AIRFIELD MANAGEMENT BLOCK 3 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

1. NOTAMs serve what primary purpose?

A. Communicate temporary changes to airfield operations, such as runway closures or displaced thresholds.

B. Publish daily weather reports.

C. Outline long-term capital plans.

D. Provide staff contact details.

2. SALS configuration details

A. High intensity approach lighting system configured as ALSF-1, 1,500 ft long and without sequenced flashing lights.

B. Medium intensity system with full sequenced flashing lights.

C. Low intensity system with no sequencing.

D. ALS F-2 configuration with 2,000 ft length and sequencing lights.

3. Obstruction lights have different color schemes for nighttime versus daytime. Which statement is correct?

A. Night: aviation blue; Day: aviation green.

B. Night: orange and white; Day: red.

C. Night: red or high intensity white; Day: orange and white paint unless waived by MAJCOM.

D. Night: white; Day: orange.

4. What does FOD stand for in airfield operations?

A. Foreign Object Debris

B. Field Operations Data

C. Flight Operations Dashboard

D. Fuel On Demand

5. You do not striate markings on runways intended to support operation in instrument categories II and III.

A. Instrument categories II and III

B. Instrument category I only

C. All instrument categories

D. Instrument categories I and II

6. Who approves WingTip clearance waivers?

A. MAJCOM/DO (Directors of Operations)

B. Air Force Operations Center

C. Base Civil Engineer

D. FAA

7. REILS consist of two synchronized flashing lights located where?

A. On the far end of the runway facing the threshold.

B. Along the runway centerline near the threshold.

C. One on each side of the runway in the vicinity of the threshold, facing the approach area.

D. On the taxiway near the runway.

8. Which statement best describes a branch?

A. It is the entire airfield network

B. It is a subset of the airfield network such as runways, taxiways, or aprons

C. It is a group of navigation aids

D. It is a type of pavement marking

9. Lighting waivers are approved by which entity?

A. MAJCOM/CE

B. Installation CC

C. AFFSA

D. MAJCOM/DO

10. Which material is typically used in flexible pavements?

A. Portland Cement Concrete.

B. Asphalt.

C. Wood.

D. Steel.

Answers

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

Explanations

1. NOTAMs serve what primary purpose?

A. Communicate temporary changes to airfield operations, such as runway closures or displaced thresholds.

B. Publish daily weather reports.

C. Outline long-term capital plans.

D. Provide staff contact details.

NOTAMs exist to inform pilots and operators about temporary changes that can affect airfield operations or flight safety. This includes things like runway closures, displaced thresholds, or temporary outages of navigational aids. Because these conditions are not permanent, NOTAMs provide timely notices rather than routine information. Weather updates are published as METARs and TAFs, not NOTAMs, and long-term capital plans or staff contact details are documented in separate planning or directory documents. So the primary purpose is to convey temporary changes to airfield operations.

2. SALS configuration details

A. High intensity approach lighting system configured as ALSF-1, 1,500 ft long and without sequenced flashing lights.

B. Medium intensity system with full sequenced flashing lights.

C. Low intensity system with no sequencing.

D. ALS F-2 configuration with 2,000 ft length and sequencing lights.

Approach lighting system configurations are defined by the level of intensity and whether lights sequence along the path. SALS is the Simplified Approach Lighting System used at smaller airports or for less demanding instrument approaches. Its hallmark is low intensity lighting and no sequencing along the approach path, which keeps both cost and maintenance simple while still providing basic alignment cues for pilots. That's why the correct option—low intensity with no sequencing—best fits SALS. The other options describe more complex systems (full ALS configurations) that feature higher intensity and lights that flash in sequence, or longer standard lengths, which are not characteristic of SALS.

3. Obstruction lights have different color schemes for nighttime versus daytime. Which statement is correct?

A. Night: aviation blue; Day: aviation green.

B. Night: orange and white; Day: red.

C. Night: red or high intensity white; Day: orange and white paint unless waived by MAJCOM.

D. Night: white; Day: orange.

Obstruction lighting is designed to maximize visibility in different lighting conditions. At night, the lights themselves are used to signal the obstacle, typically in red or with high intensity white. During the day, the lights are not relied upon as much because sunlight can wash them out, so the obstacle is marked with orange and white paint to ensure it stands out in daylight. Some cases may be waived or modified by MAJCOM, but the standard approach is night red or high intensity white, and day orange and white paint. This is why the correct statement aligns with those practices, whereas the other color combinations don't match how daytime and nighttime marking are normally done.

