

# DAM Aeromedical Orientation 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

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- 1. Who takes a Class 3 flight physical?**
  - A. Rated aviators, flight surgeons, APAs and AMNPs**
  - B. Non-rated crew members (flight medics, Aeromed psychologists, flight engineers, crew chiefs, stewards, door gunners)**
  - C. Air Traffic controllers, UAV Operators**
  - D. Annual FDME for DAC and ATC personnel**
  
- 2. Who approves a waiver for flight personnel in the USAR?**
  - A. Army HRC**
  - B. Department of the Army**
  - C. Office of the Surgeon General**
  - D. Chief, Army Reserve Aviation**
  
- 3. What does the acronym APL stand for in aeromedical context?**
  - A. Aeromedical Policy Letters**
  - B. Aeronautical Policy List**
  - C. Aviation Policy Letter**
  - D. Aeromedical Procedure Letters**
  
- 4. Flight Surgeon is best described as:**
  - A. Physician that is trained in Aviation medicine**
  - B. Aeromedical Psychologist**
  - C. Nurse practitioner**
  - D. Paramedic**
  
- 5. Which wait time is associated with plasma donation?**
  - A. 24 hours**
  - B. 12 hours**
  - C. 72 hours**
  - D. 48 hours**

- 6. Which statement best describes the purpose of the Aeromed Policy Letters (APL)?**
- A. They govern waivers for disqualifying conditions**
  - B. They outline flight schedules**
  - C. They define medical data storage**
  - D. They regulate equipment maintenance**
- 7. Who conducts accident investigations (ground and air)?**
- A. U.S. Combat Readiness Center (CRC)**
  - B. National Transportation Safety Board (NTSB)**
  - C. Department of Defense Inspector General**
  - D. Federal Aviation Administration (FAA)**
- 8. Bottom line statement: Herbal and dietary supplements can use can result in sudden incapacitation. Which option conveys a prudent practice?**
- A. Use regularly to maintain energy**
  - B. Avoid use before and during flight**
  - C. Use only if tested in flight simulators**
  - D. Use only after the flight**
- 9. Temporary medical disqualification results in requalification within how many days?**
- A. 365 days**
  - B. 180 days**
  - C. 90 days**
  - D. 730 days**
- 10. How long must you wait to fly after donating blood?**
- A. 72 hours**
  - B. 24 hours**
  - C. 48 hours**
  - D. 96 hours**

## **Answers**

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

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## **Explanations**

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## 1. Who takes a Class 3 flight physical?

- A. Rated aviators, flight surgeons, APAs and AMNPs
- B. Non-rated crew members (flight medics, Aeromed psychologists, flight engineers, crew chiefs, stewards, door gunners)**
- C. Air Traffic controllers, UAV Operators
- D. Annual FDME for DAC and ATC personnel

Class 3 flight physicals are aimed at personnel who operate in the flight environment but are not rated aviators. This includes roles like flight medics, Aeromed psychologists, flight engineers, crew chiefs, stewards, and door gunners. They need to be medically fit to perform duties around or on aircraft, ensuring safety in the aviation setting, but the requirements are less extensive than for pilots or other fully qualified aircrew who require higher-level medical clearances. Other groups, such as rated aviators, flight surgeons, APAs and AMNPs, typically require more comprehensive examinations tied to their piloting or clinical qualifications. Air traffic controllers and UAV operators have different medical standards and oversight, not the same Class 3 aircrew designation.

## 2. Who approves a waiver for flight personnel in the USAR?

- A. Army HRC**
- B. Department of the Army
- C. Office of the Surgeon General
- D. Chief, Army Reserve Aviation

The key idea is that waivers for flight status in the Army Reserve are handled through the Army Human Resources Command. They are the personnel authority for Reserve components, so when a flight-qualified service member needs an exception to eligibility or medical standards, the final approval comes from HRC after medical input is considered. The Office of the Surgeon General provides medical evaluations and recommendations, but the formal waiver decision for a USAR flight position rests with HRC. The other options don't have the overall authority to grant these waivers across the Reserve aviation community: Department of the Army oversees policy at a higher level, but day-to-day waiver approvals are routed through HRC; the Chief of Army Reserve Aviation provides guidance and leadership for aviation programs, not the final waiver authority; and the Office of the Surgeon General is involved in medical assessments, not the ultimate personnel action.

**3. What does the acronym APL stand for in aeromedical context?**

- A. Aeromedical Policy Letters**
- B. Aeronautical Policy List**
- C. Aviation Policy Letter**
- D. Aeromedical Procedure Letters**

Acronyms in the aeromedical world signal official guidance that shapes how medical standards apply to flight. APL stands for Aeromedical Policy Letters. These letters provide official guidance on medical certification requirements, waivers, and interpretations of aeromedical policy for aircrew, helping ensure safety and consistency across programs. They're about policy direction, not just a list or a set of procedures. The other options don't fit because they imply a list of policies, a general aviation policy without the aeromedical focus, or an emphasis on procedures rather than policy, whereas this term specifically conveys aeromedical policy guidance.

