

AIRFIELD MANAGEMENT BLOCK 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 flight is primarily responsible for implementing the base safety program and FOD prevention?**
 - A. Flight Safety
 - B. Ground Safety
 - C. Fire Protection Flight
 - D. Environmental Flight
- 2. Which flight designs and produces the documents that will become construction projects?**
 - A. EOD Flight
 - B. Environmental Flight
 - C. Engineering Flight
 - D. GeoBase
- 3. Which distance and speed pairing correctly matches 5 mph?**
 - A. 5 mph within 50 feet of an aircraft
 - B. 5 mph within 25 feet of an aircraft
 - C. 5 mph within 100 feet of an aircraft
 - D. 5 mph within 5 feet of an aircraft
- 4. Which is the NATO phonetic for M?**
 - A. Juliet
 - B. November
 - C. Mike
 - D. Papa
- 5. Functional Area Managers are best described as which of the following?**
 - A. Subject Matter Experts
 - B. Airfield Safety Officers
 - C. Operations Analysts
 - D. Training Coordinators

- 6. When do runway snow and ice control operations start?**
- A. Prior to onset of snowfall or icing conditions
 - B. During the snowfall
 - C. After icing conditions
 - D. Only after the runway is closed
- 7. FAA heavy weight class starts at what weight?**
- A. 41,000lbs or less
 - B. 41,000lbs to 255,000lbs
 - C. 255,000lbs or more
 - D. 300,000lbs or more
- 8. What is the vehicle type code for a helicopter?**
- A. Multi-Mission
 - B. Unmanned Aircraft (Drone)
 - C. Aircraft
 - D. Vehicle Type: H
- 9. A Class C telephone line allows which calls?**
- A. On-base calls only
 - B. Local calls only
 - C. All calls
 - D. On-base and local calls
- 10. Which item is listed as a NAMO duty?**
- A. Establishes performance standards, procedures, and work priorities
 - B. Develops Airfield Management training program
 - C. Develops Operating Instructions (OI) / Quick Reaction Checklist (QRC)
 - D. Maintains a lighting outage chart

Answers

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

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Explanations

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1. Which flight is primarily responsible for implementing the base safety program and FOD prevention?

- A. Flight Safety**
- B. Ground Safety
- C. Fire Protection Flight
- D. Environmental Flight

Safety programs for an airfield and preventing damage from foreign objects are centered in aviation safety responsibilities. The Flight Safety office is the one charged with implementing and overseeing the base safety program and FOD prevention. They set the procedures, conduct training, perform inspections, and enforce standards that target aircraft operations and the protection of aircraft from debris. This focus on aviation risk management and protecting the flightline makes them the primary owner of the base safety program and FOD controls. Ground Safety handles safety for general ground operations and workplace safety across many activities, but the core aviation safety program and FOD prevention fall under Flight Safety. Fire Protection concentrates on fire protection and emergency response, not the overall safety program for airfield operations. Environmental handles compliance related to environmental impact and pollution prevention, not the base-wide aviation safety program.

2. Which flight designs and produces the documents that will become construction projects?

- A. EOD Flight
- B. Environmental Flight
- C. Engineering Flight**
- D. GeoBase

Engineering Flight is responsible for designing and producing the documents that become construction projects. They create the designs, drawings, and specifications that define what will be built, how it will function, and how it must meet codes and standards. These documents form the project package used by builders and contractors to carry out the work. The other flights handle different roles—EOD Flight deals with explosive ordnance disposal; Environmental Flight oversees environmental compliance and permits; GeoBase manages mapping and geospatial data. Because this task is about creating the technical design and construction documents, engineering is the correct choice.

3. Which distance and speed pairing correctly matches 5 mph?

- A. 5 mph within 50 feet of an aircraft
- B. 5 mph within 25 feet of an aircraft**
- C. 5 mph within 100 feet of an aircraft
- D. 5 mph within 5 feet of an aircraft

The safety rule here targets how close a ground vehicle (or person) can operate to an aircraft based on how fast you're moving. Even at a crawl, there's a risk from wing movement, propeller or engine intake, and any unexpected engine start or aircraft shift. So for very slow movement, the minimum safe distance is smaller, but not zero. Five miles per hour paired with twenty-five feet represents the minimum clearance that current safety guidelines require to stay out of the aircraft's immediate wake and any potential contact area. Distances of fifty or one hundred feet, while safe, go beyond what's required for such a slow speed and would hinder operations. Five feet is far too close to avoid sudden movements or engine-related hazards. So the best match for five mph is twenty-five feet.

