

Aviation Captains Career Course (AVCCC) Practice Exam (Sample)

Study Guide



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Questions

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- 1. Which maintenance action is usually categorized as unscheduled maintenance?**
 - A. Routine inspections**
 - B. Pre-flight checks**
 - C. Responding to unexpected aircraft faults**
 - D. Engine replacements**
- 2. What is the primary responsibility of the Airframe Repair Platoon?**
 - A. Crew chief duties**
 - B. Field level scheduled and unscheduled maintenance support**
 - C. Depot level maintenance**
 - D. Specialized maintenance**
- 3. Which of the following is NOT a chapter in AR 600-20?**
 - A. Command Policies**
 - B. Inventory Management**
 - C. Military Discipline and Conduct**
 - D. Military Equal Opportunity Program**
- 4. At what point can the ATP commander excuse an aviator scheduled for separation from all ATP requirements?**
 - A. 12 months from separation**
 - B. 6 months from separation**
 - C. 3 months from separation**
 - D. 1 month from separation**
- 5. Which type of responsibility comes from being assigned roles like supply sergeant or warehouse person?**
 - A. Direct Responsibility**
 - B. Command Responsibility**
 - C. Custodial Responsibility**
 - D. Supervisory Responsibility**

- 6. What is the primary focus of the 6000 series tasks?**
- A. Standardized training management**
 - B. Aircraft maintenance protocols**
 - C. Assessment of aviation-related tasks**
 - D. Logistical support during operations**
- 7. What does "O" in OAKOC refer to?**
- A. Operations**
 - B. Obstacles**
 - C. Observations**
 - D. Objectives**
- 8. Which type of responsibility cannot be contingent upon signed receipts?**
- A. Custodial Responsibility**
 - B. Supervisory Responsibility**
 - C. Command Responsibility**
 - D. Direct Responsibility**
- 9. Which classification represents property damage falling between \$600,000 and \$2,499,000?**
- A. Class A**
 - B. Class B**
 - C. Class C**
 - D. Class D**
- 10. What is the primary purpose of BDAR in aviation?**
- A. Meet operational objectives in austere environments overseas**
 - B. Consolidate support functions for increased performance**
 - C. Return damaged aircraft to battle as soon as possible**
 - D. Provide scheduled and unscheduled maintenance support**

Answers

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

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Explanations

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1. Which maintenance action is usually categorized as unscheduled maintenance?

- A. Routine inspections**
- B. Pre-flight checks**
- C. Responding to unexpected aircraft faults**
- D. Engine replacements**

Unscheduled maintenance is defined as maintenance that occurs outside of the planned or routine schedule and is typically in response to unexpected issues that arise during the operation of an aircraft. This type of maintenance is crucial for ensuring safety and maintaining the airworthiness of the aircraft. Responding to unexpected aircraft faults perfectly fits this definition, as it involves addressing unforeseen circumstances that can affect the aircraft's performance or safety. For instance, if a pilot notices a warning light during flight or upon landing, maintenance personnel will need to investigate and resolve this issue immediately rather than wait for the next scheduled maintenance period. This urgency and requirement for immediate attention characterizes unscheduled maintenance. Routine inspections, pre-flight checks, and engine replacements, while important, are generally planned and scheduled actions. Routine inspections and pre-flight checks are conducted according to a fixed schedule to ensure the aircraft is safe for flight. Engine replacements, although they may sometimes be unexpected, are typically planned as part of scheduled maintenance activities based on usage or time intervals. They do not usually fall under the category of unscheduled maintenance unless there is a sudden failure.