**4. Flight Surgeon is best described as:**

- A. Physician that is trained in Aviation medicine**
- B. Aeromedical Psychologist**
- C. Nurse practitioner**
- D. Paramedic**

Flight Surgeon is a physician who specializes in aviation medicine. This medical doctor has training focused on how flight and altitude affect the human body, and on keeping aircrews healthy and fit for duty. They assess pilots and crew for medical readiness, plan and manage flight-related medical issues, and provide aviation-specific medical oversight. The other roles describe different professions (a psychologist focused on mental factors, a nurse practitioner providing general primary care, a paramedic providing prehospital emergency care) and do not capture the aviation-medicine physician role.

**5. Which wait time is associated with plasma donation?**

- A. 24 hours**
- B. 12 hours**
- C. 72 hours**
- D. 48 hours**

Plasma donation momentarily reduces the circulating plasma volume, so what matters most is how quickly that volume can be restored and the donor can safely resume activity. The body replenishes plasma volume relatively quickly, with a practical minimum recovery period of about 24 hours. Ensuring at least a 24-hour interval helps prevent symptoms like dizziness, lightheadedness, or fatigue that could compromise safety, especially in aviation duties where full physiologic reserve is important. A shorter interval, such as 12 hours, doesn't give enough time for adequate plasma restoration, while longer intervals like 48 or 72 hours exceed what's typically required for plasmapheresis recovery. Therefore, the wait time associated with plasma donation is 24 hours.

**6. Which statement best describes the purpose of the Aeromed Policy Letters (APL)?**

- A. They govern waivers for disqualifying conditions**
- B. They outline flight schedules**
- C. They define medical data storage**
- D. They regulate equipment maintenance**

Policy Letters define how medical eligibility is handled for aircrew, including when a disqualifying condition can be waived and what criteria, documentation, and follow-up are required. This ensures consistent medical decisions across evaluators and keeps flight safety at the forefront. The other topics—flight schedules, medical data storage, and equipment maintenance—live outside this medical-policy scope and belong to operations, records management, and logistics, respectively. For example, if a pilot has a condition that might disqualify them, the Aeromed Policy Letter specifies whether a waiver is possible, what tests are needed, how the condition will be monitored, and any flight limitations that apply.

**7. Who conducts accident investigations (ground and air)?**

- A. U.S. Combat Readiness Center (CRC)**
- B. National Transportation Safety Board (NTSB)**
- C. Department of Defense Inspector General**
- D. Federal Aviation Administration (FAA)**

In the DoD, mishap investigations for both ground and air incidents are handled by the U.S. Combat Readiness Center. This organization serves as the central DoD safety and mishap-investigation body, responsible for determining root causes and issuing safety recommendations to prevent recurrence across services. The National Transportation Safety Board deals with civilian transportation accidents and does not conduct routine DoD mishap investigations. The Federal Aviation Administration handles civilian aviation safety and regulation, not military incidents. The DoD Inspector General focuses on audits, investigations into misconduct, and program compliance, not accident investigations. So for DoD ground and air mishaps, investigatory authority rests with the Combat Readiness Center.

**8. Bottom line statement: Herbal and dietary supplements can use can result in sudden incapacitation. Which option conveys a prudent practice?**

- A. Use regularly to maintain energy
- B. Avoid use before and during flight**
- C. Use only if tested in flight simulators
- D. Use only after the flight

Herbal and dietary supplements can have unpredictable effects, and some can cause sudden impairments in alertness, coordination, or judgment. In aviation, any factor that could compromise performance before or during flight poses a safety risk, so the safest practice is to avoid using these substances in the period surrounding flight. This is why avoiding use before and during flight is the best choice. Using them regularly to boost energy can introduce variable effects, dosing issues, or interactions that aren't reliably controlled. The idea that supplements could be "tested in flight simulators" isn't a valid safety standard for ensuring real-world performance, and using them only after the flight misses the critical window where impairment could occur during the mission. Similarly, using them only after the flight still leaves the flight period vulnerable to sudden incapacitation if symptoms appear earlier. So, the prudent approach is to refrain from herbal and dietary supplements before and during flight to maintain consistent, unimpaired performance.

**9. Temporary medical disqualification results in requalification within how many days?**

- A. 365 days**
- B. 180 days
- C. 90 days
- D. 730 days

When a medical issue causes a temporary disqualification, you must complete requalification within a fixed window to show you've regained fitness. That window is 365 days, about one year. It gives enough time for recovery and any needed medical follow-up, while still keeping the process timely so you can return to duty once properly cleared. If you don't requalify within that year, you'd typically go through a more extensive medical reconsideration or reinstatement process. The other durations—six months, three months, or two years—don't align with this standard one-year window.

**10. How long must you wait to fly after donating blood?**

- A. 72 hours**
- B. 24 hours**
- C. 48 hours**
- D. 96 hours**

After giving blood, your circulating blood volume drops and it takes time for plasma volume to be restored and for red cell mass to rebound. In the flight environment, cabin pressure lowers the amount of oxygen available, and dehydration risks are higher, so reduced blood volume and oxygen delivery can increase the chance of dizziness, fainting, or impaired performance. Waiting about 72 hours gives your body a solid window to recover most of the plasma volume and stabilize, reducing these risks during flight. Shorter waiting periods might leave you more vulnerable to symptoms, while 96 hours is more conservative than usually needed. So, the recommended wait before flying is 72 hours.

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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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://damaeromedorientation.examzify.com>**

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

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