

Camp SLO Air Assault (A.A) Phase 2 Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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. Which item is the clothing requirement for ground crew?**
 - A. Head and neck protection**
 - B. Eye and ear protection**
 - C. Clothing (sleeves down and top buttoned/zipped)**
 - D. Flotation equipment (life vest) (shipboard operations)**

- 2. Which three units are involved in a sling load operation?**
 - A. Ground Crew**
 - B. Supported, Aviation, Receiving**
 - C. Aviation, Receiving**
 - D. Supported, Receiving**

- 3. How does a planned approach path differ from an alternate approach path in LZ operations?**
 - A. The alternate path is wasted**
 - B. Both paths are always used**
 - C. The planned path is the primary route; the alternate path provides a backup if the primary path becomes unsafe**
 - D. The planned path is used only for landing**

- 4. Who approves a Unique Load?**
 - A. O-6 aka Full Bird Colonel**
 - B. Captain**
 - C. Major**
 - D. Lieutenant Colonel**

- 5. Which model has the higher max weight?**
 - A. M1101**
 - B. M149**
 - C. Both equal**
 - D. Cannot determine**

- 6. What is the color of a 10k sling set?**
 - A. Black**
 - B. Olive drab**
 - C. Camouflage green**
 - D. Gray**

- 7. Which item is 7/16 inch in diameter?**
- A. 7/16 inch nylon rope**
 - B. CGU-1B**
 - C. 3/8 hemp rope**
 - D. Pressure sensitive tape**
- 8. Which size is NOT listed among clevises?**
- A. Extra Large**
 - B. Large**
 - C. Medium**
 - D. Small**
- 9. Which of the following is an advantage of a sling load operation?**
- A. Allows rapid movement of heavy oversized equipment or emergency items directly to the user.**
 - B. Requires longer mission planning time.**
 - C. Increases load weight beyond capacity.**
 - D. Reduces sustainability of ground units.**
- 10. What is the primary safety consideration mentioned for this operation?**
- A. Foreign object damage (FOD)**
 - B. Electrical shock**
 - C. Chemical exposure**
 - D. Noise**

Answers

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

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Explanations

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1. Which item is the clothing requirement for ground crew?

A. Head and neck protection

B. Eye and ear protection

C. Clothing (sleeves down and top buttoned/zipped)

D. Flotation equipment (life vest) (shipboard operations)

For ground crew, the focus is on clothing that keeps skin protected and prevents loose fabric from getting snagged in equipment. Wearing sleeves down with the top buttoned or zipped ensures the arms stay covered and the garment remains secured during movement around aircraft and ground gear, reducing risks from abrasion, heat, or catching on moving parts. Other protections like head/neck or eye/ear gear address different hazards, and flotation devices are for shipboard operations, not typical ground-crew tasks. So, the clothing requirement described is the covered, secured garment with sleeves down and the top buttoned or zipped.

2. Which three units are involved in a sling load operation?

A. Ground Crew

B. Supported, Aviation, Receiving

C. Aviation, Receiving

D. Supported, Receiving

In sling load operations, three key participants must coordinate: the aviation unit, the unit being moved (the supported unit), and the unit receiving the load (the receiving unit). The aviation crew handles the lift, flight safety, and rigging of the load. The supported unit prepares the load, attaches the rigging, verifies weight and balance, and communicates needs to the flight team. The receiving unit controls the area at the delivery point, helps secure and offload the load, and ensures proper placement. Ground crew play a vital hands-on role during rigging and guiding the load, but they're not counted as a separate unit in this trio.

3. How does a planned approach path differ from an alternate approach path in LZ operations?

A. The alternate path is wasted

B. Both paths are always used

C. The planned path is the primary route; the alternate path provides a backup if the primary path becomes unsafe

D. The planned path is used only for landing

In LZ operations, you plan two routes to approach: a primary route and a backup route. The primary approach path is the main, preferred route to reach and land in the LZ under current conditions. The alternate approach path is a pre-planned backup you'll switch to if the primary path becomes unsafe or unusable due to weather, obstacles, threat, or mission changes. This contingency keeps you moving toward a safe landing rather than getting stuck. So the correct idea is that the planned path is the primary route, and the alternate path provides a backup if the primary path is compromised. The alternate path isn't wasted, and you don't necessarily use both at all times; the primary is used when safe, with the backup ready if needed.

