

AIRCREW FLIGHT EQUIPMENT (AFE) CDC 3 PRACTICE TEST (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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	16

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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. What are the four measurement areas for supervision?**
 - A. Executing the mission, managing time, leading people, and resource allocation
 - B. Executing the mission, improving the unit, leading people, and managing resources
 - C. Resource allocation, technical training, unit cohesion, and leadership
 - D. Task accomplishment, personal evaluations, mission execution, and safety management
- 2. Who has the authority to waive the 7-level requirement for clearing "Red-X" discrepancies?**
 - A. First O-6 in the chain of command
 - B. AFE superintendent
 - C. Unit commander
 - D. Senior airman
- 3. How many M295s will the attendant use when performing the initial decon pat down process?**
 - A. One M295 per person
 - B. Two M295s per person
 - C. As many as necessary
 - D. Only one M295 for the entire area
- 4. What is one of the main purposes of the air tasking order (ATO)?**
 - A. A: To assign ground troop leaders
 - B. B: To provide airpower asset instructions
 - C. C: To coordinate civilian air traffic
 - D. D: To evaluate historical air missions
- 5. Who is tasked with developing a rotation plan for AFE technicians?**
 - A. Unit commander
 - B. AFE superintendent
 - C. Training officer
 - D. Safety officer

- 6. What two items must appear on the Shipper's Declaration for Dangerous Goods forms for military air transportation?**
- A. The vertical red hatch border and certifying official's signature
 - B. Hazard class and weight of the cargo
 - C. Sender's complete address and contact number
 - D. Approval date and transportation route
- 7. Who has the authority to determine the investigative effort required for a mishap?**
- A. Safety Officer
 - B. Unit Commander
 - C. Investigation Officer
 - D. Convening authority
- 8. How is flotation training equipment marked for use?**
- A. Not for public use
 - B. For training only
 - C. Emergency use only
 - D. Do not use
- 9. What actions should an aircrew member take if the aircraft oxygen supply fails while using AERPs?**
- A. Attempt to fly at a lower altitude
 - B. Connect to a portable oxygen bottle or activate emergency oxygen
 - C. Land the aircraft immediately
 - D. Switch to manual controls
- 10. A CQU-7/P blower failure is indicated to the wearer by?**
- A. The loss of lens de-mist and increased breathing resistance
 - B. Increased airflow and temperature
 - C. Visual alert on the helmet display
 - D. Audible alarm from the blower unit

Answers

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

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Explanations

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1. What are the four measurement areas for supervision?

- A. Executing the mission, managing time, leading people, and resource allocation
- B. Executing the mission, improving the unit, leading people, and managing resources**
- C. Resource allocation, technical training, unit cohesion, and leadership
- D. Task accomplishment, personal evaluations, mission execution, and safety management

The four measurement areas for supervision include executing the mission, improving the unit, leading people, and managing resources. Each of these areas is vital for effective supervision within any organization, particularly in a military or aircrew context. "Executing the mission" refers to the necessity of achieving the objectives and goals set forth by the organization. It is critical that supervisors ensure their teams are focused and aligned with the mission at hand. "Improving the unit" encompasses efforts to enhance the overall performance and efficiency of the team. This involves creating an environment conducive to growth, learning, and operational effectiveness, which is essential for maintaining high standards in a dynamic environment. "Leading people" highlights the importance of guiding and inspiring team members. Effective leadership is crucial for building trust, morale, and engagement, which directly influences the success of mission execution. "Managing resources" relates to the allocation and utilization of available assets, such as personnel, equipment, and time. Efficient resource management ensures that all elements necessary for mission success are effectively deployed and utilized. This choice captures the essence of supervision by emphasizing the broader impact on both mission success and unit cohesion, which is why it is identified as the correct answer.

