TSAAS Air Assault Phase 1 Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

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Questions

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1. What technology aids in enhancing situational awareness during Air Assault operations?

A. Radio communication devices

B. GPS systems

C. Drones for reconnaissance

D. Wearable tracking devices

2. What is the lowest command level that can coordinate an Air Assault operation?

A. Company

B. Platoon

C. Squad

D. Battalion

3. What is the purpose of marking a LZ/PZ?

A. Indicate evacuation routes

B. Signal friendly aircraft

C. Identify safe landing and pick-up zones

D. Set up communication lines

4. Which aircraft is known for its role in close air support and troop infiltration?

A. AH-64

B. UH-60

C. AH-6J/MH-6J

D. CH-47

5. What are the three portions of the aircraft that you must avoid at all times?

A. Wing flaps, Tail rotor blade, and engine

B. Main rotor blade, Tail rotor blade, and cargo hook

C. Landing gear, cockpit, and fuel tanks

D. Ailerons, elevators, and radar dishes

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6. Which CAB has a more robust firepower capability?

A. Light

B. Medium

C. Heavy

D. Special Operations

7. How does effective leadership influence Air Assault operations?

A. It increases the number of available aircraft.

B. It enhances teamwork and operational effectiveness.

C. It reduces the time needed for strategic planning.

D. It ensures that all personnel are appropriately trained.

8. Which three parts of a rotary wing aircraft should be avoided at all times?

A. Engine, tail rotor, fuel tank

B. Main rotor blades, tail rotor blades, cargo hooks

C. Landing gear, cockpit, passenger area

D. Avionics, cabin door, emergency exits

9. If the obstacle on the approach route is eight meters tall, what is the unusable space for the departure route if the obstacle there is ten meters tall?

A. 50m

B. 75m

C. 100m

D. 125m

10. What is the primary use of the Sked Rescue System?

A. Air supply missions

B. Ground/Water evacuation

C. Close air support

D. Personnel transport

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Answers

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

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Explanations

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1. What technology aids in enhancing situational awareness during Air Assault operations?

A. Radio communication devices

B. GPS systems

C. Drones for reconnaissance

D. Wearable tracking devices

Situational awareness during Air Assault operations is critically enhanced by the utilization of GPS systems. These systems provide real-time positioning information, which is essential for understanding geographic locations, navigating routes, and coordinating movements of personnel and equipment in complex environments. By offering precise location data, GPS technology allows units to maintain awareness of their own position relative to enemy forces, friendly units, and key landmarks. This capability is particularly important in dynamic and rapidly changing combat scenarios, where units may need to adjust their tactics on the fly. The integration of GPS into operational planning enables effective decision-making and improves overall mission success rates. Other technologies, such as radio communication devices, drones for reconnaissance, and wearable tracking devices, also play important roles in situational awareness but serve different functions. Radio communication supports information sharing among team members, while drones provide aerial reconnaissance that informs ground operations. Wearable tracking devices can offer additional insights on the movements of personnel but may not deliver the same level of comprehensive situational awareness as GPS systems, which directly influence navigation and positioning strategy.

2. What is the lowest command level that can coordinate an Air Assault operation?

A. Company

B. Platoon

C. Squad

D. Battalion

The lowest command level that can effectively coordinate an Air Assault operation is the Battalion level. This is due to the complex nature of Air Assault missions, which usually involve multiple units, comprehensive logistics, and significant coordination of air support, ground troops, and planning to ensure mission success. The Battalion is capable of overseeing various companies, each of which might have its own objectives during the operation. Coordination at this level includes integrating efforts across different units to ensure that all elements of the operation are synchronized, which is critical when conducting airborne insertions. This level of command also has the authority and resources to allocate and manage the necessary air assets, such as helicopters and other aircraft, which are essential for the execution of Air Assault operations. By operating at the Battalion level, commanders can effectively leverage the strengths of their units while also ensuring that they comply with operational parameters set by higher echelons. This level of command is vital for successful planning, execution, and casualty management during complex operations.

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3. What is the purpose of marking a LZ/PZ?

