

AIRCRAFT MAINTENANCE, ELECTRICAL SYSTEMS, AND HAZARD COMMUNICATION IN THE AIR FORCE PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. What is always the first step to troubleshooting and fault isolation after gathering information on the fault?**
 - A. Recalibration
 - B. Replace suspected component
 - C. Functional test
 - D. Visual inspection
- 2. Which aircraft hosts the 1760 Enhanced Conventional Bomb Module?**
 - A. B-1B
 - B. B-2
 - C. B-52
 - D. F-15
- 3. Which SMS is used on the B-1B?**
 - A. Ms (Management System)
 - B. Dsms (Digital Stores Management System)
 - C. Wcs (Weapons Control System)
 - D. Pacs (Programmable Armament Control Set)
- 4. The BLU-111 is in which bomb weight class?**
 - A. 500 lb
 - B. 1000 lb
 - C. 750 lb
 - D. 250 lb
- 5. Which statement does NOT apply to a multi-barrel type weapon?**
 - A. Fires sequentially and uses the single bolt assembly
 - B. Has multiple barrels
 - C. Requires a separate single-barrel firing mechanism
 - D. Typically uses a common breech for all barrels

- 6. Which regulation provides complete guidance on the Air Force Occupational Safety and Health program?**
- A. AFI 91-202, Mishap Prevention
 - B. DoDI 6055.05
 - C. DAFI 91-202, US Air Force Mishap Prevention Program
 - D. AFOSH Standard 1910
- 7. What are the 7 Skill Level Craftsman enlisted grade requirements for Weapons Section Chief?**
- A. E-8
 - B. E-5, E-6
 - C. E-4, E-7
 - D. E-7
- 8. What TO provides guidance on the Air Force Life Cycle Management?**
- A. 00-5-1
 - B. 00-5-3
 - C. 00-5-2
 - D. 00-6-3
- 9. ALIS is a stand-alone database for F-35 aircraft.**
- A. Not specified
 - B. Depends on configuration
 - C. True
 - D. Not applicable
- 10. How frequently are physical inventories of munitions required?**
- A. Daily
 - B. Weekly
 - C. Monthly
 - D. Every shift

Answers

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

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Explanations

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1. What is always the first step to troubleshooting and fault isolation after gathering information on the fault?

- A. Recalibration
- B. Replace suspected component
- C. Functional test
- D. Visual inspection**

Starting with a visual inspection is essential because it quickly reveals obvious, non-destructive clues about what may be wrong. By examining the system area, you can spot damaged wiring or connectors, loose harnesses, corrosion, burned components, leaks, or signs of wear and improper installation. These observable cues often point directly to the root cause or at least steer you toward the right subsystem to test next, saving time and avoiding unnecessary part replacements. After you've documented what you see, you use targeted functional tests or measurements to confirm the fault and verify proper operation. Recalibration is not the first step because a drift in readings can be a symptom of a physical issue you should identify or rule out through inspection. Replacing a component without evidence risks unnecessary parts replacement. Functional testing is a follow-on step used to validate the diagnosis or the repair once the obvious issues have been addressed and the system is physically sound.

2. Which aircraft hosts the 1760 Enhanced Conventional Bomb Module?

- A. B-1B**
- B. B-2
- C. B-52
- D. F-15

The question focuses on which airframe houses the MIL-STD-1760 Enhanced Conventional Bomb Module, a hardware unit that provides the dedicated interface and control signals between the aircraft and conventional, 1760-compatible munitions (like JDAMs and other smart bombs). The B-1B Lancer's weapons system includes an ECBM in its internal bomb-bay/weapon-store interface, designed to manage how conventional smart bombs are powered, armed, and released through the 1760 data bus. This configuration is what makes the B-1B the host for the 1760 Enhanced Conventional Bomb Module. Other aircraft on the list use different store-interface arrangements and don't share this specific ECBM hardware setup.

3. Which SMS is used on the B-1B?

- A. Ms (Management System)**
- B. Dsms (Digital Stores Management System)
- C. Wcs (Weapons Control System)
- D. Pacs (Programmable Armament Control Set)

On the B-1B, the SMS is the Stores Management System—the part of the aircraft that handles the loading, arming, and release sequencing of munitions through the stations. The B-1B uses the legacy Management System (Ms) as its SMS, rather than a Digital Stores Management System. The Digital Stores Management System (DSMS) is a newer digital variant used on some platforms, but not the B-1B's standard configuration. Weapons Control System is a separate subsystem that deals with armament release logic, and PACS (Programmable Armament Control Set) is a component related to armament control, not the overall SMS.

4. The BLU-111 is in which bomb weight class?

- A. 500 lb**
- B. 1000 lb
- C. 750 lb
- D. 250 lb

The weight class of a bomb is defined by its nominal or standard weight. The BLU-111 is the 500-pound class in the BLU family, meaning its standard bomb body is designed around about five hundred pounds of explosive payload and is configured as a low-drag general-purpose bomb. This classification informs aircraft compatibility, release geometry, and ballistic performance. Exact loaded weight can vary a bit with fuzes and configurations, but the intended category remains around 500 pounds, not heavier or lighter classes.

