AIR FORCE - AIR FREIGHT (CFETP) 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.

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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!

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Questions

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1. **If positioning MHE for aircraft loading, how close should the vehicle be moved without a spotter's assistance?**

   A. 5 feet

   B. 10 feet

   C. 15 feet

   D. 20 feet

2. **Who retains overall responsibility for loading the aircraft?**

   A. Ground Support team

   B. Load Team Chief

   C. Loadmaster

   D. Aerial Operations Officer

3. **What is a recommended practice during the pallet breakdown process?**

   A. Inspect for cargo damage only

   B. Inspect net sets and straps for damage

   C. Only check for weight

   D. Remove net sets without inspection

4. **Who is responsible for offloading special cargo and transferring custody?**

   A. Transportation team

   B. Security personnel

   C. Special Handling

   D. Cargo assembly team

5. **What is the minimum number of straps recommended for securing a loaded pallet in the given scenario?**

   A. Three

   B. Five

   C. Seven

   D. Ten

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6. Where must pallet documentation be attached according to guidelines?

A. On the bottom side of the pallet

B. On the front side, at eye level

C. On the upper-left-hand corner, at eye level

D. On the rear side of the pallet

7. Which medical materials require handling by specialized personnel?

A. Standard medical supplies

B. Etiological agents and biological research material

C. Non-hazardous materials

D. Medical waste only

8. What is the capacity of the CGU-1B strap?

A. 2,500 pounds

B. 5,000 pounds

C. 10,000 pounds

D. 15,000 pounds

9. Load Team Chiefs are not responsible for which of the following tasks?

A. Directing ground vehicles

B. Opening the Aircraft Cargo door

C. Loading cargo

D. Coordinating with the Loadmaster

10. To ensure compliance, what should you do with the AMC Form 33 when managing cargo?

A. Keep it digital only

B. Attach it only to rejected cargo

C. Keep one for internal files

D. Both attach and distribute copies

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Answers

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

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Explanations

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1. If positioning MHE for aircraft loading, how close should the vehicle be moved without a spotter's assistance?

A. 5 feet

B. 10 feet

C. 15 feet

D. 20 feet

Positioning Material Handling Equipment (MHE) for aircraft loading requires careful consideration to ensure safety and efficiency during operations. The recommended distance of 10 feet is crucial because it strikes a balance between being close enough to facilitate effective loading and far enough to minimize the risk of accidents, such as collisions with the aircraft or personnel. When operating MHE, maintaining this specific distance allows operators to have a clear line of sight and sufficient space to maneuver while still being aware of their surroundings. It's important to have a safe buffer zone to ensure that any unexpected movements or actions by personnel or equipment do not lead to dangerous situations. This distance without a spotter's assistance helps safeguard both the equipment and the aircraft while adhering to safety protocols. In contrast, larger distances could mean inefficiencies in loading procedures, as personnel would need to spend more time maneuvering the equipment back and forth. Therefore, 10 feet is an optimal choice that reflects both safety measures and practical operation within the confines of aircraft loading.

2. Who retains overall responsibility for loading the aircraft?

A. Ground Support team

B. Load Team Chief

C. Loadmaster

D. Aerial Operations Officer

The Loadmaster retains overall responsibility for loading the aircraft because this role includes ensuring that the aircraft is loaded correctly and safely, adhering to weight and balance limitations, and following regulatory guidelines. The Loadmaster plays a crucial part in the operational integrity of the flight, overseeing all aspects of the loading process to ensure that cargo is secured and stowed properly. This position requires specialized training and knowledge of the aircraft's capabilities and limitations, as well as an understanding of the nature of the cargo being transported. In contrast, while the Ground Support team is vital in preparing the aircraft and assisting with loading, their role is more focused on logistical support rather than the oversight of the loading operation itself. The Load Team Chief also plays a leadership role among the loaders but typically reports to the Loadmaster and is involved in the specific task execution instead of the overall responsibility. The Aerial Operations Officer is involved in flight operations and planning but does not manage the physical aspects of loading the aircraft. Thus, the Loadmaster is the key authority in charge of ensuring that loading is conducted safely and effectively.

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3. What is a recommended practice during the pallet breakdown process?

A. Inspect for cargo damage only

B. Inspect net sets and straps for damage

C. Only check for weight

D. Remove net sets without inspection

During the pallet breakdown process, inspecting net sets and straps for damage is crucial to ensuring the safety and security of the cargo. This practice helps to identify any wear, tear, or defects that could compromise the integrity of the load during subsequent handling or transportation. Straps and net sets are essential components that secure cargo, and any damage could lead to potential safety hazards or loss of cargo during transport. Thorough inspections contribute to the overall effectiveness of air freight operations by minimizing risks and maintaining compliance with safety regulations. This proactive approach also aligns with best practices in logistics and freight handling, ensuring that everything is in optimal condition before the cargo is moved further along the supply chain.

4. Who is responsible for offloading special cargo and transferring custody?

A. Transportation team

B. Security personnel

C. Special Handling

D. Cargo assembly team

The responsibility for offloading special cargo and transferring custody falls to the special handling personnel. This team is specifically trained to manage cargo that requires careful attention due to its delicate nature, sensitive contents, or specific handling requirements. Their expertise ensures compliance with safety regulations, proper inventory control, and adherence to procedural protocols that govern the handling of such cargo. Special handling personnel are equipped to deal with the unique challenges posed by this kind of cargo. They understand the specific documentation, tracking, and care that must be taken to ensure that the items are neither damaged nor improperly handled during the transfer process. While other teams like the transportation team and cargo assembly team play vital roles in the logistics operation, their focus is more on general cargo operations rather than the specialized needs associated with unique or sensitive items. Security personnel, on the other hand, primarily focus on maintaining the security and integrity of the cargo without the specific responsibility for its physical handling. Thus, special handling is the correct choice for the management of offloading and custody of special cargo.