2. What is the primary responsibility of the Airframe Repair Platoon?

- A. Crew chief duties**
- B. Field level scheduled and unscheduled maintenance support**
- C. Depot level maintenance**
- D. Specialized maintenance**

The primary responsibility of the Airframe Repair Platoon is field level scheduled and unscheduled maintenance support. This involves conducting routine maintenance, inspections, and repairs on airframe structures to ensure aircraft safety and functionality. The Airframe Repair Platoon operates at the field level, addressing immediate and ongoing maintenance needs that arise during aircraft operations, rather than handling more extensive repairs or modifications that would require depot level maintenance. Field level maintenance is crucial because it keeps aircraft operationally ready, minimizing downtime and ensuring availability for missions. By focusing on both scheduled maintenance (regularly planned checks and repair tasks) and unscheduled maintenance (repairs needed due to unexpected issues), the Airframe Repair Platoon plays a vital role in sustaining the overall operational capability of the aviation unit. In contrast, crew chief duties pertain more to the supervision and management of aircraft maintenance rather than the technical repair tasks. Depot level maintenance refers to extensive, often more complex repairs that are typically conducted at specialized facilities rather than in the field, and specialized maintenance concerns specific systems or components rather than the broad scope managed by the Airframe Repair Platoon.

3. Which of the following is NOT a chapter in AR 600-20?

- A. Command Policies**
- B. Inventory Management**
- C. Military Discipline and Conduct**
- D. Military Equal Opportunity Program**

The correct answer is based on the content outline of AR 600-20, which covers key aspects of command policies, military discipline and conduct, and the military equal opportunity program. Each of these chapters addresses important elements of military governance and organizational culture. "Inventory Management" does not fall under the scope of AR 600-20, which is primarily concerned with command structure, leadership dynamics, and the policies governing military personnel and their behavior. This regulation does not encompass logistical functions or specific resource management, which would typically be covered in regulations focused on supply chain management or logistics, rather than command policies. Therefore, the option related to inventory management is not a chapter included in AR 600-20.

4. At what point can the ATP commander excuse an aviator scheduled for separation from all ATP requirements?

- A. 12 months from separation**
- B. 6 months from separation**
- C. 3 months from separation**
- D. 1 month from separation**

The ATP commander can excuse an aviator from all ATP requirements 6 months prior to their scheduled separation. This timeframe allows for an adequate transition period where the aviator can prepare for their departure from active duty while ensuring that the needs of the unit are still met. It reflects a balance between the operational requirements of the unit and the personal considerations of the aviator's impending separation. The six-month window is significant as it encompasses sufficient time for the aviator to focus on their transition without being burdened by ongoing training or operational responsibilities linked to the ATP requirements, which can often be demanding and affect an individual's ability to concentrate fully on their future outside the military. This duration supports both the aviator's readiness for next steps in their career and provides the unit with enough time to adjust to the aviator's future absence.

5. Which type of responsibility comes from being assigned roles like supply sergeant or warehouse person?

- A. Direct Responsibility**
- B. Command Responsibility**
- C. Custodial Responsibility**
- D. Supervisory Responsibility**

Custodial responsibility refers to the obligation of individuals to safeguard and manage property or assets entrusted to their care. In the context of assigned roles such as supply sergeant or warehouse person, custodial responsibility indicates that these individuals are responsible for maintaining the integrity and security of supplies, inventories, and other items within their assigned areas. This responsibility requires them to ensure that the property is accounted for, protected from damage or theft, and properly handled according to established protocols. In these roles, individuals often oversee inventory counts, track usage, and manage the dispatch of supplies, making them vital to the logistics and support functions within military and aviation operations. The essence of custodial responsibility lies in the direct management and protection of items, which is distinct from other forms of responsibility that may encompass broader command or supervisory duties.

6. What is the primary focus of the 6000 series tasks?

- A. Standardized training management**
- B. Aircraft maintenance protocols**
- C. Assessment of aviation-related tasks**
- D. Logistical support during operations**

The 6000 series tasks primarily encompass the assessment of aviation-related tasks, which is crucial for ensuring that personnel are capable of performing their duties effectively and safely within the aviation environment. This series focuses on evaluating the proficiency and operational readiness of crew members and units, thereby ensuring that they meet the necessary standards to conduct aviation operations successfully. Assessment tasks are essential in identifying strengths and weaknesses in skills and knowledge, which subsequently allows for targeted training and improvements. This focus is integral to maintaining a high level of operational effectiveness and safety in aviation operations. In contrast, other options such as standardized training management, aircraft maintenance protocols, and logistical support are important but serve different aspects of aviation operations. Standardized training management pertains to the organization and implementation of training programs but does not directly evaluate tasks. Aircraft maintenance protocols focus on the procedures needed to maintain aircraft airworthiness rather than assessing the performance of aviation-related tasks. Logistical support involves the supply and operational assistance but is separate from the evaluation of personnel capabilities in the field.

