

AVIATION RESOURCE MANAGEMENT BLOCK I PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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THE FULL VERSION STUDY GUIDE**

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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 does HARM stand for?

- A. Host Aviation Resource Management
- B. Hazard Analysis Resource Management
- C. Harbor Aviation Resource Management
- D. High Altitude Resource Management

2. Which function area is responsible for creating Aviation Training Management Folder (ATMF)?

- A. Aircrew Training
- B. SARM/TARM
- C. HARM
- D. Stan/Eval

3. Which of the following is NOT a Currents Ops function?

- A. Develop flying and training sorties
- B. Request diplomatic clearances
- C. Monitors aircrew evaluations
- D. Manages flying hour program

4. What does SARM stand for?

- A. Systemic Air Resource Management
- B. Solar Air Resource Management
- C. Squadron Aviation Resource Management
- D. Strategic Aviation Resource Management

5. Name the different leadership positions within the 1C0X2 career field?

- A. Career Field Manager (CFM) and MAJCOM Functional Manager (MFM)
- B. Functional Manager (FM) and Chief, Host Aviation Resource Management (HARM)
- C. Career Field Manager (CFM), MAJCOM Functional Manager (MFM), Functional Manager (FM)
- D. Career Field Manager (CFM), MAJCOM Functional Manager (MFM), Functional Manager (FM), and Chief, Host Aviation Resource Management (HARM)

6. Which acronym is used for the Tactical Air Control Party within Special Warfare Airmen?

- A. PJ
- B. CRO
- C. TAC-P
- D. SAO

7. Which FAC code pair represents primary job to fly NOT associated with training?

- A. FAC 3 and C - primary job is NOT associated with training but are in a supervisory role
- B. FAC 1 and A - primary job is to fly NOT associated with training
- C. FAC 7 and G - Inactive, does not fly
- D. FAC 2 and B - primary job is to fly ASSOCIATED with training/instructors

8. Define OPSEC.

- A. The process to deny the enemy critical information about us.
- B. A system for securing aircraft keys.
- C. A medical clearance procedure.
- D. A training module for security.

9. Which API code corresponds to 'cats'?

- A. G
- B. C
- C. A
- D. D

10. Which description matches API 3?

- A. Navigator/CSO/Observer
- B. Staff or supervisory position at wing level and below not required to fly
- C. Pilot that flies
- D. Alive

Answers

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

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Explanations

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1. What does HARM stand for?

- A. Host Aviation Resource Management
- B. Hazard Analysis Resource Management
- C. Harbor Aviation Resource Management
- D. High Altitude Resource Management

HARM stands for Host Aviation Resource Management. The "host" is the base or unit that is hosting the operation, and this concept focuses on how that host and the flight crew manage resources—people, information, and equipment—to keep operations safe and efficient. It emphasizes clear communication, appropriate workload distribution, and a shared understanding of the plan, especially during transitions, briefings, debriefings, and cross-unit coordination. The other phrases aren't used in aviation resource management and don't capture the same emphasis on coordinating between host and crew.

2. Which function area is responsible for creating Aviation Training Management Folder (ATMF)?

- A. Aircrew Training
- B. SARM/TARM
- C. HARM
- D. Stan/Eval

ATMF creation falls under Training Administration Resource Management. This area handles the administration side of training—organizing, tracking, and documenting training events, requirements, qualifications, currency, and evaluations. The ATMF serves as the central repository for these training records, so the function area that manages training administration and resource coordination is responsible for creating it. Other areas focus on evaluating standards (Stan/Eval) or addressing hazard/risk management (HARM) or broader training content (Aircrew Training), but none are primarily responsible for the administrative folder itself.

3. Which of the following is NOT a Currents Ops function?

- A. Develop flying and training sorties
- B. Request diplomatic clearances
- C. Monitors aircrew evaluations
- D. Manages flying hour program

Currents Ops focuses on the execution and coordination of current flight operations—planning and developing flying and training sorties, obtaining the necessary diplomatic clearances, and tracking and managing the flying hour program to meet mission requirements. Monitoring aircrew evaluations, however, is about assessing proficiency and training status, which falls under training and evaluation rather than day-to-day operations planning and coordination. So, the item describing aircrew evaluations is not a Currents Ops function.

4. What does SARM stand for?

- A. Systemic Air Resource Management
- B. Solar Air Resource Management
- C. Squadron Aviation Resource Management**
- D. Strategic Aviation Resource Management

SARM stands for Squadron Aviation Resource Management. This refers to a unit-level program within a squadron that applies resource management principles to aviation operations—optimizing how people, aircraft, equipment, and time are used to plan and execute flights safely and efficiently. It aligns with Crew Resource Management concepts but focuses specifically on the squadron as the operating unit, addressing workload balance, decision making, and effective communication in day-to-day operations. The other options mix in terms like Systemic or Strategic or introduce unrelated ideas like Solar, which do not represent the recognized unit-level program name.

