

AIRWORTHINESS MANAGEMENT AND QUALITY SYSTEM (AMQS) CORE 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. DASF have a process of planning and running the aviation enterprise directly and indirectly. Which of the following is a potential effect?**
 - A. Product efficiency
 - B. Service quality
 - C. Safety
 - D. All of the above

- 2. What is a risk assessment matrix and how is it used in AMQS decisions?**
 - A. A grid mapping probability vs. severity to classify risk levels; used to determine priority, controls, and residual risk acceptance.
 - B. A ledger of maintenance costs used to budget.
 - C. A checklist for MEL items.
 - D. A matrix for scheduling crew shifts.

- 3. What is an Airworthiness Certificate and how long is it valid?**
 - A. It lasts indefinitely.
 - B. It is valid for 5 years only.
 - C. It confirms airworthiness; its validity depends on regulatory authority and ongoing airworthiness obligations, subject to compliance with ADs and inspections.
 - D. It is not related to ADs or inspections.

- 4. Performance monitoring measures relate to which of the following is NOT one of the three areas?**
 - A. Time
 - B. Cost
 - C. Safety
 - D. Quality

- 5. DASR 145 is the subgroup heading for regulations related to which area?**
 - A. Maintenance of aircraft and components
 - B. Pilot licensing
 - C. Aircraft insurance
 - D. Environmental compliance

- 6. What is LLP and how is it managed within AMQS?**
- A. Obsolescence management is only about software.
 - B. LLP stands for Life-Limited Parts; management includes tracking usage, expiry, replacement, and documentation of life limits and exemptions.
 - C. LLP stands for Limited License Parts; management focuses on licensing only.
 - D. LLP stands for Long-Life Parts; management is not required.
- 7. In AMQS, what is the purpose of using a risk assessment matrix to classify risk levels?**
- A. To determine priority, controls, and residual risk acceptance after mitigation.
 - B. To budget maintenance costs for the year.
 - C. To determine crew scheduling priorities.
 - D. To select which aircraft to retire.
- 8. CAPA stands for what, and what is its role in AMQS when addressing nonconformities?**
- A. Corrective and Preventive Action; to address root causes and prevent recurrence.
 - B. Compliant and Preventive Adjustment; to adjust schedules.
 - C. Certified Asset Processing Authority; to approve equipment.
 - D. Corrective Action and Predictive Analysis; to forecast failures.
- 9. Which organization regulates civilian aviation operations and maintenance?**
- A. CASA
 - B. DASA
 - C. ADF
 - D. DASF
- 10. DASRs can be found on which platform?**
- A. Defence Intranet
 - B. DASA Internet site
 - C. European Aviation Safety Agency site
 - D. UK MOD Portal

Answers

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

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Explanations

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1. DASF have a process of planning and running the aviation enterprise directly and indirectly. Which of the following is a potential effect?

- A. Product efficiency
- B. Service quality
- C. Safety
- D. All of the above**

When you plan and run an aviation enterprise, the effects touch multiple performance areas, not just one. Well-directed planning aligns design, production, maintenance, operations, and safety activities, creating benefits across the board. Product efficiency improves as processes are streamlined, waste is reduced, and resources are used more effectively. Service quality rises because reliable planning supports on-time performance, consistent service delivery, and better customer-facing processes. Safety increases through proactive risk management, standardized procedures, thorough training, and a strong safety culture embedded in daily operations. Since enterprise planning and operation influence efficiency, service quality, and safety together, the best choice is all of the above.

2. What is a risk assessment matrix and how is it used in AMQS decisions?

- A. A grid mapping probability vs. severity to classify risk levels; used to determine priority, controls, and residual risk acceptance.**
- B. A ledger of maintenance costs used to budget.
- C. A checklist for MEL items.
- D. A matrix for scheduling crew shifts.

A risk assessment matrix is a tool that visually combines how likely a hazard is with how severe its consequences could be, producing a risk level. In AMQS decisions, that risk level guides what actions to take: which issues need priority, what kinds of controls or mitigations are required, and whether the remaining risk after controls is acceptable. In practice, you identify the hazard or issue, rate its probability and its severity using defined scales, and plot the result in the matrix to get a risk rating (for example, low, medium, high, or extreme). That rating helps teams decide on actions: low risks may be monitored or accepted, medium risks typically require mitigations, and high or extreme risks call for immediate corrective action and robust controls. After implementing controls, you reassess to determine residual risk and whether it fits acceptance criteria per policy and regulatory requirements. This keeps AMQS decisions consistent and defensible, especially for safety-critical items like airworthiness concerns, maintenance program changes, reliability issues, or nonconformities. This isn't a budgeting tool, a MEL checklist, or a crew-scheduling matrix, which is why those other options don't fit.

3. What is an Airworthiness Certificate and how long is it valid?

- A. It lasts indefinitely.
- B. It is valid for 5 years only.
- C. It confirms airworthiness; its validity depends on regulatory authority and ongoing airworthiness obligations, subject to compliance with ADs and inspections.**
- D. It is not related to ADs or inspections.

An Airworthiness Certificate is a formal acknowledgment by the aviation authority that an aircraft conforms to its approved design and is in a condition for safe operation. Its validity isn't a fixed expiration date; it depends on ongoing airworthiness requirements set by the regulatory authority and the operator's continued compliance with those obligations. This includes mandatory adherence to Airworthiness Directives and required inspections and maintenance. If ADs aren't complied with or inspections aren't performed as required, the aircraft can be deemed not airworthy and the certificate can be suspended or revoked. Significant changes or repairs may also necessitate recertification. So the certificate confirms airworthiness, and its continued validity rests on ongoing compliance rather than a static term.

