

MP DEPLOYMENT PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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. AAR-related information is contained in materials published by which organization?**
 - A. International Rail Association
 - B. North American Rail Union
 - C. Federal Transport Council
 - D. Association of American Railways
- 2. EAD stands for which date type?**
 - A. Estimated arrival date
 - B. Destination arrival date
 - C. Arrival date
 - D. Earliest arrival date
- 3. Which orders trigger the Deployment Movement Plan?**
 - A. OPLAN, CONPLAN, exercise, TCS or PCS orders
 - B. OPLAN only
 - C. PCS orders only
 - D. TCS orders only
- 4. Which creates OEL, UDL, load plans, and certain transportation control movement documents?**
 - A. JOPES
 - B. SDDC
 - C. GFM
 - D. TC AIMS II
- 5. Which item is typically found in the A bag?**
 - A. Personal clothing items
 - B. TA 50 items
 - C. Baggage and some equipment
 - D. Accompanies troops and should be accessible en-route

6. APOE/D stands for?

- A. Aerial Port of Embarkation/ Debarkation
- B. Air Port of Entry and Disembarkation
- C. Army Port of Entry and Disembarkation
- D. Air Port of Embarkation and Disembarkation

7. A/DACG stands for?

- A. Arrival/departure airfield control group
- B. Air defense coordination group
- C. Aerial/Deployment air command grid
- D. Advanced/deployment airfield control group

8. What is TC AIMS II designed to do?

- A. Track fuel consumption
- B. Manage lodging reservations
- C. Schedule flight crews
- D. Translate information about the mission into detailed movement plans

9. Who is responsible for opening and closing transportation movement release?

- A. The origin MCT
- B. The BMCT
- C. The destination MCT
- D. The joint task force

10. TC AIMS II supports deployment and redeployment operations.

- A. Medical evacuation operations
- B. Financial auditing operations
- C. Deployment and redeployment operations
- D. Routine maintenance operations

Answers

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

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Explanations

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1. AAR-related information is contained in materials published by which organization?

- A. International Rail Association
- B. North American Rail Union
- C. Federal Transport Council
- D. Association of American Railways**

The question tests recognition of which organization provides materials containing AAR-related information. The Association of American Railways is the primary industry group that publishes AAR materials, including standards, guidelines, and reference documents used by railroads and suppliers. Its publications cover the kinds of rules and practices commonly labeled as AAR information, making it the authoritative source. The other organizations listed do not publish AAR materials, so they aren't the source for this information.

2. EAD stands for which date type?

- A. Estimated arrival date
- B. Destination arrival date
- C. Arrival date
- D. Earliest arrival date**

EAD indicates the earliest arrival date—the earliest date something can arrive given current constraints like transit time and routing. It's a planning reference, not a forecast: it represents the soonest possible arrival if everything goes as quickly as possible. This differs from an estimated arrival date, which is a forecast that incorporates typical delays and variability. It also isn't the generic arrival date or a destination-specific term. Use the earliest arrival date to plan resource readiness and downstream activities, for example, when a shipment leaves with a minimum transit time of two days, the earliest arrival is two days after departure, assuming no delays.

3. Which orders trigger the Deployment Movement Plan?

- A. OPLAN, CONPLAN, exercise, TCS or PCS orders**
- B. OPLAN only
- C. PCS orders only
- D. TCS orders only

Movement planning gets activated whenever there is a directive that requires forces or assets to move. That means any order that compels movement—whether it's a fully developed operation plan (OPLAN) or a concept plan (CONPLAN) that lays out how forces would be moved, or an order to conduct an exercise that requires staging and transport—triggers the Deployment Movement Plan. Real-world relocations driven by personnel changes, such as permanent change of station orders, also necessitate coordinating movement of people and equipment. Similarly, any order that involves movement-related tasking within a theater, like TCS orders, will prompt the same planning to ensure proper transport, staging, and sustainment. In short, whenever movement of forces or assets is authorized or needed, the Deployment Movement Plan is activated to organize and synchronize that movement.

4. Which creates OEL, UDL, load plans, and certain transportation control movement documents?

- A. JOPES
- B. SDDC
- C. GFM

D. TC AIMS II

Movement planning and execution rely on a dedicated system that compiles deployment data and generates the documents that guide shipments. TC AIMS II, short for Transportation Coordinators Automated Information for Movement II, is the primary tool used by transportation officers to input unit data and produce key deployment artifacts. It creates the Overseas Equipment List (OEL), the Unit Deployment List (UDL), and load plans, and it generates transportation control movement documents (TCMD) that track and authorize movement of personnel and cargo. This system is designed specifically for movement data and documentation, handling both air and sea shipments and ensuring that loads are properly planned, equipment is accounted for, and movement is traceable. In contrast, JOPES is focused on joint operation planning and sequencing at a broader level, not the detailed logistics documents. SDDC is a command responsible for distribution operations rather than the data-entry and document-generation tool itself, and Global Freight Management centers on freight management workflows rather than producing these deployment artifacts. Therefore, the system that creates the OEL, UDL, load plans, and certain transportation control movement documents is TC AIMS II.