A. Indicate evacuation routes

B. Signal friendly aircraft

C. Identify safe landing and pick-up zones

D. Set up communication lines

Marking a Landing Zone (LZ) or Pick-up Zone (PZ) serves the crucial purpose of identifying areas that are safe for aircraft to land or for personnel to be picked up. This is essential for operational safety and efficiency during air assault operations, as clearly designated zones reduce the risk of accidents and ensure that aircraft can operate without threat from terrain, obstacles, or enemy fire. When these zones are marked, it allows pilots to quickly assess suitability upon approach, assuring them that the area has been pre-evaluated for safety. This marking frequently involves specific visual signals or symbols that are recognizable to both aircrew and ground forces, further enhancing communication and operational coordination. While other choices relate to important aspects of military operations, such as setting up communication lines or indicating evacuation routes, they do not specifically pertain to the primary function of marking an LZ/PZ, which is primarily about ensuring a secure and appropriate area for aircraft operations.

4. Which aircraft is known for its role in close air support and troop infiltration?

A. AH-64

B. UH-60

C. AH-6J/MH-6J

D. CH-47

The AH-6J/MH-6J is recognized for its effectiveness in close air support and troop infiltration due to its unique design and operational capabilities. This aircraft is a lightweight and agile helicopter that can operate in diverse environments, making it particularly well-suited for special operations. It is equipped with advanced avionics and weapons systems, allowing for precision strikes and support during ground operations. Additionally, the AH-6 can carry a small team of soldiers, enabling rapid troop insertion and extraction in combat scenarios. Its versatility allows it to engage both ground forces and provide aerial reconnaissance, which is essential for close air support missions. The configuration of the AH-6, with its ability to operate at low altitudes and in confined spaces, further enhances its role in supporting ground troops effectively. In contrast, while the AH-64 is also designed for close air support, it is typically heavier and more focused on engaging armored targets rather than infiltration. The UH-60, primarily a troop transport helicopter, is essential for logistical support but not specifically tailored for close air attack. The CH-47, known for its heavy lifting capabilities, is primarily used for cargo transport rather than direct support of ground troops. Hence, the AH-6J/MH-

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5. What are the three portions of the aircraft that you must avoid at all times?

A. Wing flaps, Tail rotor blade, and engine

B. Main rotor blade, Tail rotor blade, and cargo hook

C. Landing gear, cockpit, and fuel tanks

D. Ailerons, elevators, and radar dishes

The three portions of the aircraft that must be avoided at all times during helicopter operations are the main rotor blade, tail rotor blade, and cargo hook. These components pose significant safety hazards due to their motion and function. The main rotor blade spins rapidly and has a wide radius, which creates a risk of injury or fatality if someone is near it while in operation. The tail rotor blade is similarly dangerous; it counterbalances the torque generated by the main rotor and also spins at high speeds, making it equally perilous for personnel around the aircraft. The cargo hook is crucial for loading and unloading operations but can also cause injury if personnel are in the wrong position during these actions. In contrast, other options consist of parts that, while part of the aircraft's structure, do not pose the same immediate danger once the aircraft is on the ground or during operation. The emphasis on the specific components in the correct answer highlights their critical nature in safety protocols during air assault and helicopter operations, reinforcing the need for awareness and caution in their vicinity.

6. Which CAB has a more robust firepower capability?

A. Light

B. Medium

C. Heavy

D. Special Operations

The Heavy Combat Aviation Brigade (CAB) is recognized for its more robust firepower capability, primarily due to the type and quantity of aircraft it operates. Heavy CABs typically field a diverse array of aircraft, including multiple AH-64 Apache attack helicopters, which provide advanced offensive capabilities, alongside other support aircraft. This concentration of attack helicopters and heavier, durable transport capabilities allows for a significant increase in firepower during combat operations. In contrast, Light and Medium CABs have more limitations regarding aircraft capacity and firepower. Light CABs usually focus on agility and speed, employing helicopters designed for rapid deployment and support but lacking the same offensive might as those in a Heavy CAB. Medium CABs include a mix of helicopters designed to balance both transport and light attack roles, but they still do not match the extensive firepower of a Heavy CAB. Special Operations CABs are tailored for unique missions and may have specialized aircraft, but they typically do not emphasize heavy firepower in the same way that a Heavy CAB does. Their strengths lie in versatility, stealth, and unconventional warfare rather than sheer firepower. Therefore, the Heavy CAB stands out as the option with the most robust firepower capability, making it the correct answer in this context.