2. Who has the authority to waive the 7-level requirement for clearing "Red-X" discrepancies?

- A. First 0-6 in the chain of command**
- B. AFE superintendent
- C. Unit commander
- D. Senior airman

The authority to waive the 7-level requirement for clearing "Red-X" discrepancies lies with the first officer in the chain of command at the 0-6 level, commonly known as a colonel. This level of authority is significant because it ensures that such waivers are granted only through senior leadership, who have the experience and oversight necessary to make informed decisions regarding potential safety and operational impacts. Granting waivers for technical requirements like the 7-level ensures that someone in a leadership position is taking responsibility for the implications of that waiver, providing a balance between immediate operational needs and maintaining technical integrity and safety standards. The higher rank has been entrusted with the knowledge to assess whether the circumstances warrant a bypass of standard procedures, making it a structured and accountable process within military operations.

3. How many M295s will the attendant use when performing the initial decontamination pat down process?

- A. One M295 per person
- B. Two M295s per person
- C. As many as necessary**
- D. Only one M295 for the entire area

The initial decontamination pat down process using M295 decontamination kits allows for flexibility based on the specific needs of the situation. Selecting as many kits as necessary recognizes that individuals receiving decontamination may have varying levels of contamination and exposure, which affects how many M295s will be utilized. This approach ensures that each individual is effectively decontaminated by allowing the attendant to use multiple M295s if required, especially in cases where there is significant contamination or if the first M295 becomes saturated or ineffective. The focus is on thorough decontamination rather than limiting the number of kits used.

4. What is one of the main purposes of the air tasking order (ATO)?

- A. A: To assign ground troop leaders
- B. B: To provide airpower asset instructions**
- C. C: To coordinate civilian air traffic
- D. D: To evaluate historical air missions

The air tasking order (ATO) serves as a critical document in the planning and execution of air operations. Its main purpose is to provide detailed instructions regarding the employment of airpower assets for a specified time period, typically a 24-hour operational cycle. This includes outlining the specific missions assigned to various air units, the types of aircraft to be used, and the resources available, ensuring that all air operations are synchronized with the overall mission objectives. By delivering clear and concise directives, the ATO helps maintain effective command and control of air operations, ensuring that air assets are employed efficiently and that their capabilities are precisely aligned with the needs of ground forces and overall operational goals. This coordination is vital for maximizing combat effectiveness while minimizing risks and collateral damage, demonstrating why the provision of airpower asset instructions is a prime function of the ATO.

5. Who is tasked with developing a rotation plan for AFE technicians?

- A. Unit commander
- B. AFE superintendent**
- C. Training officer
- D. Safety officer

The AFE superintendent is responsible for developing a rotation plan for AFE technicians. This role involves overseeing the training, readiness, and effectiveness of AFE personnel, ensuring they are adequately skilled to handle their equipment and support the flight crews. The rotation plan is crucial for maintaining operational efficiency and mission readiness by strategically assigning AFE technicians to various tasks and shifts, preventing burnout, and ensuring that all personnel receive the necessary experience and training across different roles. This approach enhances the overall performance of the AFE team, as the superintendent can assess the skills and qualifications of each technician and allocate responsibilities accordingly. It allows for continuous development in their roles while ensuring that the necessary coverage and support are maintained for flight operations.

6. What two items must appear on the Shipper's Declaration for Dangerous Goods forms for military air transportation?

- A. The vertical red hatch border and certifying official's signature**
- B. Hazard class and weight of the cargo
- C. Sender's complete address and contact number
- D. Approval date and transportation route

The two items that must appear on the Shipper's Declaration for Dangerous Goods forms for military air transportation include the vertical red hatch border and the certifying official's signature. The vertical red hatch border is a critical visual indicator that signifies the document pertains to dangerous goods, helping ensure that it is treated with the proper levels of caution and scrutiny throughout the transportation process. The certifying official's signature serves as an affirmation that the information provided on the declaration is accurate and that the dangerous goods have been properly classified, packed, marked, and labeled according to the applicable regulations. This certification also holds the shipper accountable for the safety and compliance of the shipment, making it a vital component of the documentation required for military air transport of hazardous materials.

