Camp Butler OIC/RSO Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Questions

1. When must all requests for Special Use Airspace be submitted, validated, and approved?

A. 5 business days

B. 10 business days

C. 15 business days

D. 20 business days

2. Which of the following scenarios requires the use of R-177 airspace?

A. Standard flight training

B. General passenger flights

C. Small Unmanned Aerial Systems above 1,000'

D. Emergency landings

3. In the case of an emergency involving sUAS, what information must be provided to Range Control?

A. Operator's details and training records

B. sUAS type, last known location, and operational instructions

C. Weather conditions and flight route

D. All personnel involved in the emergency

4. What Typhoon Condition indicates that destructive winds of 50 knots or greater are possible within 24 hours?

A. TCCOR-I

B. TCCOR-II

C. TCCOR-III

D. TCCOR-IV

5. How often must units conduct radio checks with Range Control during a hot status?

A. 15 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

6. Special Use Airspace requests must be submitted a maximum of how many business days prior to TD-1?

A. 5 business days

B. 7 business days

C. 10 business days

D. 15 business days

7. What is one type of vehicle that is prohibited in RTAs?

A. Military vehicles

B. Non-registered personal vehicles

C. Government contractor vehicles

D. Government leased vehicles

8. What does the first action in response to a life-threatening injury ensure?

A. Immediate medical assistance

B. Notification of the appropriate authorities

C. Secure the area for safety

D. Inform the victim's family

9. True or False: Privately owned vehicles are allowed for use as safety vehicles.

A. True

B. False

C. Only under supervision

D. Only for specific training

10. At what time is a unit required to notify Range Control upon discovery of a missing individual?

A. Within 1 hour

B. Whenever convenient

C. Immediately

D. By the end of the day

Answers

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

Explanations

1. When must all requests for Special Use Airspace be submitted, validated, and approved?

A. 5 business days

B. 10 business days

C. 15 business days

D. 20 business days

The requirement to submit, validate, and approve all requests for Special Use Airspace a minimum of 10 business days in advance is set to ensure thorough review and coordination among all relevant stakeholders, including air traffic control and the military or other user entities involved. This timeframe allows for adequate assessment of the proposed airspace usage, consideration of potential conflicts with other airspace users, and the opportunity to make necessary adjustments to ensure safety and efficiency in air operations. In aviation, timely and early communication is critical, particularly when it comes to changes that could impact air traffic. By standardizing a 10 business day notice, the process helps in maintaining a clear and organized framework for managing airspace efficiently. This timeframe balances the need for timely requests while ensuring sufficient operational oversight.

2. Which of the following scenarios requires the use of R-177 airspace?

A. Standard flight training

B. General passenger flights

C. Small Unmanned Aerial Systems above 1,000'

D. Emergency landings

The scenario that requires the use of R-177 airspace is one involving small Unmanned Aerial Systems (sUAS) operating above 1,000 feet. R-177 is designated as restricted airspace, which is typically set aside for military operations or other activities that may pose a hazard to flight. In the case of sUAS flying above 1,000 feet, the operation would fall under specific regulations that govern their use in areas where there may be active military operations or other restrictions that necessitate the use of restricted airspace. This ensures that these operations can occur safely and without interference from other aircraft. Other scenarios, such as standard flight training, general passenger flights, and emergency landings, usually do not require restricted airspace. Standard flight training and general passenger flights are often conducted in controlled airspace where regulations allow for these activities without the need for military oversight or restrictions. Emergency landings are typically executed based on the closest available safe landing area, which may not necessarily be in restricted airspace.

3. In the case of an emergency involving sUAS, what information must be provided to Range Control?

A. Operator's details and training records

B. sUAS type, last known location, and operational instructions

C. Weather conditions and flight route

D. All personnel involved in the emergency

In the context of an emergency involving small Unmanned Aircraft Systems (sUAS), it is crucial to communicate specific information that can help Range Control assess the situation and respond appropriately. The correct answer focuses on the critical details that need to be conveyed during an emergency. Providing the type of sUAS, its last known location, and any operational instructions is essential for Range Control to understand the nature of the situation. Knowing the type of sUAS helps in identifying its capabilities, limitations, and potential hazards. The last known location is crucial for determining where the emergency is occurring and for coordinating any necessary response actions or search efforts. Lastly, operational instructions may provide insights into the intended use of the sUAS and any critical information on how it should be handled, such as its flight path or designated no-fly zones. While other options may seem relevant, they do not encapsulate the immediate and specific operational details that are vital during an emergency involving sUAS. The role of Range Control is to ensure safety and manage responses effectively, which hinges on having accurate and pertinent information about the sUAS in question.

4. What Typhoon Condition indicates that destructive winds of 50 knots or greater are possible within 24 hours?

A. TCCOR-I

B. TCCOR-II

C. TCCOR-III

D. TCCOR-IV

The identification of Typhoon Condition TCCOR-II is crucial for ensuring safety in the event of a typhoon. This specific condition is declared when destructive winds of 50 knots or greater are anticipated within the next 24 hours. It serves as a critical warning for individuals and communities in the potential path of the storm, prompting them to complete preparations and secure their safety measures before the winds arrive. Understanding TCCOR levels is important because they help to coordinate responses and ensure timely actions are taken. TCCOR-II specifically indicates that it is time to take the necessary precautions and secure loose objects, as well as to finalize safety plans. This level alerts everyone that the threat is imminent, and it's crucial to be alert and prepared. The other conditions do not reflect the same immediacy or severity. For example, TCCOR-I is declared when destructive winds have already started, indicating that the storm is upon you. TCCOR-III indicates that destructive winds are possible but are expected later, while TCCOR-IV is an early advisory with no immediate threat imminent. Thus, TCCOR-II serves as a vital warning to initiate protective actions in anticipation of the approaching typhoon conditions.

