C-17 COPILOT AIRDROP (CPAD) 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.

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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. What event triggers R2 and R3 to begin climbing to the awaiting A/R position?

A. R1 departs RZ altitude

B. R2 reaches awaiting A/R

C. R3 reaches awaiting A/R

D. When R1 departs RZ altitude, R2 and R3 begin climb to awaiting A/R position

2. What function does the Extraction Force Transfer Coupling (EFTC) perform?

A. Provides electrical power to the extraction parachute

B. Stabilizes the platform during exit

C. Transfers force from horizontal to vertical axis after platform has been pulled out of the jet

D. Controls drogue chute deployment

3. What ANP value is required to fly lower than the MSA at night?

A. ANP 2.0 or less

B. ANP 0.5 or less

C. ANP 0.3 or less

D. ANP 1.0 or less

4. LV velocity is defined as which of the following?

A. 25 fps or less

B. 28 fps or less

C. 30 fps or less

D. 35 fps or less

5. BSBS Wing Lights configuration specifies which bank, squawk, box, prox, SED, and lights?

A. Bank: NORM/NORM; Squawk: STBY; Box: SKE Wingman; Prox: 2000; SED: INT; Lights: Fuselage Wing

B. Bank: MIN/20; Squawk: TA only; Box: lead on SKE page; Prox: 2000; SED: MCT; Lights: Fuselage Lower

C. Bank: MIN/20; Squawk: TA only; Box: SKE Wingman; Prox: 2000; SED: MCT; Lights: Fuselage Wing

D. Bank: NORM/NORM; Squawk: STBY; Box: lead on SKE page; Prox: 2000; SED: INT; Lights: Fuselage Lower

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6. Which publication explains the actuator arm?

A. 13A9-4-3 (rigging pub)

B. 13B2-1-3 (rigging pub)

C. 13C7-1-4 (rigging pub)

D. 13C7-1-5 (rigging pub)

7. Which of the following is not one of the listed NVG minimum options?

A. 600/2 (current & qualified)

B. 300/1 (by OG/CC approval)

C. 1500/3 (non-current and/or unqualified)

D. 900/2 (not listed)

8. What is a GRM?

A. Ground release module

B. General restraint mechanism

C. Gate release mechanism, electrically signaled to release restraint strap at green light

D. Guidance release method

9. In Standard Holding Pattern: Formation High Altitude, what is the turn direction and bank angle?

A. 20 degrees AOB

B. 30 degrees AOB

C. 10 degrees AOB

D. 15 degrees AOB

10. For R2/R3 awaiting A/R position, what is the correct distance and altitude relative to the tanker base?

A. 500 ft above tanker base altitude

B. Below tanker by 1000 ft

C. At tanker level

D. 1000 ft above tanker base altitude

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Answers

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

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Explanations

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1. What event triggers R2 and R3 to begin climbing to the awaiting A/R position?

A. R1 departs RZ altitude

B. R2 reaches awaiting A/R

C. R3 reaches awaiting A/R

D. When R1 departs RZ altitude, R2 and R3 begin climb to awaiting A/R position

The event that triggers R2 and R3 to start climbing to the awaiting A/R position is when R3 reaches the awaiting A/R position. This moment establishes the exact reference point and spacing needed for both aircraft to move together into the A/R track safely. R3 being in that slot serves as the lead cue, so R2 follows with the correct offset behind R3. Starting the climb based on R1's departure or on R2's own position would risk misalignment or unsafe spacing, because the maneuver relies on R3 being in the designated A/R slot first. Once R3 is in place, R2 can climb to join him in the awaiting A/R position with proper formation stability.

2. What function does the Extraction Force Transfer Coupling (EFTC) perform?

A. Provides electrical power to the extraction parachute

B. Stabilizes the platform during exit

C. Transfers force from horizontal to vertical axis after platform has been pulled out of the jet

D. Controls drogue chute deployment

The main idea is how the load path is redirected during extraction to ensure clean separation. The Extraction Force Transfer Coupling is a mechanical linkage that takes the pull on the pallet from the aircraft's horizontal direction and redirects it into a vertical pull once the platform has left the jet. This change in direction helps the pallet move away from the aircraft in the correct orientation and sets up the proper geometry for the parachute deployment sequence. It's about how the force is applied, not about providing power to a parachute, stabilizing the platform by itself, or controlling drogue deployment.

3. What ANP value is required to fly lower than the MSA at night?

A. ANP 2.0 or less

B. ANP 0.5 or less

C. ANP 0.3 or less

D. ANP 1.0 or less

ANP is the navigation performance value that quantifies how accurately the aircraft can determine its position and follow a track. Lower ANP means tighter navigation accuracy and a smaller potential error margin. When operating below the MSA, especially at night where visibility is limited, you must have enough navigation precision to maintain obstacle clearance during descent. The required threshold to fly lower than the MSA at night is ANP 1.0 or less, because this level of accuracy provides the confidence to descend with the necessary margin of safety in darkness. Values higher than 1.0 don't meet the standard, while values like 0.5 or 0.3 are stricter than required and 2.0 or less would be too permissive.

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4. LV velocity is defined as which of the following?

A. 25 fps or less

B. 28 fps or less

C. 30 fps or less

D. 35 fps or less

LV velocity refers to the descent speed that qualifies a load as a low-velocity drop. It is defined as 28 feet per second or less. This threshold is chosen to keep the payload's descent slow enough to be stable and controllable, reducing drift and pendulum motion during the drop, while still allowing timely delivery under typical operating conditions. Speeds above this limit would fall into a higher-velocity category with different handling and release criteria, so the published standard uses 28 fps or less for LV.

