

C-17 PILOT INITIAL QUALIFICATION (PIQ) END OF COURSE PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

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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 is the first step in building a flight plan on the mission computer?**
 - A. FLT PLAN
 - B. ROUTE DATA
 - C. LAT REV AT
 - D. VERT REV AT

- 2. Which letter best represents the location of the trim control panel?**
 - A. A
 - B. B
 - C. C
 - D. D

- 3. How does the autopilot respond if the speed command wheel is rotated?**
 - A. Disengages all commands.
 - B. Adjusts the airspeed accordingly.
 - C. Engages the autopilot in speed mode.
 - D. Only adjusts the vertical speed.

- 4. If the hydraulic system pressure increases above 4200 psi, what is the recommended action?**
 - A. All PRI, SEC, and AUX HYD pumps should be depressurized.
 - B. The pumps should be depressurized one at a time.
 - C. All engine-driven pumps should be depressurized.
 - D. The transfer and auxiliary pumps should be depressurized.

- 5. Under normal conditions, how are elevators controlled?**
 - A. Direct mechanical movement of the surface from the control stick
 - B. Signals to the IFCMs from the flight control computers
 - C. Pneumatic pressure from engine bleed air
 - D. Mission computer commands sent to hydraulic actuators

- 6. If L or R ANTISKID is displayed on the WAP, what is the final crew response?**
- A. Nothing, this is just an advisory
 - B. Select BRAKES CAPPED: 1 on the NON-STD CONFIG page of TOLD
 - C. Select alternate brakes on the NON-STD CONFIG page
 - D. Select ANTI-SKID INOP on the NON-STD CONFIG page of TOLD
- 7. Where are the crash axes located?**
- A. Crew rest area and cargo compartment
 - B. Cockpit and cargo compartment
 - C. Cockpit only
 - D. Cargo compartment only
- 8. Is CCU 1 and CCU 2 configuration crucial for the IRMS reliability?**
- A. Yes
 - B. No
- 9. Should crewmembers silence any aural warning as soon as the cause of the warning is recognized?**
- A. True
 - B. False
- 10. When should the separation valve be opened during flight?**
- A. Before takeoff
 - B. During heavy turbulence
 - C. When landing
 - D. Under normal operating conditions

Answers

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

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Explanations

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1. What is the first step in building a flight plan on the mission computer?

- A. FLT PLAN
- B. ROUTE DATA**
- C. LAT REV AT
- D. VERT REV AT

The first step in building a flight plan on the mission computer is selecting the ROUTE DATA function. This is because ROUTE DATA allows the pilot to set up the specific waypoints, airways, and other necessary elements that define the intended flight path. By inputting the route data first, the mission computer can accurately calculate distances, estimated times of arrival, and fuel requirements based on the selected route. Other options such as FLT PLAN, LAT REV AT, and VERT REV AT relate to different aspects of flight planning and management, but they follow the initial input of route data, which establishes the fundamental structure for the overall flight plan.

2. Which letter best represents the location of the trim control panel?

- A. A
- B. B
- C. C
- D. D**

The trim control panel is typically located in a position that allows for easy access and operation by the pilot while ensuring optimal visibility of flight instruments. In the C-17, the trim control panel is situated within the cockpit environment, designed for ergonomic use during flight operations. The selection of the option indicating location D suggests that this is the area where pilots can engage or adjust the trim settings effectively. Trim controls are critical for maintaining the aircraft's stability and ease of handling, enabling pilots to make adjustments smoothly while flying. Understanding the specific location of the trim control panel enhances situational awareness in the cockpit, allowing pilots to operate the aircraft more efficiently, especially during critical phases of flight. This knowledge is vital for flight safety and operational effectiveness, making the identification of the trim control location essential in pilot training.

3. How does the autopilot respond if the speed command wheel is rotated?

- A. Disengages all commands.
- B. Adjusts the airspeed accordingly.**
- C. Engages the autopilot in speed mode.
- D. Only adjusts the vertical speed.

The correct response is that the autopilot adjusts the airspeed accordingly when the speed command wheel is rotated. This function is crucial for a pilot, as it allows for active management of the aircraft's speed without the need to manually input changes into the throttle. When the speed command wheel is manipulated, it communicates the desired airspeed to the autopilot, which then calculates the necessary throttle adjustments to maintain that selected speed, thus ensuring that the aircraft operates within the desired parameters for efficiency and safety during flight. This feature is particularly relevant during varied flight phases, such as climb or descent, where maintaining a specific airspeed is vital. The other options do not accurately describe the system's behavior in response to changes in the speed command wheel. The autopilot won't disengage all commands or only engage in speed mode, nor will it exclusively adjust vertical speed. Instead, its operation is centered on maintaining the selected airspeed in conjunction with other flight parameters.

4. If the hydraulic system pressure increases above 4200 psi, what is the recommended action?

- A. All PRI, SEC, and AUX HYD pumps should be depressurized.**
- B. The pumps should be depressurized one at a time.
- C. All engine-driven pumps should be depressurized.
- D. The transfer and auxiliary pumps should be depressurized.

The recommendation to depressurize all PRI, SEC, and AUX hydraulic pumps when the system pressure exceeds 4200 psi is based on safety and equipment protection considerations. Operating at pressures above specified limits can lead to system failures or damage to hydraulic components. Depressurizing all pumps simultaneously helps to quickly normalize the pressure across the hydraulic system and prevents potential risks associated with high pressure, such as leaks or ruptures. This action is vital to maintain operational integrity and ensure that the hydraulic system functions within its designed pressure range. It is essential for the safety of the aircraft and its systems, allowing for a swift recovery from an overpressure situation. The decision to address all hydraulic pumps collectively reflects best practices in aviation maintenance and safety protocols, prioritizing the overall health of the hydraulic system.