7. Who has the authority to determine the investigative effort required for a mishap?

- A. Safety Officer
- B. Unit Commander
- C. Investigation Officer
- D. Convening authority**

The convening authority is responsible for determining the investigative effort required for a mishap. This person holds the authority to appoint the investigation team and set the parameters for the investigation based on the severity and circumstances of the mishap. Their role encompasses ensuring that appropriate resources are allocated and that the investigation adheres to regulations and standards specific to military operations. By evaluating the specific details of the mishap, the convening authority can determine the level of investigation needed to gather accurate information and provide recommendations for future safety measures. The other roles, such as the safety officer, unit commander, and investigation officer, have important functions within the investigation process but do not possess the ultimate authority to dictate the investigative effort. The safety officer may focus on preventive measures and safety protocols, the unit commander may provide oversight or support, and the investigation officer conducts the inquiry itself; however, none of these roles have the final say in the scope of the investigation that falls to the convening authority.

8. How is flotation training equipment marked for use?

- A. Not for public use
- B. For training only**
- C. Emergency use only
- D. Do not use

Flotation training equipment is specifically marked as "For training only" to clearly indicate its intended purpose. This labeling serves a critical function in ensuring that users understand the equipment is not suitable for actual emergency situations, but instead designed solely for educational and practice purposes. Training environments require clear distinctions between equipment designated for training and that meant for operational use. By marking the equipment for training only, it helps to prevent any potential misuse in emergency scenarios where actual flotation devices are needed for safety. This ensures that personnel are thoroughly trained using the appropriate equipment without the risk of confusing training tools with those meant for real-life emergencies. Other options, such as markings indicating public use, emergency use, or instructions to not use, would not appropriately represent the function of flotation training equipment, as they could lead to misunderstandings regarding the equipment's intended function and safety protocols.

9. What actions should an aircrew member take if the aircraft oxygen supply fails while using AERPs?

- A. Attempt to fly at a lower altitude
- B. Connect to a portable oxygen bottle or activate emergency oxygen**
- C. Land the aircraft immediately
- D. Switch to manual controls

An aircrew member faced with a failure of the aircraft oxygen supply while using Automatic Emergency Oxygen Systems (AERPs) should connect to a portable oxygen bottle or activate emergency oxygen. This action is crucial because it ensures that the crew maintains adequate oxygen levels to continue functioning effectively and safely, particularly at higher altitudes, where reduced atmospheric pressure can lead to hypoxia. Using a portable oxygen bottle or activating the emergency oxygen is a direct and immediate response to prevent physiological challenges that can arise from the loss of cabin pressure or oxygen supply. This choice reflects a standard procedure to ensure crew safety and operational integrity under such circumstances, allowing the aircrew to continue performing their duties or reach a safe altitude or destination where the oxygen supply can be restored. Other options, while they may seem like logical responses in some contexts, do not adequately address the immediate need for oxygen when faced with equipment failure. For instance, attempting to fly at a lower altitude might not be feasible or safe during all flight operations, and landing the aircraft immediately could pose risks if the situation does not warrant an immediate descent. Switching to manual controls pertains more to aircraft handling and does not specifically mitigate the oxygen supply failure issue. Therefore, connecting to a portable oxygen source or activating emergency oxygen is the most

10. A CQU-7/P blower failure is indicated to the wearer by?

A. The loss of lens de-mist and increased breathing resistance

B. Increased airflow and temperature

C. Visual alert on the helmet display

D. Audible alarm from the blower unit

The indication of a CQU-7/P blower failure is represented by the loss of lens de-mist and increased breathing resistance. This is because the blower unit is designed to provide airflow for both lens clearing and breathing facilitation. When the blower is functioning properly, it ensures that the airflow maintains visibility by preventing condensation on the lens (de-misting) and also allows for easier inhalation and exhalation. Once the blower fails, the user would experience a noticeable reduction in airflow, leading to misting on the lens, which obstructs visibility. Additionally, without adequate airflow, the system would create increased resistance when the individual attempts to breathe, making it harder to draw air into the lungs. These physical changes are direct indicators of a blower malfunction, signaling the wearer to take immediate action to assess and address the equipment issue. The other options, while related to equipment operation, do not properly indicate a blower failure in the context of the CQU-7/P system. The CQU-7/P design intentionally consents more user-driven mechanical feedback rather than electronic alerts or alarms.

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://aircrewflightequipmentcdc3.examzify.com>

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

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