5. Name the different leadership positions within the 1C0X2 career field?

- A. Career Field Manager (CFM) and MAJCOM Functional Manager (MFM)
- B. Functional Manager (FM) and Chief, Host Aviation Resource Management (HARM)
- C. Career Field Manager (CFM), MAJCOM Functional Manager (MFM), Functional Manager (FM)
- D. Career Field Manager (CFM), MAJCOM Functional Manager (MFM), Functional Manager (FM), and Chief, Host Aviation Resource Management (HARM)**

In this field, leadership is distributed across four levels to cover policy, command-specific needs, installation operations, and host-unit coordination. The Career Field Manager provides the overall direction for the 1C0X2 career field across the entire Air Force, setting policy, standards, and resource priorities. The MAJCOM Functional Manager handles functional management within a Major Command, ensuring MAJCOM programs align with Air Force-wide guidance and that bases within the command are consistent. The Functional Manager operates at the base level, supervising the ARMS team, guiding day-to-day operations, training, and career development for personnel at the installation. The Chief, Host Aviation Resource Management leads the Host HARM program at host installations, coordinating support for tenant units and ensuring resource management processes meet host requirements. This combination covers the full spectrum of leadership needs, so including all four roles best reflects the structure.

6. Which acronym is used for the Tactical Air Control Party within Special Warfare Airmen?

- A. PJ
- B. CRO
- C. TAC-P**
- D. SAO

In Special Warfare Airmen, the element that coordinates air power in support of ground operations is the Tactical Air Control Party, abbreviated TAC-P with the P standing for Party. This team is responsible for directing close air support, coordinating with ground forces, and ensuring air assets are used safely and effectively for the mission. The other options refer to different specialties: PJs are pararescuemen focused on personnel recovery and medical aid, CROs are Combat Rescue Officers who plan and command rescue missions, and SAO isn't the designation used for this role. Therefore TAC-P is the correct acronym for the Tactical Air Control Party.

7. Which FAC code pair represents primary job to fly NOT associated with training?

- A. FAC 3 and C - primary job is NOT associated with training but are in a supervisory role
- B. FAC 1 and A - primary job is to fly NOT associated with training**
- C. FAC 7 and G - Inactive, does not fly
- D. FAC 2 and B - primary job is to fly ASSOCIATED with training/instructors

FAC codes identify a member's primary duty and whether that duty is tied to training. The question asks for the pairing whose main job is flying and is not connected to training. The correct pairing fits both conditions: the primary job is to fly, and it is NOT associated with training. In this set, the code pair FAC 1 and A describes a flying role with no training association, so it best matches the requirement. The other options describe roles that aren't primarily flying (supervisory or inactive) or describe flying that is tied to training/instruction, which doesn't meet both criteria.

8. Define OPSEC.

- A. The process to deny the enemy critical information about us.**
- B. A system for securing aircraft keys.
- C. A medical clearance procedure.
- D. A training module for security.

OPSEC is a systematic process used to deny the enemy critical information about us. It starts by identifying what information, if exposed, could compromise operations—things like mission timing, locations, routes, aircraft capabilities, and maintenance status. Then it looks at how adversaries could obtain that information through our actions, communications, or public disclosures, and it identifies vulnerabilities that could reveal those indicators. Countermeasures are applied to remove or obscure those indicators, shrink our information footprint, and prevent unintended data leakage. In aviation, this means safeguarding details about planned missions, flight paths, aircraft status, maintenance, and even what is shared or implied in informal communications or on social media. The goal is to make it harder for someone hostile to piece together our intent or capability from our behavior. This isn't about securing keys, medical clearance, or a standalone security training module, though those areas may support overall security; OPSEC is the protective process focused on preventing adversaries from gaining critical information through our actions.

9. Which API code corresponds to 'cats'?

- A. G
- B. C**
- C. A
- D. D

Codes are determined by a fixed lookup table, so you don't derive the code from the word's meaning or spelling. To find the code for cats, you locate that term in the provided API code chart and read off the code assigned to it. The option that matches the chart's entry for cats is the right one because it follows the exact mapping the system uses. The other codes don't align with the table for cats and therefore aren't correct. In practice, memorize or practice reading the mapping table so you can apply it quickly whenever the chart is given.

10. Which description matches API 3?

- A. Navigator/CSO/Observer
- B. Staff or supervisory position at wing level and below not required to fly**
- C. Pilot that flies
- D. Alive

The concept being tested is how API classifications distinguish roles by whether they require flight duties. API 3 describes personnel who hold staff or supervisory positions at the wing level and below and are not required to fly. This fits non-flying administrative or supervisory duties, such as safety oversight, resource management, or staff coordination, rather than actual flight operations. In contrast, descriptions like navigator/CSO/observer or pilot that flies refer to aircrew positions that participate in flight, which API 3 does not designate. "Alive" isn't a meaningful description of a job role in this context.

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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://aviationresourcemgmtblock1.examzify.com>

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

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