

TSAAS AIR ASSAULT PHASE 2 PRACTICE TEST (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. When approaching an LZ under poor visibility, what is the key consideration?**
 - A. Fuel status
 - B. Visual reference and obstacle clearance
 - C. Pilot experience
 - D. Crew rest
- 2. Which unit establishes coordination with the Supported and Receiving Units?**
 - A. Aviation Unit
 - B. Supported Unit
 - C. Receiving Unit
 - D. Pilot and Crew Chiefs
- 3. Which item has a rated capacity of 8,650 lbs and is used as tie down or lift point?**
 - A. Platform Clevis, 7,000 lbs, Used on Airforce pallets
 - B. Small Screw Pin Clevis, 8,650 lbs, Used as tie down or lift point
 - C. Manufactured Apex, 10,000 lbs, Cargo nets
 - D. 1/2 Inch Tubular Nylon, 1,000 lbs
- 4. During reduced visibility or darkness, what must be done to the landing zone?**
 - A. LZ size must be increased during hours of reduced visibility or darkness to allow pilot more room to maneuver.
 - B. LZ size must be reduced to minimize risk.
 - C. LZ must be relocated several hundred meters away from obstacles.
 - D. LZ must be cleared of all personnel before approach.
- 5. What is the rating of the CH-47 Dual Cargo Hook (Front and Rear)?**
 - A. 26,000 lbs
 - B. 17,000 lbs
 - C. 9,000 lbs
 - D. 25,000 lbs

- 6. Under the Stitch Rule, how many consecutive broken stitches indicate that the equipment is unserviceable?**
- A. 2 consecutive broken stitches
 - B. 4 consecutive broken stitches
 - C. 3 consecutive broken stitches
 - D. 5 consecutive broken stitches
- 7. Which statement is true about the water trailer tie-down components?**
- A. The fill port uses two pieces of Type III nylon
 - B. Air hoses require steel clamps
 - C. Faucet boxes use copper wire
 - D. Support leg handle uses rope
- 8. Dual-Point Load Rigging Procedures are documented in which manual?**
- A. TM 4-48.10
 - B. ATTP 3-18.12
 - C. TM 10-1670-295-23P
 - D. TM 4-48.11
- 9. Under the two-inch tape shatter-proofing requirement, how many total items are covered on the M149 Water Trailer, and how many rear lights are included?**
- A. 8 Total; 4 Reflectors on Each Side and 2 Lights in the Rear
 - B. 10 Total; 4 Reflectors on Each Side and 2 Lights in the Rear
 - C. 12 Total; 6 Reflectors on Each Side and 0 Lights
 - D. 6 Total; 3 Reflectors on Each Side and 0 Lights
- 10. How many Ground Crew Member roles are listed in ADS operations?**
- A. 2
 - B. 3
 - C. 4
 - D. 5

Answers

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

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Explanations

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1. When approaching an LZ under poor visibility, what is the key consideration?

- A. Fuel status
- B. Visual reference and obstacle clearance**
- C. Pilot experience
- D. Crew rest

In poor visibility, the essential focus is on maintaining visual references and ensuring obstacle clearance. Without clear visual cues, you can't reliably judge altitude, distance, or alignment, which raises the risk of striking obstacles or mislanding. You need to establish and maintain a stable reference to the LZ—landmarks, boundary markers, lighting, or any available cues—and continuously verify that the approach path keeps you clear of trees, wires, and other hazards. This visual frame of reference guides your descent rate, airspeed, and hover position, helping you stay safely centered over the landing area. Fuel status matters for mission viability, but it doesn't mitigate the immediate hazards of poor visibility. Pilot experience and crew rest are important for overall performance, yet they don't replace the safety benefit of solid visual reference and obstacle clearance during the approach.

2. Which unit establishes coordination with the Supported and Receiving Units?

- A. Aviation Unit**
- B. Supported Unit
- C. Receiving Unit
- D. Pilot and Crew Chiefs

In air assault operations, the aviation unit serves as the central coordinator between the ground elements. This unit establishes and maintains the coordination with both the Supported Unit, which is the ground element requesting lift, and the Receiving Unit, which will receive personnel or equipment. By doing this, the aviation unit develops a unified lift plan—covering timing, routes, loading and unloading procedures, and the chosen landing or pickup zones—and ensures everyone understands the plan and their role. This coordination helps deconflict movements, align security measures, and synchronize the air and ground portions of the mission. The other units and the aircrew perform essential duties, but the aviation unit is the one that formally establishes and maintains that linkage between the ground elements.

3. Which item has a rated capacity of 8,650 lbs and is used as tie down or lift point?

- A. Platform Clevis, 7,000 lbs, Used on Airforce pallets
- B. Small Screw Pin Clevis, 8,650 lbs, Used as tie down or lift point**
- C. Manufactured Apex, 10,000 lbs, Cargo nets
- D. 1/2 Inch Tubular Nylon, 1,000 lbs

The item being considered is a small screw pin clevis, which is designed to be a single tie-down or lift point and is built to a specific load rating. This combination—the right function and the matching capacity—makes it the best choice for securing or lifting loads in this scenario. The screw pin design also allows the pin to be tightened so the connection stays secure during use, which is essential for reliable tie-downs and lifts. The other options don't fit as well. A platform clevis is another type of clevis, but its rating is lower than the required capacity, so it wouldn't meet the specified load requirement. A manufactured apex item is rated for a higher capacity but is intended for cargo nets rather than as a lift or tie-down point. The tubular nylon piece isn't even a clevis and has a much lower rating, so it wouldn't be appropriate for a lift or tie-down application.

