Career Enlisted Aviator (CEA) Fundamentals Block 4 Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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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

1. Nomex material is used in critical phases of flight; which item is it commonly associated with?

A. Flight Suits

B. Flight Helmets

C. Flight Gloves

D. Flight Boots

2. AFIZ 13-207 is associated with what topic?

A. Cyber Security

B. Anti-Hijacking Procedures

C. Airport Operations

D. Logistics

3. Purchasing or stealing controlled items is called what?

A. Elicitation

B. Acquiring supplies

C. Deploying Assets

D. Dry Run

4. Which items are signaling devices in aircrew survival gear?

A. Flare/beacon.

B. GPS receiver.

C. Radar altimeter.

D. Radio transceiver.

5. Which outcome is least aligned with the purpose of a hot wash debrief?

A. Blaming individuals for mistakes.

B. Capturing lessons learned while fresh.

C. Documenting safety concerns.

D. Sharing improvements with the team.

6. Which term describes transmissions that are inaccurate or partially incorrect, causing confusion and wasting resources?

A. Accuracy

B. Brevity

C. Clarity

D. Signal check

7. Which areas are identified as aircraft hazards during ground operations?

A. Intake, Exhaust, Turbine Plane

B. Wing, Tail, Fuselage

C. Cockpit, Cabin, Cargo

D. Landing Gear, Nacelles, Struts

8. Which AFTO form documents aerospace vehicle and engine operating time?

A. AFTO form 46

B. AFTO form 781H (health)

C. AFTO form 781J (jet)

D. AFTO form 781F (front)

9. Which action is NOT part of a typical engine-fire emergency procedure on the ground?

A. Deploy extinguisher

B. Increase fuel flow

C. Cut fuel supply

D. Shut down the engine

10. What inventory item lists physical mission equipment such as rollers, crash axes, and winches?

A. AF Form 4069

B. Tiedown Equipment Checklist

C. Customs Form 7507 (General Declaration)

D. Aircraft Dash 21 Equipment Inventory

Answers

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

Explanations

1. Nomex material is used in critical phases of flight; which item is it commonly associated with?

A. Flight Suits

B. Flight Helmets

C. Flight Gloves

D. Flight Boots

Nomex is a flame-resistant fiber used in aviation gear to resist heat and flames. In critical phases of flight, protection of the hands is essential, and gloves sit directly on the hands and handle controls, tools, and potential sources of heat or ignition. Because of this, flight gloves are commonly manufactured with Nomex to provide thermal protection while preserving dexterity. The material helps prevent burns and maintains integrity under heat—crucial for safety during emergencies or high-heat scenarios. While Nomex can be found in other items like flight suits, the gloves are the item most closely associated with Nomex due to their direct and frequent exposure to heat.

2. AFIZ 13-207 is associated with what topic?

A. Cyber Security

B. Anti-Hijacking Procedures

C. Airport Operations

D. Logistics

Anti-hijacking procedures involve the actions and training aimed at preventing or responding to hijacking attempts, including cockpit security, threat management, and how crews communicate with authorities. AFIZ 13-207 would lay out the specific steps, responsibilities, and coordination required during a hijacking event, such as securing the cockpit, handling passenger and crew safety, issuing distress signals, and notifying relevant agencies to bring the situation to a safe resolution. This topic is distinct from cyber security, which focuses on protecting information systems; from airport operations, which covers ground and facility management; and from logistics, which deals with moving people and goods. So the material specifically centers on anti-hijacking procedures.

3. Purchasing or stealing controlled items is called what?

A. Elicitation

B. Acquiring supplies

C. Deploying Assets

D. Dry Run

Acquiring controlled items is about obtaining restricted materials, whether through legitimate purchase or by taking them without authorization. That lumping together both purchase and theft under the same action best fits the idea of obtaining the supplies needed, which is why this option is correct. Elicitation focuses on obtaining information from people, not physical items. Deploying assets refers to using or deploying resources after you have them, not acquiring them. A dry run is a practice rehearsal to test procedures, not about procurement.

4. Which items are signaling devices in aircrew survival gear?

A. Flare/beacon.

B. GPS receiver.

C. Radar altimeter.

D. Radio transceiver.

Signaling devices in aircrew survival gear are meant to draw rescuers' attention by emitting a distress signal that can be detected without relying on normal communications networks. A flare or beacon does exactly that. A flare can be seen by rescuers at long distances, especially at night, providing an immediate visual signal of a location. A beacon, such as an emergency locator beacon or personal locator beacon, transmits a distress signal on dedicated frequencies (often with GPS coordinates) to search-and-rescue services, guiding responders to you. In contrast, a GPS receiver provides location information to help you navigate or document where you are, but it does not emit a signal. A radar altimeter measures altitude for flight safety, not for signaling rescuers. A radio transceiver enables two-way communication, which can aid in contacting help, but it isn't primarily a distress signaling device. Therefore, flare or beacon best meets the role of signaling devices in aircrew survival gear.