7. What does "O" in OAKOC refer to?

- A. Operations**
- B. Obstacles**
- C. Observations**
- D. Objectives**

In the context of military planning and intelligence, "O" in OAKOC actually stands for "Obstacles." This term is crucial as it refers to any physical barriers that may impede movement or operations during military action. Understanding obstacles allows planners and commanders to strategize effectively, ensuring safe and efficient troop movements while also considering how such barriers can be exploited or mitigated in combat situations. The other terms have specific meanings that are important in military contexts but do not correspond to the letter "O" in the OAKOC acronym. Operations would pertain more generally to the conduct of military action, while objectives refer to the specific goals to be achieved. Observations, while vital for situational awareness, do not represent what the "O" denotes in this acronym. Therefore, recognizing that "Obstacles" is the correct interpretation emphasizes the importance of environmental considerations in operational planning.

8. Which type of responsibility cannot be contingent upon signed receipts?

- A. Custodial Responsibility**
- B. Supervisory Responsibility**
- C. Command Responsibility**
- D. Direct Responsibility**

Supervisory responsibility is inherently distinct from other types of responsibility because it focuses on overseeing the actions and behaviors of personnel rather than directly managing the custody of resources or equipment. While signed receipts might be used to indicate the transfer of physical items or assets, supervisory responsibility involves a broader scope of leadership and accountability related to the performance and conduct of team members. Supervisors are expected to ensure that their subordinates are properly trained, equipped, and conduct their operations following established protocols and standards. This responsibility cannot simply be recorded through signatures but instead relies on the continuous oversight and guidance of the supervisor. In contrast, custodial, command, and direct responsibilities can be tied to specific items or roles that may involve tangible recognition through signed receipts, as these responsibilities often deal with accountability for physical assets or direct actions taken within a defined scope.

9. Which classification represents property damage falling between \$600,000 and \$2,499,000?

- A. Class A
- B. Class B**
- C. Class C
- D. Class D

The classification that represents property damage falling between \$600,000 and \$2,499,000 is indeed classified as Class B. In aviation and many regulatory frameworks, damages or liabilities are categorized according to monetary thresholds to facilitate clear understanding and management of risk. Class B is typically designated for incidents that result in significant property damage, but not reaching the higher thresholds associated with Class A. Understanding these classifications is crucial for compliance with safety regulations, insurance obligations, and risk management strategies. Class B indicates a serious level of damage that requires thorough investigation and documentation, while also influencing the legal and financial implications stemming from such incidents. This classification helps ensure that appropriate responses are in place and that responsible parties are identified for accountability in the event of a loss.

10. What is the primary purpose of BDAR in aviation?

- A. Meet operational objectives in austere environments overseas
- B. Consolidate support functions for increased performance
- C. Return damaged aircraft to battle as soon as possible**
- D. Provide scheduled and unscheduled maintenance support

The primary purpose of Battlefield Damage Assessment and Repair (BDAR) in aviation is to return damaged aircraft to operational status as quickly as possible. This approach is crucial in military operations, where maintaining air superiority and operational capability is essential. BDAR includes a set of emergency repair techniques and quick assessments designed to allow aircraft that have sustained battle damage to be repaired in the field, thereby minimizing downtime. Utilizing BDAR can significantly enhance mission success and effectiveness by ensuring that aircraft can be promptly returned to service, which is vital in high-demand combat scenarios. This swift return to operational capability is key to sustaining combat operations and maintaining an adequate aerial presence in contested environments. Other choices relate to operational functions, maintenance support, or broader objectives, but the essence of BDAR lies in its focused goal of rapid recovery of aircraft following damage, reinforcing its critical role in military aviation operations.