4. Performance monitoring measures relate to which of the following is NOT one of the three areas?

- A. Time
- B. Cost
- C. Safety
- D. Quality**

Performance monitoring measures are centered on how long things take, how much they cost, and how safety is maintained. These three areas provide practical indicators of whether operations stay on schedule, within budget, and compliant with safety requirements. Quality, while essential, is typically tracked with its own set of quality metrics rather than as part of the primary performance monitoring trio. Therefore, quality is the one that does not belong among the three areas.

5. DASR 145 is the subgroup heading for regulations related to which area?

- A. Maintenance of aircraft and components**
- B. Pilot licensing
- C. Aircraft insurance
- D. Environmental compliance

DASR 145 is the regulatory heading that governs maintenance of aircraft and components. It focuses on the organizations and activities involved in keeping aircraft airworthy, including how maintenance work is planned, performed, certified, and supervised. This covers requirements for approved maintenance organizations, personnel qualifications, facilities and tooling, maintenance data and procedures, record-keeping, and the quality assurance processes that ensure continued airworthiness. Other topics like pilot licensing, aircraft insurance, or environmental compliance fall under different regulatory areas or sections, not under the maintenance heading. For example, pilot licensing is about who may fly the aircraft, while environmental rules and insurance are addressed by other parts of aviation regulation.

6. What is LLP and how is it managed within AMQS?

- A. Obsolescence management is only about software.
- B. LLP stands for Life-Limited Parts; management includes tracking usage, expiry, replacement, and documentation of life limits and exemptions.**
- C. LLP stands for Limited License Parts; management focuses on licensing only.
- D. LLP stands for Long-Life Parts; management is not required.

LLP means Life-Limited Parts. In AMQS, managing LLP involves tracking how much life each part has used (cycles, hours, or calendar time), monitoring expiry or life limit dates, planning and recording replacements before limits are reached, and documenting any exemptions or authorized life extensions. This focused stewardship is essential to maintain airworthiness and regulatory compliance, ensuring maintenance is performed on schedule and that there is a clear record for audits. The other options mix up what LLP stands for or what the management scope covers—obsolescence management isn't the definition, and LLP isn't Limited License Parts or Long-Life Parts.

7. In AMQS, what is the purpose of using a risk assessment matrix to classify risk levels?

- A. To determine priority, controls, and residual risk acceptance after mitigation.**
- B. To budget maintenance costs for the year.
- C. To determine crew scheduling priorities.
- D. To select which aircraft to retire.

In AMQS, a risk assessment matrix helps you translate uncertainty into action by rating risk based on how likely something is to occur and how severe the consequence would be. This lets you set priorities for addressing risks, decide which controls to implement, and then judge the remaining risk after those controls are in place. The key point is that the matrix guides where to focus mitigation efforts and how much effort to accept. After applying controls, you re-evaluate to determine if the residual risk is acceptable or if more action is needed. That's why the best answer describes determining priority, implementing controls, and accepting residual risk after mitigation. This isn't about budgeting maintenance costs, crew scheduling, or deciding which aircraft to retire—the risk matrix evaluates safety and reliability risk to guide mitigation and risk acceptance, not financial planning, operational scheduling, or asset retirement decisions.

8. CAPA stands for what, and what is its role in AMQS when addressing nonconformities?

- A. Corrective and Preventive Action; to address root causes and prevent recurrence.**
- B. Compliant and Preventive Adjustment; to adjust schedules.
- C. Certified Asset Processing Authority; to approve equipment.
- D. Corrective Action and Predictive Analysis; to forecast failures.

In AMQS, CAPA is the mechanism for systematically handling problems by both fixing what went wrong and preventing it from happening again. CAPA stands for Corrective and Preventive Action, and when a nonconformity is found, the process involves containing the issue, performing root cause analysis, and defining actions to correct it while also eliminating the root causes to prevent recurrence. Actions might include updating procedures, retraining personnel, modifying processes, or changing equipment maintenance practices, with follow-up to verify that the fixes are effective. This approach ensures improvements are data-driven and verifiable, tying directly into maintaining airworthiness and regulatory compliance. The other options don't reflect the standard meaning or role of CAPA in AMQS.

9. Which organization regulates civilian aviation operations and maintenance?

- A. CASA**
- B. DASA
- C. ADF
- D. DASF

The key idea is that civilian aviation operations and maintenance are overseen by the national civil aviation safety authority, which sets safety standards and enforces them for non-military aviation. In this context, the Civil Aviation Safety Authority is the regulator for civilian aviation in Australia. It establishes rules for flight operations and maintenance, certifies maintenance organizations and personnel, issues and manages airworthiness certificates, approves maintenance programs, and conducts audits and inspections to ensure ongoing compliance. It also enforces regulations and investigates safety issues to protect public air travel. The other options do not serve as the civilian aviation regulator: one is tied to the military, and the remaining are not recognized as the civilian regulator in this scope. Therefore, the correct regulator for civilian aviation operations and maintenance is the Civil Aviation Safety Authority.

10. DASRs can be found on which platform?

- A. Defence Intranet**
- B. DASA Internet site
- C. European Aviation Safety Agency site
- D. UK MOD Portal

These documents are internal regulatory materials used within the defence aviation safety framework, so they're stored on the Defence Intranet to keep access restricted to authorized personnel. The Defence Intranet is the secure, internal network for MOD matters, which fits the need for controlled distribution of safety regulations like the DASRs. The other options are public or different audiences: a DASA Internet site would be publicly accessible and not the official internal repository; the European Aviation Safety Agency site hosts EU-wide regulations and guidance, not UK defence-specific DASRs; and the UK MOD Portal might host various resources but the DASRs themselves are housed on the Defence Intranet for restricted access.

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://amqscore.examzify.com>

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

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