MODERNIZED TARGET ACQUISITION DESIGNATION SIGHT (MTADS) 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. Which components comprise the primary MTADS subsystems?

A. The Target Acquisition and Designation Sight imaging sensor, the Pilot Night Vision Sensor, and the laser rangefinder/designator integrated with the aircraft's fire-control system

B. The Target Acquisition and Designation Sight imaging sensor alone

C. The Pilot Night Vision Sensor alone

D. The laser rangefinder/designator alone

2. Which condition would most directly indicate misalignment warnings on MTADS?

A. A misalignment warning is displayed

B. A sudden engine flameout

C. A drop in cabin pressure

D. An error in fuel gauge

3. Once the laser energy has been acquired, what will the TADS do?

A. Laser tracking hardware takes over turret control once a spot is acquired, and it will auto-track around the laser energy spot.

B. The LT energy is stored for later use.

C. The system resets the tracker to a default position.

D. The TADS locks onto a new target.

4. How many fields of view are available if the CPG is using the TADS as a sight with the Day TV as the selected sensor?

A. Three (Wide, Narrow, and Zoom)

B. Four (Wide, Medium, Narrow, Zoom)

C. Two (Wide, Zoom)

D. Five (Wide, Medium, Narrow, Zoom, and Super Zoom)

5. Which statement about Field Of View during laser ranging and designation is true?

A. Narrow and Zoom are boresighted

B. Wide and Panoramic are boresighted

C. Telephoto and Narrow are boresighted

D. All FOVs are boresighted

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6. When ACM is boxed, what authority level do crew members maintain over level and gain?

A. 50% authority

B. 100% authority

C. 0% authority

D. 25% authority

7. After completing the DTV boresight, to begin the FLIR boresight, what action is required?

A. Release the Laser trigger

B. Engage Ground Override

C. Power cycle FLIR

D. Lock target

8. DTV has how many fields of view, and what is the M designation?

A. 4, M

B. 2, no M

C. 3

D. 3, no M

9. How many fields of view are available if the CPG is using the TADS as a sight with the FLIR as the selected sensor?

A. Three (Wide, Narrow, and Zoom)

B. Two (Wide and Narrow)

C. Four (Wide, Medium, Narrow, and Zoom)

D. Five (Wide, Medium, Narrow, Zoom, and Ultra Zoom)

10. Which sights can be selected from the CPG crew station?

A. FCR, TADS, and HMD

B. FCR and HMD

C. TADS and HMD

D. FCR and TADS

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Answers

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

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Explanations

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1. Which components comprise the primary MTADS subsystems?

A. The Target Acquisition and Designation Sight imaging sensor, the Pilot Night Vision Sensor, and the laser rangefinder/designator integrated with the aircraft's fire-control system

B. The Target Acquisition and Designation Sight imaging sensor alone

C. The Pilot Night Vision Sensor alone

D. The laser rangefinder/designator alone

MTADS is built around a three-part targeting and sensing package that works in concert to detect, identify, and designate targets for weapons. The imaging sensor inside the Target Acquisition and Designation Sight provides high-resolution imagery for target acquisition and designation, enabling precise cueing of the weapons. The Pilot Night Vision Sensor adds a dedicated night-vision feed for the pilot, improving situational awareness and flight control in low-light conditions. The laser rangefinder/designator is integrated with the aircraft's fire-control system to measure target distance and to designate a target with a laser for laser-guided munitions, all aligned with the weapons' cueing. Together, these three components form the complete MTADS subsystem, covering day and night target acquisition, pilot navigation/passive sensing, and accurate laser designation with range data for weapon engagement. Any single component alone wouldn't provide the full capability required for effective targeting and engagement.

2. Which condition would most directly indicate misalignment warnings on MTADS?

A. A misalignment warning is displayed

B. A sudden engine flameout

C. A drop in cabin pressure

D. An error in fuel gauge

The main idea here is sensor alignment status. MTADS continuously checks that the TADS/PNVS boresight is properly aligned with the aircraft's reference frame. If the alignment drifts outside allowable tolerances, the system flags a misalignment warning. That warning is the clearest, most direct signal that the sensor alignment is off, which directly affects targeting accuracy. Other conditions like a sudden engine flameout, cabin pressure drop, or a fuel gauge error affect propulsion or life-support systems rather than sensor alignment, so they don't directly indicate misalignment. If you see a misalignment warning, you should perform the prescribed boresight alignment procedure, verify gimbal zero position, and ensure the sensor mounting is secure before continuing.

3. Once the laser energy has been acquired, what will the TADS do?

A. Laser tracking hardware takes over turret control once a spot is acquired, and it will auto-track around the laser energy spot.

B. The LT energy is stored for later use.

C. The system resets the tracker to a default position.

D. The TADS locks onto a new target.

When the laser energy is acquired, the laser-tracking hardware takes over turret control and automatically tracks the laser energy spot. The system keeps the designated spot centered by moving the turret as needed, maintaining a continuous laser lock for guidance or targeting without requiring manual input. This design lets the weapon system follow the designated point even as the platform or target moves. The other ideas aren't how it functions: energy isn't stored for later use, the tracker isn't reset to a default position, and the system doesn't automatically switch to a new target once a spot is acquired.