4. During reduced visibility or darkness, what must be done to the landing zone?

- A. LZ size must be increased during hours of reduced visibility or darkness to allow pilot more room to maneuver.**
- B. LZ size must be reduced to minimize risk.
- C. LZ must be relocated several hundred meters away from obstacles.
- D. LZ must be cleared of all personnel before approach.

When visibility is reduced or it's dark, the landing zone must be enlarged to provide extra room for the pilot to maneuver safely. The limited sight cues and the potential for misjudging distance during approach mean the helicopter needs a larger, clearer area to settle onto without hitting obstacles or overshooting the zone. Increasing the LZ size creates the necessary margin for a controlled approach and touchdown under challenging conditions. Reducing the LZ would remove that crucial margin and raise the risk of ground contact outside the intended area. Relocating the LZ several hundred meters away from obstacles isn't a standard requirement dictated by reduced visibility, as the key safety factor is the available space within the landing zone itself. Clearing personnel is always important for safety, but the main adjustment tied to degraded visibility is simply making the LZ larger to compensate for the increased uncertainty.

5. What is the rating of the CH-47 Dual Cargo Hook (Front and Rear)?

- A. 26,000 lbs
- B. 17,000 lbs
- C. 9,000 lbs
- D. 25,000 lbs**

When lifting with the CH-47, using both front and rear hooks together defines a specific maximum load. The rating for this dual-hook setup is 25,000 pounds. This value reflects the helicopter's structural limits and the load distribution when both hooks are engaged, ensuring safe handling and flight characteristics. So, the two-hook configuration can carry up to 25,000 pounds in total. The other numbers don't represent the dual-hook capacity: they may correspond to other configurations or misremembered specs, but they're not the rated combined load for front and rear hooks.

6. Under the Stitch Rule, how many consecutive broken stitches indicate that the equipment is unserviceable?

- A. 2 consecutive broken stitches
- B. 4 consecutive broken stitches
- C. 3 consecutive broken stitches**
- D. 5 consecutive broken stitches

The Stitch Rule uses the number of consecutive broken stitches to judge seam integrity. When you encounter three stitches in a row that are broken, the seam has lost enough of its continuity that it can't reliably bear load, so the equipment is unserviceable. Stitches hold pieces of fabric or material together; a run of broken stitches creates a weak path where stress can cause the seam to fail, which is not acceptable for serviceable gear. Two consecutive broken stitches aren't enough to declare unserviceable under this rule because the seam might still be salvageable or repairable without compromising safety. More than three broken stitches (four or five) would also indicate severe failure, but the threshold the rule uses to flag unserviceability is three, which is the first clear indicator of an unsafe seam.

7. Which statement is true about the water trailer tie-down components?

A. The fill port uses two pieces of Type III nylon

B. Air hoses require steel clamps

C. Faucet boxes use copper wire

D. Support leg handle uses rope

Securing a water trailer during movement relies on using appropriate tie-down materials that can stand up to vibration, moisture, and rough handling. The fill port is tied down with two pieces of Type III nylon rope because this combination provides reliable restraint with redundancy. Type III nylon is a field-grade, strong, moisture-resistant rope that's easy to work with in the field, so using two separate lengths helps ensure the fill cap stays secure even if one rope wears a bit or a knot loosens. This setup minimizes the risk of leaks or cap loss during transport. The other statements don't fit typical tie-down practices: air hoses are secured with hose-specific clamps rather than a blanket requirement for steel clamps, faucet boxes aren't secured with copper wire, and the support leg handle is not normally secured with rope. The two-piece Type III nylon arrangement for the fill port best fits the expected tie-down approach.

8. Dual-Point Load Rigging Procedures are documented in which manual?

A. TM 4-48.10

B. ATTP 3-18.12

C. TM 10-1670-295-23P

D. TM 4-48.11

Dual-point load rigging procedures are found in the publication that specifically covers rigging and cargo handling. That manual provides the exact steps, required hardware, sling configurations, load paths, and safety checks needed for two-point lifts, ensuring loads are balanced, within sling ratings, and properly inspected before lift. The other manuals listed address different topics or broader cargo handling, so they don't contain the dedicated procedures for dual-point rigging. So the authoritative reference for this topic is the rigging-focused manual.

9. Under the two-inch tape shatter-proofing requirement, how many total items are covered on the M149 Water Trailer, and how many rear lights are included?

A. 8 Total; 4 Reflectors on Each Side and 2 Lights in the Rear

B. 10 Total; 4 Reflectors on Each Side and 2 Lights in the Rear

C. 12 Total; 6 Reflectors on Each Side and 0 Lights

D. 6 Total; 3 Reflectors on Each Side and 0 Lights

The two-inch tape shatter-proofing requirement for the M149 Water Trailer is about ensuring adequate visibility and protection for the trailer's safety markings and lights. The standard specifies that there should be four reflectors on each side plus two rear lights, which adds up to a total of ten items. So the correct configuration is ten items in total, with four reflectors on each side and two rear lights. This setup provides visibility from the sides and the rear and meets the approved shatter-proofing requirement. Other options fall short by offering too few reflectors on each side or by omitting rear lighting, which would not satisfy the rule.

10. How many Ground Crew Member roles are listed in ADS operations?

- A. 2
- B. 3**
- C. 4
- D. 5

Counting the Ground Crew Member roles listed in ADS operations means carefully scanning that section and identifying every entry that is described as a ground crew responsibility, making sure each role is unique and not counted twice. The material shows three distinct Ground Crew Member roles, so the correct total is three. If you only found two, you likely missed one listed role; if you found four or five, you may have included items that aren't ground crew roles or counted the same role more than once.

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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://tsaasairassaultphase2.examzify.com>

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

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