5. Which item is typically found in the A bag?

- A. Personal clothing items**
- B. TA 50 items
- C. Baggage and some equipment
- D. Accompanies troops and should be accessible en-route

This question tests how items are organized for deployment packing, specifically what belongs in the A bag. The A bag is meant for personal clothing items you need right away on arrival or during the initial phase of operations, so you can dress and manage basic needs without waiting for the rest of your issued gear. Personal clothing items are therefore the radius of items you want readily available, separate from your standard-issue kit. TA 50 items are standard-issue gear that accompanies your main kit, not typically kept in the A bag; baggage and some equipment refer to larger items that go in other containers; and items that accompany troops and should be accessible en-route are meant to be carried or kept in an easily reachable place during travel, not in the personal A bag. So, personal clothing items fit best in the A bag.

6. APOE/D stands for?

- A. Aerial Port of Embarkation/ Debarkation**
- B. Air Port of Entry and Disembarkation
- C. Army Port of Entry and Disembarkation
- D. Air Port of Embarkation and Disembarkation

APOE/D refers to airlift facilities and the paired processes of moving people and cargo by air. The term is built from three parts: Aerial Port, Embarkation, and Debarkation. Aerial Port signals that the facility handles air transport rather than a civilian airport or sea port. Embarkation describes the act of loading personnel and equipment onto an aircraft for departure, while Debarkation covers unloading upon arrival. This pairing—Embarkation and Debarkation—is the standard wording used in military logistics for airlift operations, which is why this option fits the acronym APOE/D best. Other phrasing like “Air Port of Entry” or using a different form of the end word (Disembarkation) don’t align with the established military terms used for these airlift hubs.

7. A/DACG stands for?

- A. Arrival/departure airfield control group
- B. Air defense coordination group
- C. Aerial/Deployment air command grid
- D. Advanced/deployment airfield control group

In airfield operations, DACG is the on-site team that runs the control of arrivals and departures. It stands for Arrival/Departure Airfield Control Group. This unit coordinates with air traffic control, ramp services, and base operations to ensure that inbound and outbound aircraft move safely and efficiently on and off the field. The key idea is that it handles both directions of traffic (arrivals and departures) and provides the control functions needed specifically for the airfield environment. Other phrasing would point to different focuses (like air defense) or use nonstandard terms, so they don't fit the established designation.

8. What is TC AIMS II designed to do?

- A. Track fuel consumption
- B. Manage lodging reservations
- C. Schedule flight crews
- D. Translate information about the mission into detailed movement plans

TC AIMS II is a planning tool that turns mission details into actionable movement plans. It takes the mission requirements—origins, destinations, lift needs, priorities, timing constraints—and outputs detailed plans that specify routes, sequencing, timelines, aircraft and crew allocations, cargo loads, fuel needs, and required support. This makes it possible to coordinate execution across units and with air traffic control, bases, and logistics. The other options describe tasks that might be part of overall operations, but they don't capture the function of converting mission information into a complete, executable movement plan.

9. Who is responsible for opening and closing transportation movement release?

- A. The origin MCT
- B. The BMCT
- C. The destination MCT
- D. The joint task force

Opening and closing transportation movement release is handled by the origin Movement Control Team because they are the gatekeeper at the starting point of a movement. They authorize departures, verify that all prerequisites—such as routing, vehicle availability, and coordination with carriers—are in place, and issue the Movement Release to begin the movement. They also close the release once the assets have departed, effectively handing off the movement to the next node in the chain. The destination Movement Control Team deals with inbound processing after arrival, a Battalion Movement Control Team focuses on its own unit's movements rather than the overall release at origin, and a joint task force operates at a higher, coordinating level rather than handling day-to-day release authority.

10. TC AIMS II supports deployment and redeployment operations.

- A. Medical evacuation operations
- B. Financial auditing operations
- C. Deployment and redeployment operations**
- D. Routine maintenance operations

TC AIMS II is designed to support the planning and execution of deployment and redeployment of assets in a theater. The main idea being tested is whether this system covers the movement and allocation of resources as they enter, flow through, and leave a theater, which is exactly what deployment and redeployment operations involve. By providing visibility into asset status, locations, and availability, TC AIMS II enables timely decisions, coordination, and reconciliation during moves of personnel and equipment. The other options don't align with the primary function: medical evacuation is a specialized operation handled by medical systems, financial auditing deals with financial controls rather than asset movement, and routine maintenance focuses on keeping assets in working order rather than managing their deployment. Therefore deployment and redeployment operations is the best fit.

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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://mpdeployment.examzify.com>

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

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