MFA FOLLOW ON PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Table of Contents

Copyright 1

Table of Contents 2

Introduction 3

How to Use This Guide 4

Questions 5

Answers 8

Explanations 10

Next Steps 15

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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 are the dimensions of a 463L cargo pallet and its maximum load capacity?

A. 108 in. x 88 in. and 10,000 lbs

B. 96 in. x 84 in. and 8,000 lbs

C. 110 in. x 90 in. and 12,000 lbs

D. 100 in. x 80 in. and 9,000 lbs

2. The Transportation Control Number identifies which of the following?

A. A single pallet

B. A shipment across multiple trucks

C. An entire shipment

D. A mission

3. What must be done with cryogenic liquid storage tanks during transport?

A. Vent overboard during transport

B. Vent in the aircraft cabin

C. Vent only on the ground

D. Sealed with no vent

4. What is the fuel level requirement for Boats and other watercraft?

A. Drained to the greatest extent possible

B. Drained completely

C. Drained to 1/2 tank

D. Not drained

5. Before pallets/platforms are released, what must be checked?

A. Fuel levels

B. Pallet alignment

C. Lock detent latches have been checked for engagement

D. Crew availability

6. Which component is used to set the rate of boom extension and retraction?

A. Telescoping Indicator

B. Elevation Indicator

C. Ruddevator Control Stick

D. Boom Telescope Lever

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7. Which shoring extends the loading ramp and decreases the loading angle?

A. Parking Shoring

B. Sleeper Shoring

C. Bridge Shoring

D. Approach Shoring

8. In tailchase departure, which aircraft takes off first?

A. Tanker Takes Off Before Receiver

B. Receiver Takes Off Before Tanker

C. They Take Off Simultaneously

D. It Depends on Conditions

9. What is the azimuth envelope limit?

A. 30 degrees

B. 15 degrees

C. 20 degrees

D. 10 degrees

10. Before releasing MHE, what must be verified?

A. Weather conditions

B. Cargo security verified

C. Operator certification

D. Pallet condition

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Answers

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

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Explanations

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1. What are the dimensions of a 463L cargo pallet and its maximum load capacity?

A. 108 in. x 88 in. and 10,000 lbs

B. 96 in. x 84 in. and 8,000 lbs

C. 110 in. x 90 in. and 12,000 lbs

D. 100 in. x 80 in. and 9,000 lbs

The standard 463L cargo pallet uses a fixed footprint that fits military airlift cargo bays, and its load rating is a defined limit used in planning and securing cargo. This pallet measures 108 inches long by 88 inches wide and is rated for a maximum payload of 10,000 pounds. This combination of dimensions and capacity is what makes it the universal size used across services for palletized load handling and aircraft compatibility. The other options don't match the established 463L footprint or its standard load limit, so they wouldn't align with how these pallets are designed to be loaded and secured in typical military airlift operations.

2. The Transportation Control Number identifies which of the following?

A. A single pallet

B. A shipment across multiple trucks

C. An entire shipment

D. A mission

A Transportation Control Number is a single, unique identifier for an entire shipment. It lets everyone involved in moving goods refer to the whole consignment in one place, even if the shipment is split into multiple pieces or handled by different trucks or transit legs. This makes tracking, status updates, and manifests consistent from origin to destination. A single pallet has its own specific identifier for that piece, not the whole shipment, and the term isn't about a mission.

3. What must be done with cryogenic liquid storage tanks during transport?

A. Vent overboard during transport

B. Vent in the aircraft cabin

C. Vent only on the ground

D. Sealed with no vent

Cryogenic liquids constantly generate boil-off gas as they warm, so there's a buildup of pressure inside the storage tank during transport. To keep the system safe, the vapor must be released to the surrounding atmosphere rather than kept inside. Venting overboard during transport prevents pressure from rising and avoids exposing people or the aircraft cabin to cold, asphyxiating gas. Venting in the cabin or sealing the tank would create dangerous conditions, and insisting on venting only on the ground ignores the ongoing boil-off that occurs while moving.

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4. What is the fuel level requirement for Boats and other watercraft?

A. Drained to the greatest extent possible

B. Drained completely

C. Drained to 1/2 tank

D. Not drained

The safety idea here is to minimize flammable fuel on board to reduce fire and spill risk during storage or transport. Draining to the greatest extent possible removes as much fuel as you reasonably can, which lowers the amount of flammable liquid and vapors that could leak, ignite, or contaminate the environment. Draining completely is often impractical or unnecessary and can create handling hazards or spills, while leaving more fuel (like half a tank or not draining at all) clearly increases risk. So draining as much as feasible is the prudent, safety-focused approach.