4. What does FOD stand for in airfield operations?

A. Foreign Object Debris

B. Field Operations Data

C. Flight Operations Dashboard

D. Fuel On Demand

FOD stands for Foreign Object Debris—the loose objects on an airfield that don't belong there and can harm aircraft or ground equipment. On runways, taxiways, and ramps, debris can be anything from small stones and rust flakes to lost tools, fasteners, or degraded rubber. If such objects get into an engine, onto a wing, or into a landing gear, they can cause serious damage or safety incidents. That's why airfield operations emphasize a FOD prevention program: regular debris sweeps, thorough inspections, strict tool control and storage practices, and prompt reporting and removal of anything stray. The other options refer to data systems or fueling concepts and aren't related to the safety hazard posed by debris on the airfield.

5. You do not striate markings on runways intended to support operation in instrument categories II and III.

A. Instrument categories II and III

B. Instrument category I only

C. All instrument categories

D. Instrument categories I and II

In instrument operations, runways that support categories II and III rely on clear, standardized cues to help pilots land in low visibility. Any extra or nonstandard markings could create confusion or misperception when visibility is poor, so markings are kept to the standard set that supports precision approaches. That's why the statement aligns with the practice: you do not add additional striate or nonstandard markings on runways intended for operation in instrument categories II and III. The emphasis is on maintaining unambiguous visual cues through the required markings and lighting, rather than introducing extra markings that could distract or mislead during a precision approach.

6. Who approves WingTip clearance waivers?

A. MAJCOM/DO (Directors of Operations)

B. Air Force Operations Center

C. Base Civil Engineer

D. FAA

Wingtip clearance waivers are approvals to deviate from standard flight clearance requirements when a mission justification and safety mitigations exist. In the Air Force, the authority to grant these waivers rests with the MAJCOM Director of Operations, who oversees flying operations policy and can approve deviations after proper risk management. The Air Force Operations Center coordinates and monitors operations but does not grant individual waivers. The Base Civil Engineer handles base infrastructure and facilities, not flight clearance decisions. The FAA regulates civilian aviation and does not authorize military wingtip clearance waivers.

7. REILS consist of two synchronized flashing lights located where?

A. On the far end of the runway facing the threshold.

B. Along the runway centerline near the threshold.

C. One on each side of the runway in the vicinity of the threshold, facing the approach area.

D. On the taxiway near the runway.

Runway End Identifier Lights are a pair of synchronized flashing lights placed on opposite sides of the runway threshold, aimed toward the approach area. This setup gives approaching pilots a clear, immediate cue to identify the end of the runway, even in challenging visibility or clutter. The lights sit on each side of the threshold so both sides of the approach path are visible, rather than being along the centerline, on the far end, or on a taxiway.

8. Which statement best describes a branch?

A. It is the entire airfield network

B. It is a subset of the airfield network such as runways, taxiways, or aprons

C. It is a group of navigation aids

D. It is a type of pavement marking

In airfield management, a branch is a distinct subset of the airfield network, such as runways, taxiways, or aprons. This grouping lets you manage and analyze parts of the airfield separately from the whole system. It's not the entire network, nor is it a collection of navigation aids or a pavement marking type. For example, you can treat the taxiway system as one branch to focus on its maintenance, lighting, and safety, while the runways form another branch.

9. Lighting waivers are approved by which entity?

A. MAJCOM/CE

B. Installation CC

C. AFFSA

D. MAJCOM/DO

When you need to deviate from airfield lighting standards, the authority to approve that deviation rests with the MAJCOM Civil Engineer. This person oversees engineering standards for airfields across the command and evaluates whether a waiver can preserve safety, ensure compatibility with flight operations, and still meet mission needs. The Installation Commander can initiate the request and coordinate with the CE, but does not grant the waiver themselves. AFFSA contributes aviation safety input and reviews the potential safety impact, while MAJCOM/DO handles operations-related concerns but does not carry the engineering-waiver authority. In short, lighting waivers are approved by the MAJCOM Civil Engineer.

10. Which material is typically used in flexible pavements?

A. Portland Cement Concrete.

B. Asphalt.

C. Wood.

D. Steel.

Flexible pavements rely on a surface layer of asphalt concrete that can deform under load and return to shape, distributing wheel stresses over a wider area. Asphalt acts as a viscoelastic binder with aggregate, giving the pavement the right amount of flexibility to handle traffic and temperature changes while also allowing for relatively easy and cost-effective maintenance, such as resurfacing. Portland cement concrete is used for rigid pavements, which are stiff and prone to different cracking and jointing issues, whereas wood and steel aren't practical choices for long-lasting pavement due to durability and performance under weather and loads. So, the material typically used in flexible pavements is asphalt.

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://airfieldmgmtblock3.examzify.com

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