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4. How many fields of view are available if the CPG is using the TADS as a sight with the Day TV as the selected sensor?

A. Three (Wide, Narrow, and Zoom)

B. Four (Wide, Medium, Narrow, Zoom)

C. Two (Wide, Zoom)

D. Five (Wide, Medium, Narrow, Zoom, and Super Zoom)

When the CPG uses the TADS with Day TV as the selected sensor, the Day TV channel offers three fields of view: Wide for broad situational awareness, Narrow for better target discrimination at distance, and Zoom for magnified viewing when closer inspection is needed. The Medium field of view is not available in this specific Day TV configuration, and there isn't a separate "Super Zoom" mode for Day TV in this setup. So the available options are three, not four or five, and not two.

5. Which statement about Field Of View during laser ranging and designation is true?

A. Narrow and Zoom are boresighted

B. Wide and Panoramic are boresighted

C. Telephoto and Narrow are boresighted

D. All FOVs are boresighted

Boresight links the laser designation beam to the sensor's optical axis, so the laser dot should land where your display's reticle points. In MTADS, that precise alignment is guaranteed in the narrow field of view and its magnified (zoom/telephoto) mode because those modes share the same optical path and calibration. When you switch to wide or panoramic views, the optics and geometry change, so the laser beam and the displayed reticle aren't guaranteed to stay perfectly aligned. That's why the true statement is that narrow and zoom are boresighted.

6. When ACM is boxed, what authority level do crew members maintain over level and gain?

A. 50% authority

B. 100% authority

C. 0% authority

D. 25% authority

The concept being tested is shared control between crew members. When ACM is boxed, the authority over level and gain is split evenly, so each crew member has fifty percent influence. This setup ensures both the pilot and sensor operator contribute to adjustments, promoting coordination and preventing any single person from unilaterally steering the sensor's leveling and gain. Such shared control helps maintain stable target acquisition and image quality, especially during dynamic flight and targeting tasks. Full control by one person wouldn't reflect the boxed, joint-control mode, and having no control or an uneven split wouldn't support the collaborative operation the box state is designed to enforce.

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7. After completing the DTV boresight, to begin the FLIR boresight, what action is required?

A. Release the Laser trigger

B. Engage Ground Override

C. Power cycle FLIR

D. Lock target

The step tests the transition from DTV to FLIR boresight in MTADS and uses the laser trigger as a safety/mode switch. Releasing the laser trigger disengages the laser designation used during DTV boresight, allowing the FLIR boresight process to begin cleanly with the FLIR system. If the trigger stays pressed, the system remains in laser designation mode, which can prevent FLIR boresight from starting properly and potentially cause improper calibration or safety concerns. The other actions don't perform this transition: ground override isn't part of switching sensors for boresight, power cycling the FLIR isn't the required step to begin FLIR alignment, and locking a target is about designation during operation, not initiating FLIR boresight.

8. DTV has how many fields of view, and what is the M designation?

A. 4, M

B. 2, no M

C. 3

D. 3, no M

The Day TV (DTV) sensor in MTADS uses three selectable fields of view to adapt to different ranges and target sizes: wide for a broad scene, medium for tracking and targeting, and narrow for close-up detail when designation is needed. There is no M designation used with the DTV in this configuration, so the correct statement is that DTV has three fields of view and no M designation.

9. How many fields of view are available if the CPG is using the TADS as a sight with the FLIR as the selected sensor?

A. Three (Wide, Narrow, and Zoom)

B. Two (Wide and Narrow)

C. Four (Wide, Medium, Narrow, and Zoom)

D. Five (Wide, Medium, Narrow, Zoom, and Ultra Zoom)

The question checks how many field-of-view options the FLIR provides when the TADS is used as the sight and FLIR is the selected sensor. In this configuration, there are four FOV settings: Wide, Medium, Narrow, and Zoom. Wide covers the broad area to spot targets, Medium offers a balance between area and detail, Narrow focuses further for distant objects, and Zoom magnifies the image for closer inspection. Ultra Zoom isn't a selectable option in this setup, so the total is four.

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10. Which sights can be selected from the CPG crew station?

A. FCR, TADS, and HMD

B. FCR and HMD

C. TADS and HMD

D. FCR and TADS

From the CPG crew station you can select all three sensors: the Fire Control Radar (FCR), the Target Acquisition Designation Sight (TADS), and the Helmet Mounted Display (HMD). This arrangement lets the back-seat crewman search with the FCR, designate targets with TADS, and view/cue weapons with the HMD, switching between them as the engagement requires. The system is designed so the CPG can manage any of these sights without needing to switch seats, enabling flexible targeting and coordination with the pilot. Because each of these sensors is accessible from the CPG station, the option that includes all three is the correct choice.

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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:

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

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