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5. What is the minimum number of straps recommended for securing a loaded pallet in the given scenario?

A. Three

B. Five

C. Seven

D. Ten

In air freight operations, securing a loaded pallet is crucial for safety and stability during transport. The recommendation to use a minimum of seven straps for securing a loaded pallet is based on the need to ensure that all cargo is adequately restrained to prevent shifting or movement during flight, which can lead to potential hazards. Using seven straps allows for better distribution of force across the load, ensuring that it is securely fastened from multiple angles. This number also accommodates varying load shapes and sizes, providing flexibility to address different cargo configurations. The increased number of straps helps to minimize the risk of cargo displacement during transit, which is especially important in aviation where cargo is subjected to turbulence and rapid changes in altitude. Effective cargo securing practices like this are integral to compliance with safety regulations and guidelines set forth by the Air Force and aviation authorities, aimed at ensuring the protection of both the cargo and the aircraft. Therefore, selecting seven straps as the minimum strikes a balance between safety, efficiency, and practicality in air freight operations.

6. Where must pallet documentation be attached according to guidelines?

A. On the bottom side of the pallet

B. On the front side, at eye level

C. On the upper-left-hand corner, at eye level

D. On the rear side of the pallet

The correct placement for pallet documentation, which is critical for ensuring proper handling and shipping of cargo, is in the upper-left-hand corner at eye level. This positioning is significant because it allows personnel to easily see and access the documentation without needing to move or adjust the pallet, thereby facilitating quicker identification of the cargo's details, such as contents, destination, and any special handling requirements. Additionally, placing the documentation at eye level minimizes the risk of damage to the documents themselves while enhancing visibility for individuals conducting inspections or loading the cargo. Such practices contribute to a more efficient logistics process by ensuring that all necessary information is readily available to those interacting with the pallet.

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7. Which medical materials require handling by specialized personnel?

A. Standard medical supplies

B. Etiological agents and biological research material

C. Non-hazardous materials

D. Medical waste only

Handling etiological agents and biological research material requires specialized personnel due to the inherent risks associated with these materials. Etiological agents are microorganisms that can cause disease in humans, animals, or plants, and their manipulation often involves strict regulatory requirements to prevent exposure, contamination, or outbreaks. Specialized training ensures that personnel are aware of the bio-safety protocols needed to manage these agents safely, including the use of personal protective equipment (PPE), proper containment methods, and emergency response procedures in the event of a spill or exposure. In contrast, standard medical supplies, non-hazardous materials, and medical waste, while they may still require careful handling and adherence to certain guidelines, do not necessitate the same level of specialized training. For example, standard medical supplies might include items like bandages or syringes, which do not pose significant biological hazards. Non-hazardous materials are generally considered safe to handle without specific training. Medical waste requires proper disposal procedures but does not involve the same health risks as biological research material when it comes to handling. Thus, the unique risks associated with etiological agents and biological research justify the need for specialized personnel.

8. What is the capacity of the CGU-1B strap?

A. 2,500 pounds

B. 5,000 pounds

C. 10,000 pounds

D. 15,000 pounds

The CGU-1B strap is designed to secure cargo during transport and is capable of a maximum load capacity of 5,000 pounds. This specification reflects its robust construction and the materials used, which are engineered to withstand considerable forces while ensuring the safety of the cargo being transported. The accurate knowledge of such specifications is crucial for air freight operations, as it directly impacts load planning, safety measures, and compliance with air transport regulations. Understanding the capacity of the CGU-1B strap allows personnel to make informed decisions when securing cargo, ensuring both the effectiveness of the transport operation and the safety of the personnel involved.

9. Load Team Chiefs are not responsible for which of the following tasks?

A. Directing ground vehicles

B. Opening the Aircraft Cargo door

C. Loading cargo

D. Coordinating with the Loadmaster

The task of opening the aircraft cargo door is typically the responsibility of the Loadmaster or a designated crew member trained specifically for that function. The Load Team Chief's role focuses more on overseeing the loading process, ensuring that cargo is properly loaded and secured, managing the load crew, and coordinating operations on the ground, including directing the flow of ground vehicles and working with the Loadmaster. The Load Team Chief is not tasked with operating the aircraft's cargo door because that function requires specific knowledge of aircraft systems and safety protocols that are usually within the purview of the Loadmaster and the flight crew. By handling these critical elements, the Load Master ensures that operations proceed safely and efficiently without compromising aircraft integrity.

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10. To ensure compliance, what should you do with the AMC Form 33 when managing cargo?

A. Keep it digital only

B. Attach it only to rejected cargo

C. Keep one for internal files

D. Both attach and distribute copies

The appropriate action for managing the AMC Form 33 is to both attach it to the relevant cargo and distribute copies as necessary. This ensures thorough documentation and compliance throughout the cargo handling process. Attaching the form directly to the cargo provides immediate reference for both personnel handling the cargo and any inspections that might occur, facilitating clear communication and accountability. Distributing copies allows for further verification and record-keeping within different departments involved in the transport and management of the cargo. This procedural thoroughness is critical in the air freight process, ensuring that all parties are informed of the cargo's status, handling instructions, and any pertinent details that arise during transportation. Maintaining these processes helps prevent misunderstandings and supports regulatory compliance, ultimately resulting in smoother operation workflows and enhanced cargo management and accountability.

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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://airforceairfreightcfetp.examzify.com

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

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