4. Which is the NATO phonetic for M?

- A. Juliet
- B. November
- C. Mike
- D. Papa

In radio communications, the NATO phonetic alphabet assigns a distinct spoken word to each letter to prevent miscommunication in noisy conditions. For the letter M, the code word is Mike. This choice is the best because it's the designated word for that letter and is chosen to be easily understood and unlikely to be confused with other letters when spoken over the radio. The other options correspond to different letters in the alphabet (for example, Juliet for J, November for N, and Papa for P). In practice, you'd spell a word like MAP as Mike-Alpha-Papa to ensure each letter is heard clearly.

5. Functional Area Managers are best described as which of the following?

- A. Subject Matter Experts
- B. Airfield Safety Officers
- C. Operations Analysts
- D. Training Coordinators

Functional Area Managers are defined by their deep, specialized knowledge in a particular domain of airfield management. They act as Subject Matter Experts, providing authoritative guidance, defining standards, interpreting regulations, and sharing best practices within their area. Their role is to ensure consistency and quality across activities tied to that function, mentor staff, and support decision-makers with expert input grounded in experience and domain knowledge. While an Airfield Safety Officer focuses on safety oversight, a role dedicated to ensuring compliance and safety performance, that isn't the same as overseeing a specific functional domain with expert-level knowledge. An Operations Analyst concentrates on interpreting data and identifying process improvements, rather than serving as the primary expert responsible for the function's direction. A Training Coordinator handles organizing and delivering training, which is important but different from being the authoritative source of knowledge for the function itself. So, the best fit is the description that identifies someone as a Subject Matter Expert—the go-to authority whose expertise guides how the function is performed.

6. When do runway snow and ice control operations start?

- A. Prior to onset of snowfall or icing conditions
- B. During the snowfall
- C. After icing conditions
- D. Only after the runway is closed

Proactive pretreatment of the runway before precipitation begins is the best practice in runway snow and ice control. The goal is to apply anti-icing agents ahead of snowfall or icing so a protective film forms on the pavement, reducing ice and snow bonding and preserving pavement friction. This proactive approach allows quicker, more effective snow removal and safer operations when aircraft start to use the runway. Waiting until snowfall is underway or icing has started means the agents have less time to work, ice bonding is already forming, and removal becomes harder and slower, increasing risk and the chance of closures. In practice, snow and ice control activities are initiated before adverse weather reaches the runway, not only after it's closed. So, the start of runway snow and ice control operations is before the onset of snowfall or icing conditions.

7. FAA heavy weight class starts at what weight?

- A. 41,000lbs or less
- B. 41,000lbs to 255,000lbs
- C. 255,000lbs or more**
- D. 300,000lbs or more

In ATC, weight classifications are used to apply wake turbulence and separation rules, and the heavy category is defined by the aircraft's maximum takeoff weight. A heavy aircraft is one with MTOW at least 255,000 pounds. This threshold helps controllers determine spacing behind that aircraft because heavier planes produce stronger wake turbulence and require larger gaps for following aircraft. So the heavy weight class starts at 255,000 pounds or more. Aircraft weighing less than that fall into other categories (for example, 41,000 to 255,000 pounds is Large), while the option of 300,000 pounds is still included in heavy but doesn't define the starting point.

8. What is the vehicle type code for a helicopter?

- A. Multi-Mission
- B. Unmanned Aircraft (Drone)
- C. Aircraft
- D. Vehicle Type: H**

Helicopters are rotorcraft, so they have a specific one-letter code used in vehicle classifications. The code H identifies a helicopter, and labeling it as "Vehicle Type: H" uniquely marks it as a rotorcraft in airfield records and procedures. The other options describe broader or different categories (multi-mission capability, unmanned drones, or a general aircraft) and don't provide the precise vehicle-type code for a helicopter.

9. A Class C telephone line allows which calls?

- A. On-base calls only**
- B. Local calls only
- C. All calls
- D. On-base and local calls

Class C lines are restricted to internal base communications. They are set up to connect phones within the installation and the base's own network, not to off-base or civilian lines. That's why you can use them for on-base extensions, but you cannot dial local off-base numbers or any external lines. The other options would imply access beyond the base, which isn't permitted with this class of line.

10. Which item is listed as a NAMO duty?

- A. Establishes performance standards, procedures, and work priorities**
- B. Develops Airfield Management training program**
- C. Develops Operating Instructions (OI) / Quick Reaction Checklist (QRC)**
- D. Maintains a lighting outage chart**

The idea being tested is how NAMO sets the rules and priorities that govern airfield management operations. Establishing performance standards, procedures, and work priorities creates the framework everyone follows. It defines how work is measured, what steps are expected, and what needs to be done first, which keeps operations safe, consistent, and efficient. Developing an Airfield Management training program, creating Operating Instructions and Quick Reaction Checklists, or maintaining a lighting outage chart are important tasks, but they are more about specific tools, documentation, or programs. They don't establish the overall direction and priority structure that NAMO duties center on.

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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://airfieldmgmtblock1.examzify.com>

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

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