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7. How does effective leadership influence Air Assault operations?

A. It increases the number of available aircraft.

B. It enhances teamwork and operational effectiveness.

C. It reduces the time needed for strategic planning.

D. It ensures that all personnel are appropriately trained.

Effective leadership plays a crucial role in Air Assault operations by enhancing teamwork and operational effectiveness. In high-pressure environments where coordination and rapid decision-making are essential, leaders foster a culture of collaboration and open communication among team members. This leads to better understanding of roles, responsibilities, and expectations, which is vital for executing complex missions successfully. Leadership sets the tone for how teams interact and perform under stress. When leaders prioritize teamwork, they cultivate trust and mutual respect among personnel, which translates into more cohesive unit performance during operations. As individuals become more synchronized in their efforts, they are more likely to adapt quickly to dynamic environments, respond to unexpected challenges, and execute tasks more efficiently. While other options touch on important aspects such as training and planning, the core of Air Assault operations relies heavily on the ability of the team to work together seamlessly, ensuring that the mission objectives are met effectively and safely.

8. Which three parts of a rotary wing aircraft should be avoided at all times?

A. Engine, tail rotor, fuel tank

B. Main rotor blades, tail rotor blades, cargo hooks

C. Landing gear, cockpit, passenger area

D. Avionics, cabin door, emergency exits

The main rotor blades, tail rotor blades, and cargo hooks present significant safety hazards on a rotary wing aircraft, which is why they should be avoided at all times. The main rotor blades are responsible for generating lift, and if a person gets too close during operations, they risk severe injury or even fatality due to their high speed and rotation. Similarly, the tail rotor blades also rotate at high speeds and facilitate the aircraft's control and stability; thus, proximity to them poses a severe danger. Cargo hooks, which are part of the external load system, can also be perilous, particularly when they are in use, as they may swing or drop loads unexpectedly. The other options, while they may include components that require caution, do not encompass the immediate physical dangers presented by the main and tail rotor blades and cargo hooks during aircraft operations. It's essential to prioritize safety around these areas to ensure the well-being of personnel and the successful operation of the aircraft.

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9. If the obstacle on the approach route is eight meters tall, what is the unusable space for the departure route if the obstacle there is ten meters tall?

A. 50m

B. 75m

C. 100m

D. 125m

To determine the unusable space for the departure route in relation to an obstacle height, one approach used is to apply standard military aviation criteria, specifically the obstacle clearance requirements that relate to both the height of the obstacle and its distance from the flight path. In this scenario, the approach obstacle is eight meters tall, and for safe maneuvering during departure, the required clearance around obstacles is often calculated based on their height. The guideline usually suggests that for every meter of obstacle height, there is a corresponding distance on the ground that must remain clear for safe departure. The ten-meter tall departure obstacle requires consideration of the additional clearance needed when departing. Given the established criteria, a ten-meter tall obstacle would typically necessitate a horizontal clearance zone that is significantly larger than that of the shorter eight-meter obstacle. In this case, the separation distance required from a ten-meter obstacle can be extrapolated using these clearance guidelines, leading to a conclusion that the unusable space for the departure route is 100 meters. This distance ensures that aircraft can safely depart without risk of collision with the obstacle or encountering turbulent airflow that could be generated by nearby obstructions. Thus, the choice indicating 100 meters reflects an understanding of the operational safety standards in aviation concerning obstacle clearance during both approach

10. What is the primary use of the Sked Rescue System?

A. Air supply missions

B. Ground/Water evacuation

C. Close air support

D. Personnel transport

The primary use of the Sked Rescue System is for ground and water evacuation. This specialized evacuation device is designed to facilitate the transport of injured personnel in challenging environments, where traditional stretchers might not be practical or safe. The Sked can be easily deployed on rough terrain or in water, making it an ideal choice for search and rescue operations. Its construction allows for quick deployment and the ability to secure the patient effectively, ensuring their safety during transport. This versatility in various conditions underscores its utility in emergency scenarios, aligning perfectly with the needs of ground and water evacuation missions.

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