information for pilots
- B. Non-critical and non-safety related information for flying communities**
- C. Emergency procedures for air traffic control
- D. Updates on airfield equipment functionality

A Local (L) NOTAM conveys non-critical and non-safety related information relevant to the flying community, typically concerning specific items or changes affecting local air traffic operations. These NOTAMs might include information about airport facilities, such as changes in service hours or availability of certain navigational aids. They might not have an immediate impact on flight safety but can affect flight planning and operations. This type of NOTAM is particularly useful for pilots and air traffic controllers to have situational awareness of local conditions. The focus here is on how this information is beneficial for operational awareness rather than pressing safety matters, distinguishing it from more severe NOTAM categories that deal with urgent information needed to prevent accidents or ensure safety.

9. What does "airspace management" involve?

- A. Guiding aircraft on the ground
- B. Strategic routing of aircraft operations for safe and efficient airspace use**
- C. Managing airport passenger flows
- D. Overseeing aircraft maintenance

Airspace management refers to the strategic planning and organization of air traffic to ensure that aviation operations are conducted safely and efficiently within a given airspace. This involves coordinating the movement of aircraft in both controlled and uncontrolled airspace to minimize the risk of collisions, optimize flight paths, and manage traffic flow. It considers factors such as weather, air traffic volume, and the specific needs of different types of aircraft. The reason this answer is appropriate is that it focuses directly on the core responsibilities of airspace management, which is to facilitate effective air traffic operations while maintaining safety standards. This process may involve the use of technologies and procedures that enhance situational awareness for pilots and air traffic controllers, supporting the overall goal of maintaining an orderly flow of air traffic. The other choices reflect activities that may take place in the aviation field but do not align with the overarching concept of airspace management. Guiding aircraft on the ground pertains more to ground control operations, managing airport passenger flows involves customer service and logistical arrangements at the airport, and overseeing aircraft maintenance focuses on the technical and safety aspects of aircraft operations rather than airspace utilization.

10. What is the significance of the 3rd runway incursion occurrence within a 6-month period?

- A. It indicates a need for increased pilot training
- B. It triggers a meeting of the RIPWG**
- C. It requires the implementation of additional safety measures
- D. It suggests that airfield design is inadequate

The significance of the third runway incursion occurrence within a 6-month period is that it triggers a meeting of the Runway Incursion Prevention Working Group (RIPWG). This group is formed to evaluate the safety of operations at an airfield and to analyze the incursions to identify contributing factors. When a specific threshold of incursions is reached, it indicates an urgent need for comprehensive discussions and evaluations to improve safety and reduce the potential for future incidents. This step is crucial in ensuring that all relevant stakeholders, including air traffic control, airport operations, and pilot representatives, come together to address the underlying issues and enhance operational protocols. In this context, while increased pilot training and the implementation of additional safety measures may be outcomes of the discussions held in the RIPWG meeting, they are not direct triggers for convening the group. The adequacy of airfield design could also be a topic of discussion, but it isn't a direct consequence of multiple incursions within a short time frame. The focus remains on the need for coordinated responses which the RIPWG facilitates.

SAMPLE

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://afsc13mblock3.examzify.com>

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

SAMPLE