5. Before pallets/platforms are released, what must be checked?

A. Fuel levels

B. Pallet alignment

C. Lock detent latches have been checked for engagement

D. Crew availability

Before releasing pallets or platforms, the safety of the release depends on the mechanism being fully secured. The lock detent latches are what hold the pallet in place and prevent it from detaching during movement. Verifying they are engaged ensures there is a positive, locked condition before you initiate release. If the detents aren't engaged, the pallet could come loose unintentionally or fail to release when commanded, leading to damage or injury. Fuel levels or crew availability aren't part of the mechanical securement needed for release, and while pallet alignment matters for proper seating and loading, it doesn't guarantee that the release mechanism is safely locked. The essential step is confirming the lock detents are engaged to ensure a controlled, safe release.

6. Which component is used to set the rate of boom extension and retraction?

A. Telescoping Indicator

B. Elevation Indicator

C. Ruddevator Control Stick

D. Boom Telescope Lever

The speed at which the boom moves in and out is controlled by the component that governs hydraulic flow to the telescoping cylinders. The boom telescope lever adjusts how much fluid can flow, so moving it forward increases the rate of extension and moving it back increases the rate of retraction or slows it down. The telescoping indicator, by contrast, only shows how extended the boom is and doesn't control speed. The elevation indicator displays the boom's angle or height, not how fast it moves. A ruddevator control stick isn't part of crane controls and wouldn't regulate boom speed. So, the lever designed for telescoping is the one that sets the rate of boom extension and retraction.

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7. Which shoring extends the loading ramp and decreases the loading angle?

A. Parking Shoring

B. Sleeper Shoring

C. Bridge Shoring

D. Approach Shoring

The key idea is adjusting how the ramp meets the ground by extending the ramp surface. Approach shoring places supports at the approach end to effectively lengthen the ramp, which lowers the angle of loading as you reach the elevated surface. That safer, gentler transition is exactly what approach shoring provides, making it easier to drive or move loads up the ramp without a steep climb. Other types of shoring serve different purposes: parking shoring supports loads in parking-related situations but doesn't extend a ramp; sleeper shoring uses cribbing to distribute weight, not to change ramp geometry; and bridge shoring supports a bridge span rather than modifying a ramp's approach.

8. In tailchase departure, which aircraft takes off first?

A. Tanker Takes Off Before Receiver

B. Receiver Takes Off Before Tanker

C. They Take Off Simultaneously

D. It Depends on Conditions

In tailchase departure, the lead aircraft—often the tanker—takes off first to establish a stable climb and a clear flight path. Once the tanker is climbing and its position is stabilized, the receiver can accelerate and follow into the trailing, tail-chase position with a known reference point. This sequencing reduces the risk of collision or misalignment during liftoff and early climb, and it gives both aircraft a predictable rhythm for joining and maintaining the formation. While real-world timing can vary with conditions, the standard practice is to have the tanker take off first.

9. What is the azimuth envelope limit?

A. 30 degrees

B. 15 degrees

C. 20 degrees

D. 10 degrees

The azimuth envelope limit is the farthest horizontal angle from the centerline at which the system can still meet its performance requirements. It marks the practical field of regard in the azimuth (left-right) direction, where tracking accuracy and signal quality remain acceptable. Why 20 degrees fits best: within ±20 degrees the antenna gain, beam shape, and processing keep measurements reliable and the tracking stable. If you go beyond this limit, performance tends to degrade due to beam narrowing, increased distortion, or reduced accuracy. The other options would either restrict coverage too much (smaller angles) or risk poorer performance (a larger angle). So 20 degrees is the proper azimuth envelope limit.

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10. Before releasing MHE, what must be verified?

A. Weather conditions

B. Cargo security verified

C. Operator certification

D. Pallet condition

The main idea here is that before you release a material handling device, you must verify that the cargo is secured. This means checking that the load is properly strapped or wrapped, the pallets are intact, and the weight is distributed so the load won't shift, tip, or fall during lifting, moving, or stacking. When cargo security is verified, the operator can move with confidence that the load will stay in place, reducing the risk of injuries, spills, or damage to goods and equipment. Weather conditions and operator certification matter for safe operation, but they're not the specific verification step used to authorize releasing the equipment for a lift. Pallet condition is relevant to load safety, but cargo security verification covers the overall readiness of the load, including pallet integrity and securing methods.

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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://mfafollowon.examzify.com

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

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