4. Who approves a Unique Load?

- A. O-6 aka Full Bird Colonel**
- B. Captain**
- C. Major**
- D. Lieutenant Colonel**

In Air Assault planning, approving a Unique Load rests with a colonel (O-6) because it involves nonstandard payloads that affect aircraft performance, balance, and safety. Standard loads stay within defined weight, center-of-gravity, and rigging parameters that lower-ranking officers and NCOs can authorize. When a load falls outside those parameters, the risk management process requires escalation to a senior officer who has the authority to approve deviations, authorize special rigging, and coordinate with maintenance and safety to ensure the aircraft can safely lift and carry the payload. The other ranks listed do not have the authority to grant these exceptions, since their scope covers standard procedures.

5. Which model has the higher max weight?

- A. M1101**
- B. M149**
- C. Both equal**
- D. Cannot determine**

Max weight is determined by GVWR and payload capacity, which rise with a vehicle's size and duty level. The M149 is a larger, heavier-duty 1/2-ton class truck, built with stronger frames, axles, and components to handle more weight. The M1101, by contrast, is a lighter 1/4-ton class pickup with lower capacity. Because of these design differences, the M149 can carry more cargo and has a higher maximum weight.

6. What is the color of a 10k sling set?

- A. Black**
- B. Olive drab**
- C. Camouflage green**
- D. Gray**

Color coding for field gear follows a standard: equipment used in the field is typically olive drab. The 10k sling set employs olive drab because it aligns with other load-bearing gear and uniforms, helping it blend into natural environments and maintain uniformity across equipment. Black is usually reserved for certain hardware or non-camouflage items, camouflage green isn't a standard for this type of sling, and gray isn't used for field sling loads.

7. Which item is 7/16 inch in diameter?

- A. 7/16 inch nylon rope**
- B. CGU-1B**
- C. 3/8 hemp rope**
- D. Pressure sensitive tape**

This question tests recognizing which item is defined by a specific diameter. The only option described with a diameter of 7/16 inch is the nylon rope labeled as 7/16 inch nylon rope. A diameter of 7/16 inch equals 0.4375 inches, which is larger than 3/8 inch, the diameter given for the hemp rope. The other items aren't ropes described by a diameter: the CGU-1B is a device with dimensions not given here, and pressure sensitive tape is specified by width or thickness, not diameter. So the nylon rope that is specified as 7/16 inch in diameter is the correct choice.

8. Which size is NOT listed among clevises?

- A. Extra Large**
- B. Large**
- C. Medium**
- D. Small**

Sizes for clevises follow a simple, labeled range rather than an endless continuum. In most catalogs you'll see small, medium, and large clevises, with the exact dimensions (hole width, pin diameter, load rating) defined for each size. Extra Large isn't a standard designation in these listings, so it wouldn't appear as a listed size. If you need a bigger clevis, you'd select a different size by its measured dimensions or choose a different product line rather than an "extra large" label.

9. Which of the following is an advantage of a sling load operation?

- A. Allows rapid movement of heavy oversized equipment or emergency items directly to the user.**
- B. Requires longer mission planning time.**
- C. Increases load weight beyond capacity.**
- D. Reduces sustainability of ground units.**

Sling load operations enable rapid delivery of heavy, oversized equipment or emergency items directly to the user, without needing the helicopter to land or for ground access. This capability is especially valuable in rugged or remote terrain or during urgent situations, where time is critical and ground transport would be slow or impractical. By suspending the payload below the helicopter, you can reach units that would otherwise be inaccessible, delivering essential assets quickly and preserving overall mission tempo. The other options describe drawbacks, not advantages: longer planning time, exceeding load capacity, or reducing ground-unit sustainability, none of which reflect the beneficial impact of sling loads.

10. What is the primary safety consideration mentioned for this operation?

- A. Foreign object damage (FOD)**
- B. Electrical shock**
- C. Chemical exposure**
- D. Noise**

Foreign Object Damage is the primary safety concern in this operation. In air assault tasks, tiny items—tools, fasteners, dirt, or debris from sling-loads—can be sucked into an engine or strike rotor blades, causing engine failure or a dangerous in-flight situation. To prevent this, crews conduct FOD checks, secure all loose gear, clear the landing zone, and keep work areas around aircraft and loads orderly. The emphasis on FOD stems from its direct threat to safe aircraft operation, while electrical shocks, chemical exposure, and noise are important hazards addressed through separate safety measures.

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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://campsloaaphase2.examzify.com>

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

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