5. BSBS Wing Lights configuration specifies which bank, squawk, box, prox, SED, and lights?

A. Bank: NORM/NORM; Squawk: STBY; Box: SKE Wingman; Prox: 2000; SED: INT; Lights: Fuselage Wing

B. Bank: MIN/20; Squawk: TA only; Box: lead on SKE page; Prox: 2000; SED: MCT; Lights: Fuselage Lower

C. Bank: MIN/20; Squawk: TA only; Box: SKE Wingman; Prox: 2000; SED: MCT; Lights: Fuselage Wing

D. Bank: NORM/NORM; Squawk: STBY; Box: lead on SKE page; Prox: 2000; SED: INT; Lights: Fuselage Lower

Wing Lights configuration is about setting a specific, ready-to-run combination of cockpit controls and external indicators for a training scenario. The bank setting determines how the aircraft's roll response is handled; choosing normal for both banks provides standard, predictable handling appropriate for a wing-to-wing exercise rather than a reduced-bank setup that would alter turning behavior. The transponder status being standby means the transponder isn't actively responding to radar interrogations during the exercise, which is typical for a controlled training environment to avoid airspace conflicts. The SKE box option selecting Wingman matches the scenario's emphasis on coordinating or simulating a wingman relationship, rather than designating a lead on the SKE page. Proximity is set to 2000, which sets the threshold at which proximity alerts may occur, aligning with the spacing requirements typically used in wing operations during training. SED set to INT indicates the mode used for sensor/display behavior consistent with this Wing Lights setup, ensuring the system presents or uses internal handling appropriate for the exercise. Lights configured as Fuselage Wing means the exterior lighting chosen for this scenario includes the fuselage and wing lighting, matching the Wing Lights theme. Other combinations mix values that would change handling, intercom, or display behavior (for example, a different bank setting, a TA-only squawk, or a Wingman vs Lead option on SKE, or lights limited to the fuselage lower area), which would deviate from this specific Wing Lights arrangement.

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6. Which publication explains the actuator arm?

A. 13A9-4-3 (rigging pub)

B. 13B2-1-3 (rigging pub)

C. 13C7-1-4 (rigging pub)

D. 13C7-1-5 (rigging pub)

Publications used for rigging and airdrop equipment are organized by topic within a coding system. The actuator arm is a specific component of the cargo release/rigging mechanism, and its detailed guidance is found in the 13C7-1 series. Within that series, the final digit points to the exact component, and 5 corresponds to the actuator arm. So, the publication that explains the actuator arm is the one in the 13C7-1-5 set. The other options belong to different topics or sections and do not specifically cover the actuator arm.

7. Which of the following is not one of the listed NVG minimum options?

A. 600/2 (current & qualified)

B. 300/1 (by OG/CC approval)

C. 1500/3 (non-current and/or unqualified)

D. 900/2 (not listed)

NVG minimum options are the predefined, authorized conditions under which NVG-equipped operations can be conducted. The numbers paired with each option reflect a specific combination of crew qualification status and the required authorization for that condition. The three authorized minima are: 600/2 for crews that are current and qualified; 300/1 when approval from the Operations Group Commander is obtained; and 1500/3 for crews that are non-current and/or unqualified. Any other combination outside these listed minima isn't an approved option unless a separate waiver or exemption applies. So, the option that is not listed—900/2—is not an authorized NVG minimum option.

8. What is a GRM?

A. Ground release module

B. General restraint mechanism

C. Gate release mechanism, electrically signaled to release restraint strap at green light

D. Guidance release method

Gate Release Mechanism is the electrical release device that pins the pallet's restraints at the cargo gate and, when signaled, opens to free the restraint straps at the green light. This ensures a controlled, positive release of the load from the aircraft, allowing the pallet to depart through the gate without snagging on hardware. The other terms don't fit because they describe different or non-specific concepts: a ground release module implies ground-based release, a general restraint mechanism is too generic to specify the actual release point, and a guidance release method isn't the correct CPAD terminology for the mechanism that frees the restraints at the release signal.

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9. In Standard Holding Pattern: Formation High Altitude, what is the turn direction and bank angle?

A. 20 degrees AOB

B. 30 degrees AOB

C. 10 degrees AOB

D. 15 degrees AOB

In a standard holding pattern, you use a standard-rate turn so the racetrack aligns predictably with airspace and spacing, and for formation flight at high altitude that bank angle is about 20 degrees. This amount of bank yields the standard turn rate (roughly 3 degrees per second) at the speeds typical for formation flight, giving a stable, reusable turn radius that keeps the formation intact without wasting energy or overshooting the pattern. Standard holds are conducted with right-hand turns unless another instruction is given, so the turn direction is to the right. Bank angles much smaller (like 10 or 15 degrees) would not complete the leg efficiently, while a larger bank (like 30 degrees) would be too aggressive for tight formation in a hold. Therefore, the best choice is a 20-degree bank in a right-hand standard-rate turn.

10. For R2/R3 awaiting A/R position, what is the correct distance and altitude relative to the tanker base?

A. 500 ft above tanker base altitude

B. Below tanker by 1000 ft

C. At tanker level

D. 1000 ft above tanker base altitude

When preparing for air refueling, you want a stable, readable reference that keeps you clear of the tanker's wake while still close enough to transition smoothly. The recommended awaiting position for R2/R3 is about 500 feet above the tanker's base altitude. That small vertical offset keeps you out of the turbulence and prop wash directly around the tanker, provides a clean sight picture, and allows a quick descent into the contact when called. Lining up at tanker level puts you in the wake and makes stability harder to maintain; being well below, such as 1000 feet lower, places you in downdrafts and complicates alignment; being significantly higher, like 1000 feet above, adds unnecessary separation and complicates the transition. So the best approach is to stay 500 feet above the tanker base altitude.

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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://c17cpad.examzify.com

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

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