5. Which statement does NOT apply to a multi-barrel type weapon?

- A. Fires sequentially and uses the single bolt assembly**
- B. Has multiple barrels
- C. Requires a separate single-barrel firing mechanism
- D. Typically uses a common breech for all barrels

The key idea is how a multi-barrel weapon organizes its firing action. With multiple barrels, the design typically coordinates firing across all barrels through a shared breech or a rotating mechanism, rather than using one bolt that sequentially moves to fire each barrel. The notion that it fires sequentially and uses a single bolt assembly implies a single moving bolt handling every barrel in order, which isn't how these weapons are built. In practice, you'll see either a common breech block that serves all barrels or a mechanism that fires each barrel via its own element or a rotating assembly, not one bolt sweeping through each barrel in sequence. That's why the statement about firing sequentially with a single bolt assembly doesn't apply to a multi-barrel design.

6. Which regulation provides complete guidance on the Air Force Occupational Safety and Health program?

- A. AFI 91-202, Mishap Prevention
- B. DoDI 6055.05
- C. DAFI 91-202, US Air Force Mishap Prevention Program**
- D. AFOSH Standard 1910

In the Air Force, the Occupational Safety and Health program is defined and implemented through Air Force directives that adapt DoD safety policy to Air Force missions. The most complete, Air Force-specific guidance is found in the Direct Air Force Instruction that lays out the US Air Force Mishap Prevention Program in full. This directive provides the overarching policy, the responsibilities of commanders and safety personnel, procedures for hazard recognition and risk management, training requirements, mishap investigations oversight, corrective actions, and ongoing program evaluation. It ties together safety standards, inspections, and reporting into one coherent framework used across all bases and units. Other options either address DoD-wide requirements at a higher level or focus on particular standards without delivering the full program structure for the Air Force. AFI 91-202 covers mishap prevention, but the Direct Air Force Instruction is the comprehensive Air Force implementation of that program. AFOSH standards provide specific safety requirements, not the complete program guidance, and DoDI 6055.05 governs DoD-wide OSH policy rather than the Air Force's full, tailored program.

7. What are the 7 Skill Level Craftsman enlisted grade requirements for Weapons Section Chief?

- A. E-8
- B. E-5, E-6
- C. E-4, E-7
- D. E-7**

A 7-level Craftsman indicates an advanced technical capability paired with leadership responsibilities within an Air Force weapons section. For the Weapons Section Chief, the enlisted grade tied to reaching that 7-level is Master Sergeant, E-7. This reflects the level of experience and supervisory authority needed to lead a section and oversee complex weapons systems. Lower grades (E-5 or E-6) align with earlier skill levels, not the 7-level designation, while higher grades like E-8 or above exceed the minimum requirement for attaining the 7-level in this role.

8. What TO provides guidance on the Air Force Life Cycle Management?

- A. 00-5-1
- B. 00-5-3**
- C. 00-5-2
- D. 00-6-3

The concept being tested is how the Air Force organizes guidance for managing a system from beginning to end. Technical Orders in the 00-5 series provide policy and procedural guidance for how to handle Life Cycle Management, ensuring a standardized approach across programs. 00-5-3 is the one that explicitly delivers Life Cycle Management guidance, outlining the roles, responsibilities, processes, and stages involved—from planning and development through deployment, sustainment, upgrades, and retirement. This makes it the best fit because it directly covers how a system is managed over its entire life span, aligning decisions with cost, risk, and performance considerations. The other documents in the 00-5 family and the 00-6 series address different topics within the TO system, so they do not provide the focused Life Cycle Management guidance that 00-5-3 does.

9. ALIS is a stand-alone database for F-35 aircraft.

- A. Not specified
- B. Depends on configuration
- C. True**
- D. Not applicable

ALIS, the Autonomic Logistics Information System, is designed as the primary data repository for the F-35, storing and managing maintenance, health, and logistics data for each aircraft. It serves as the dedicated database that holds service histories, fault codes, configuration data, inspection results, and provisioning status, making it the single, authoritative source of maintenance information for the fleet. While ALIS can exchange data with other systems when connected, its core role is to function as the stand-alone database for F-35 maintenance and logistics data, which is why the statement is true.

10. How frequently are physical inventories of munitions required?

- A. Daily
- B. Weekly
- C. Monthly
- D. Every shift**

Regular, timely verification of munitions counts is essential for keeping custody and safety intact. Doing a physical inventory with every shift means the on-hand quantities are checked and updated as custody changes hands as personnel come and go. This immediate revalidation helps catch any discrepancies—whether items are out of place, miscounted, or misstored—before they can cause safety or security problems. It also keeps the location and condition of items in sync with the official records, supporting proper storage and handling procedures. Daily inventories would be overly burdensome for routine operations and may not provide practical benefits beyond shift-change checks. Weekly or monthly inventories leave longer gaps during which discrepancies could go unnoticed, increasing risk. The shift-based approach strikes the right balance by maintaining continuous accountability while still aligning with typical work rhythms.

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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://aircraftmaintelecsyshazardcomms.examzify.com>

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

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