5. Under normal conditions, how are elevators controlled?

- A. Direct mechanical movement of the surface from the control stick
- B. Signals to the IFCMs from the flight control computers**
- C. Pneumatic pressure from engine bleed air
- D. Mission computer commands sent to hydraulic actuators

Elevators are controlled through signals sent to the Integrated Flight Control Management Systems (IFCMs) from the flight control computers. This method represents a modern approach to flight control, utilizing advanced electronic systems to manage aerodynamic surfaces. The flight control computers process inputs from the pilot via the control stick and then translate these inputs into commands for the IFCMs. This allows for precise and responsive movement of the elevators, which manipulate the aircraft's pitch. This system is advantageous as it improves the control authority and stability of the aircraft, allows for the integration of various flight envelope protections, and facilitates smoother handling characteristics compared to more traditional mechanical systems. It's a crucial element of how modern aircraft are designed to handle flight control, emphasizing reliability and responsiveness.

6. If L or R ANTISKID is displayed on the WAP, what is the final crew response?

- A. Nothing, this is just an advisory
- B. Select BRAKES CAPPED: 1 on the NON-STD CONFIG page of TOLD
- C. Select alternate brakes on the NON-STD CONFIG page
- D. Select ANTI-SKID INOP on the NON-STD CONFIG page of TOLD**

When encountering an indication of "L ANTISKID" or "R ANTISKID" on the WAP (Warning and Advisory Panel), the appropriate crew response is to select "ANTI-SKID INOP" on the NON-STD CONFIG page of TOLD (Takeoff and Landing Data). This procedure is essential because the appearance of this advisory alerts the crew that there is a malfunction in the antiskid system for the left or right main landing gear, which can significantly affect braking performance. Selecting "ANTI-SKID INOP" serves as an important step in addressing the potential consequences of an inoperative antiskid system. It allows the crew to adjust their procedures for takeoff and landing, ensuring they can adequately manage the operational risks associated with this malfunction. The antiskid system's failure might lead to wheel lock-up during braking, increasing the risk of skidding and control loss, especially in adverse conditions. This response effectively communicates the status of the antiskid system to other crew members and prepares the team for alternate braking actions as necessary, highlighting the importance of adhering to the prescribed emergency and abnormal procedures within the aircraft's operating guidelines.

7. Where are the crash axes located?

- A. Crew rest area and cargo compartment**
- B. Cockpit and cargo compartment
- C. Cockpit only
- D. Cargo compartment only

The crash axes in the C-17 are strategically located in the crew rest area and the cargo compartment to ensure their accessibility in case of an emergency. Having a crash axe in the crew rest area provides pilots and crew members easy access when needed, especially during pre-flight checks or if there is an emergency situation when they are off duty. The cargo compartment also serves as a crucial area where fire suppression measures may be necessary, and having a crash axe available allows for rapid response to mitigate risks. This choice recognizes the importance of keeping safety equipment readily accessible in both areas, to maximize the crew's ability to manage emergencies effectively. The accessibility of crash axes in these locations aligns with safety protocols and procedures critical to ensuring a quick and efficient response in potential hazardous situations.

8. Is CCU 1 and CCU 2 configuration crucial for the IRMS reliability?

- A. Yes**
- B. No

The configuration of CCU 1 and CCU 2 is indeed crucial for the reliability of the Integrated Radio Management System (IRMS). These configurations are vital as they ensure redundancy and failover capabilities within the system. By having two Configuration Control Units (CCUs), if one fails or encounters issues, the other can take over seamlessly, maintaining system functionality and reliability. This design enhances the operational readiness of the C-17 by minimizing potential disruptions during missions, ensuring that the critical radio management functions remain operational at all times. Therefore, having both CCU 1 and CCU 2 properly configured contributes significantly to the overall resilience and reliability of the IRMS.

9. Should crewmembers silence any aural warning as soon as the cause of the warning is recognized?

A. True

B. False

When aural warnings are activated in the C-17 cockpit, they serve as critical alerts designed to draw the attention of the crew to an emerging situation that requires immediate awareness and action. Silencing an aural warning should not be done immediately upon recognizing the cause of the warning. Instead, it is essential for crewmembers to first assess the situation and confirm that the condition leading to the warning is being appropriately dealt with. If the cause of the warning has been understood and effectively addressed, silencing the warning can reduce cockpit workload and prevent unnecessary distractions. However, it is important that this is done after confirming that safety protocols related to the warning are being followed, ensuring that silencing the warning does not compromise situational awareness or safety procedures. Therefore, while it is necessary to maintain situational awareness and address alerts promptly, silencing the aural warning after confirming the situation aligns with operational safety practices.

10. When should the separation valve be opened during flight?

A. Before takeoff

B. During heavy turbulence

C. When landing

D. Under normal operating conditions

The separation valve should be opened under normal operating conditions during flight to ensure the proper management of the aircraft's performance and systems. This action allows for the appropriate distribution of air and pressure within the aircraft, facilitating optimal functionality of various systems, including the engines and pressurization. Opening the separation valve under normal operating conditions helps maintain necessary pressure levels and can improve engine efficiency and capability. It is a standard procedure that aligns with the aircraft's design and operational guidelines, enabling the aircraft to perform effectively throughout its mission profile. Other scenarios listed, such as before takeoff, during heavy turbulence, or when landing, do not represent standard operating practices for the separation valve and can lead to decreased performance or non-compliance with safety protocols. Understanding when to operate this valve is crucial for maintaining aircraft integrity and ensuring safe flight operations.

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://c17piqeoc.examzify.com>

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

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