5. How often must units conduct radio checks with Range Control during a hot status?

A. 15 minutes

B. 30 minutes

C. 45 minutes

D. 60 minutes

Units must conduct radio checks with Range Control every 30 minutes during a hot status to ensure continuous communication and coordination on the range. This frequency is critical for maintaining safety and situational awareness during live operations. The 30-minute interval strikes a balance between efficiency and the need for regular communication to address any changes, issues, or emergencies that may arise during training exercises. This protocol helps keep Range Control informed of unit activities and ensures that support can be provided when necessary. Regular communication is vital in a hot status to ensure that all personnel are on the same page and that safety measures are being adhered to effectively.

6. Special Use Airspace requests must be submitted a maximum of how many business days prior to TD-1?

A. 5 business days

B. 7 business days

C. 10 business days

D. 15 business days

The submission of Special Use Airspace requests must be made at least 10 business days prior to the planned operation, or TD-1 (Training Day 1). This time frame is established to ensure that the request can be thoroughly reviewed and coordinated with the appropriate authorities, ensuring safety and efficiency in airspace management. The process typically involves checking for conflicts with other airspace users, notifying relevant parties, and making any necessary adjustments to airspace usage. A 10-day lead time provides sufficient time for all stakeholders to analyze the request and facilitate any necessary arrangements. This requirement is in line with aviation best practices that prioritize safety and effective communication among all involved agencies.

7. What is one type of vehicle that is prohibited in RTAs?

A. Military vehicles

B. Non-registered personal vehicles

C. Government contractor vehicles

D. Government leased vehicles

In the context of Restricted Traffic Areas (RTAs), non-registered personal vehicles are typically prohibited due to security and safety regulations. The primary concern with allowing non-registered vehicles in these areas is that they have not been subjected to the same level of scrutiny and accountability that registered vehicles undergo, making it difficult to maintain control over who is present in sensitive areas. Registered vehicles are usually subject to identification checks, insurance verification, and compliance with local traffic laws, which contribute to the overall security of the site. Non-registered vehicles pose a risk because they could potentially be used inappropriately or may not meet the necessary safety standards to operate within a controlled environment. In contrast, military vehicles, government contractor vehicles, and government leased vehicles are generally recognized as authorized forms of transportation allowed in RTAs, assuming they comply with the rules and regulations governing those specific vehicles. These vehicles usually undergo proper registration and inspection processes, ensuring they are suitable for access to these sensitive locations.

8. What does the first action in response to a life-threatening injury ensure?

A. Immediate medical assistance

B. Notification of the appropriate authorities

C. Secure the area for safety

D. Inform the victim's family

The first action in response to a life-threatening injury focuses on ensuring immediate medical assistance. This action is critical as it prioritizes the victim's health and survival. When a life-threatening injury occurs, the most pressing concern is to stabilize the condition of the injured person, which often requires rapid summoning of medical professionals who can provide necessary treatment. This quick response can significantly impact the outcome of the injury, potentially saving the victim's life. Securing the area for safety is also an essential step, but it is secondary to ensuring that the injured individual receives prompt medical care. The same applies to notifying authorities or informing the victim's family, which are important actions but should follow the urgent need for medical intervention. Thus, the priority in such situations is always to get the victim the help they need as quickly as possible.

9. True or False: Privately owned vehicles are allowed for use as safety vehicles.

A. True

B. False

C. Only under supervision

D. Only for specific training

The assertion that privately owned vehicles are allowed for use as safety vehicles is false. Safety vehicles are typically subject to stringent regulations and standards, including specific equipment requirements and emergency response capabilities that privately owned vehicles may not meet. Official safety vehicles are usually government or organization-owned and are designed specifically for safety operations, ensuring they are equipped with necessary emergency lights, communication systems, and other safety gear. Privately owned vehicles generally lack these features and do not go through the same rigorous inspection and certification processes. Using such vehicles in safety roles could compromise the safety of personnel and the effectiveness of emergency response efforts. Therefore, the use of privately owned vehicles as safety vehicles is not permitted, validating why the answer is false.

10. At what time is a unit required to notify Range Control upon discovery of a missing individual?

A. Within 1 hour

B. Whenever convenient

C. Immediately

D. By the end of the day

The requirement to notify Range Control immediately upon the discovery of a missing individual is crucial for safety and operational efficacy on the range. This immediacy ensures that a rapid response can be initiated, which is vital for locating the individual as quickly as possible. Timely notification minimizes the risks associated with having someone unaccounted for in a potentially hazardous environment, where ranges may be used for live-fire exercises or other dangerous activities. It allows Range Control to implement search and rescue protocols without delay, which can significantly increase the chances of a positive outcome. In contrast, options suggesting a delay, such as notifying whenever convenient or by the end of the day, compromise safety. Delayed notification can lead to increased danger for the missing individual and hinder effective search efforts. Thus, immediate action is not just a procedural necessity but a critical component of risk management and readiness in military operations.