5. Which outcome is least aligned with the purpose of a hot wash debrief?

A. Blaming individuals for mistakes.

B. Capturing lessons learned while fresh.

C. Documenting safety concerns.

D. Sharing improvements with the team.

Hot wash debriefs are about turning an event into actionable learning right after it happens. The emphasis is on what occurred, why it happened, and what changes will prevent recurrence, with safety concerns documented and improvements shared with the team. Blaming individuals contradicts this approach because it shifts focus from systemic issues to personal fault, which undermines psychological safety and discourages open reporting. The other options fit the goal: capturing lessons while they're fresh ensures timely learning; documenting safety concerns creates a record to address hazards; sharing improvements spreads the insights to the whole team. So blaming individuals for mistakes is least aligned with the intended purpose.

6. Which term describes transmissions that are inaccurate or partially incorrect, causing confusion and wasting resources?

A. Accuracy

B. Brevity

C. Clarity

D. Signal check

Accuracy describes how correct the transmitted information is. When a transmission is inaccurate or partially incorrect, it can mislead crew members, lead to wrong actions, and force extra time and resources to verify or correct the information. That direct link between content correctness and outcomes is why accuracy is the best fit here. Brevlity is about keeping messages short, which doesn't necessarily reflect whether the information is right or wrong. Clarity focuses on how easily a message can be understood, which helps prevent misinterpretation but doesn't guarantee correctness. A signal check is a procedure for verifying signal integrity or reception, not a descriptor of the information's correctness itself.

7. Which areas are identified as aircraft hazards during ground operations?

A. Intake, Exhaust, Turbine Plane

B. Wing, Tail, Fuselage

C. Cockpit, Cabin, Cargo

D. Landing Gear, Nacelles, Struts

During ground operations, the main danger zones are around the aircraft's engines—the intake, exhaust, and turbine area. These zones are singled out because engines have moving parts that can pull in clothing, hair, or tools if you're too close to the intake, and the rotating blades plus the hot exhaust and turbine components can cause severe injury. Ground crews are trained to stay clear of these engine zones to avoid being sucked in, struck by rotating parts, or burned by hot exhaust. The other areas listed don't represent the engine hazard zones that safety guidance emphasizes for on-the-ground work. Wings, tail, and fuselage refer to airframe sections, cockpit/cabin/cargo are internal compartments, and landing gear/nacelles/struts cover important structure and gear, but they're not the specific engine-related hazard areas typically identified for ground operations.

8. Which AFTO form documents aerospace vehicle and engine operating time?

A. AFTO form 46

B. AFTO form 781H (health)

C. AFTO form 781J (jet)

D. AFTO form 781F (front)

Documenting aerospace vehicle and engine operating time is about recording how long the aircraft and its engine have been in service to manage maintenance and life limits. AFTO Form 781J is the record used for this purpose; it specifically captures flight time and engine operating hours, and is updated after each flight so the total time in service is accurate. This information is essential for scheduling inspections, overhauls, and part replacements before wear or fatigue reaches limits. Other AFTO forms focus on different data (like health status or other maintenance items), so they don't centralize operating time the way 781J does.

9. Which action is NOT part of a typical engine-fire emergency procedure on the ground?

A. Deploy extinguisher

B. Increase fuel flow

C. Cut fuel supply

D. Shut down the engine

In an engine-fire emergency on the ground, the goal is to stop feeding the fire and remove the engine as a fuel source, then apply suppression. Cutting the fuel supply and shutting down the engine are central steps because they quickly eliminate the fire's fuel source and help contain the situation. Deploying the extinguisher is the next action to actively suppress flames in the engine compartment. Increasing fuel flow would feed and intensify the fire, making the situation worse and contrary to the objective of extinguishing it. So the option that does not fit is the one that would worsen the fire by adding more fuel.

10. What inventory item lists physical mission equipment such as rollers, crash axes, and winches?

A. AF Form 4069

B. Tiedown Equipment Checklist

C. Customs Form 7507 (General Declaration)

D. Aircraft Dash 21 Equipment Inventory

Knowing where the actual mission gear is tracked helps ensure you have the right tools before flight and that they're in serviceable condition. The Aircraft Dash 21 Equipment Inventory is the official record that lists physical mission equipment carried on the aircraft—items like rollers, crash axes, and winches—and provides details on their location and status. This makes it the best choice because it directly serves to account for and manage the gear required for mission tasks. Other options serve different administrative purposes: one is used for declarations that aren't about on-board gear, another is a checklist for tiedown gear used during ground handling, and another form isn't related to listing the aircraft's equipment. Therefore, only the Aircraft Dash 21 Equipment Inventory fulfills the function of listing physical mission equipment.

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://ceafundblock4.examzify.com

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