

C-17 TOW SUPERVISOR AND BRAKE OPERATOR PRE-TEST PRACTICE (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://c17towsupbrakeop.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

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

SAMPLE

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

SAMPLE

- 1. Terminate tow operation immediately when any personnel or equipment enter within _____ of tail of aircraft.**
 - A. 25 feet
 - B. 50 feet
 - C. 100 feet
 - D. 150 feet
- 2. Which of the following best describes the action required by towing safety rules regarding stopping and starting the tow vehicle?**
 - A. Always stop and start abruptly to maneuver quickly
 - B. Never stop or start suddenly under any circumstance
 - C. Stop only when fully loaded
 - D. Avoid stopping and starting suddenly
- 3. Aircraft shall not be taxied closer than how many feet to an active runway where aircraft are operated unless taxiing on an established taxiway?**
 - A. 25 feet
 - B. 50 feet
 - C. 75 feet
 - D. 100 feet
- 4. Which statement about tire pressure checks is correct?**
 - A. Tire pressure must be checked every 12 hours.
 - B. If correct tire pressure was determined within the last 72 hours, a recheck is not required.
 - C. Tire pressure is never checked before tow.
 - D. Tire pressure must be checked only after a tow.
- 5. Before towing into a hangar with corrosive foam systems, engine inlet covers and exhaust plugs must be installed.**
 - A. True
 - B. False
 - C. Only if engines present
 - D. Only for certain models

6. How many hand pump strokes are required to fully charge brake accumulators from a depleted condition?
- A. 800
 - B. 1000
 - C. 1200
 - D. 600
7. When one main landing gear is stuck and the other main landing gear is on pavement, the towing equipment shall be attached to the _____ main landing gear only.
- A. Left main gear
 - B. Right main gear
 - C. Stuck main gear
 - D. Pavement main gear
8. All flight control surfaces and which component must be clear of personnel and equipment prior to applying or removing hydraulic power?
- A. Thrust reversers
 - B. Ailerons
 - C. Flaps
 - D. Rudder
9. How many personnel are recommended for power off NLG towing with NVG?
- A. 6
 - B. 7
 - C. 8
 - D. 9
10. What PPE is required for tow operations on the ramp?
- A. No PPE is required on the ramp.
 - B. High-visibility clothing, hearing protection, eye/face protection, gloves, steel-toed boots, and a hard hat when required.
 - C. Sunglasses and a standard uniform.
 - D. Earplugs only.

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Terminate tow operation immediately when any personnel or equipment enter within _____ of tail of aircraft.

- A. 25 feet
- B. 50 feet**
- C. 100 feet
- D. 150 feet

Safety around the tail during tow operations relies on a fixed exclusion zone. The tail area is the most hazardous part of the aircraft to have people or equipment near because a tow can start, stop, or shift unexpectedly, and tail surfaces or the tow gear could contact anyone in close proximity. A 50-foot buffer behind the aircraft is established to give enough distance for anyone to move clear and for the operator to react if alignment changes or if engine spool, braking, or tow dynamics create unexpected movement. Keeping everyone and every piece of equipment outside this zone reduces the risk of injury and damage. If anyone or anything enters that area, the tow must be stopped immediately to verify positions and reestablish safe clearance before continuing.

2. Which of the following best describes the action required by towing safety rules regarding stopping and starting the tow vehicle?

- A. Always stop and start abruptly to maneuver quickly
- B. Never stop or start suddenly under any circumstance
- C. Stop only when fully loaded
- D. Avoid stopping and starting suddenly**

Smooth, controlled motion of the tow vehicle is essential when moving an aircraft. Stopping and starting abruptly transfers sudden, high forces through the towbar and the nose gear, which can shake the aircraft, loosen chocks, strain equipment, or put ground crew at risk. The safest rule is to avoid abrupt changes in speed—accelerate and brake gradually, keep a steady pace, and plan maneuvers so you don't have to yank the controls to reposition the aircraft. This approach helps maintain balance, reduces wear on the tow system, and enhances overall safety. Abrupt starts or stops are unsafe because they create shock loads; an absolute ban on any stopping or starting is impractical in real operations, and stopping only when fully loaded misses everyday safety needs and control requirements during towing.

3. Aircraft shall not be taxied closer than how many feet to an active runway where aircraft are operated unless taxiing on an established taxiway?

- A. 25 feet
- B. 50 feet
- C. 75 feet
- D. 100 feet**

Maintaining a safe buffer around an active runway is essential for ground operations. When you're not on an established taxiway, you should keep at least 100 feet from the edge of an active runway. This gap helps protect against jet blast and prop wash, reduces the chance of debris reaching your aircraft, and provides room for aircraft that may be accelerating, decelerating, or turning in or out of the runway area. It also gives pilots better visibility and separation from runway activity. If you're taxiing on an established taxiway, you're on a defined route with predictable paths, so the strict 100-foot buffer to the runway edge isn't necessary in the same way while still maintaining safe clearance from the runway operations. Smaller distances don't give enough room to account for jet blast, debris, or unexpected movements near an active runway, which is why 100 feet is the appropriate minimum.

4. Which statement about tire pressure checks is correct?

- A. Tire pressure must be checked every 12 hours.
- B. If correct tire pressure was determined within the last 72 hours, a recheck is not required.**
- C. Tire pressure is never checked before tow.
- D. Tire pressure must be checked only after a tow.

Tire pressure checks are part of the pre-tow safety routine because correct pressures help prevent tire failure and ensure even load distribution during towing. The statement that is correct says if the tire pressure was verified as correct within the last 72 hours, a recheck is not required. This reflects a practical window where the pressure is considered up-to-date enough for towing, assuming there are no signs of leakage, damage, or drastic changes in temperature or load. Pressures can drift with ambient temperature, road heat, and changes in load, but within a 72-hour period the verified value is typically still within tolerance, so a recheck isn't needed unless new conditions arise. The other ideas—rechecking every 12 hours, never checking before tow, or checking only after tow—don't align with standard pre-tow safety practice, which emphasizes verifying pressures before towing and not relying on an older verification once that 72-hour window has passed.

5. Before towing into a hangar with corrosive foam systems, engine inlet covers and exhaust plugs must be installed.

- A. True**
- B. False
- C. Only if engines present
- D. Only for certain models

Before towing into a hangar that has corrosive foam fire-suppression systems, engine inlet covers and exhaust plugs must be installed. The reason is straightforward: corrosive foam can cause rapid chemical damage to engine components if it gets into the air intake or exhaust path, so covering the inlets and sealing the exhaust prevents foam and debris from entering the propulsion system during tow. This protective measure is a safety standard applied whenever the aircraft is to be moved into such an environment, regardless of engine status or model, because it directly reduces the risk of corrosion and foreign material damage to the engines. After the tow is complete, remove and inspect the covers to ensure there's no residue or damage before engine operation.

6. How many hand pump strokes are required to fully charge brake accumulators from a depleted condition?

- A. 800
- B. 1000**
- C. 1200
- D. 600

Brake accumulators are charged from a depleted state by a fixed amount of pumping because each stroke moves a precise volume and the system is designed to reach a specific target pressure after a prescribed number of strokes. The procedure defines that exact stroke count so you can bring the accumulators to full charge consistently, without guessing. After reaching that fixed count, you verify the charge with the brake system gauge to ensure the pressure is at the full-charge indication. If you stop too soon, the accumulators stay undercharged and won't supply full hydraulic assist; if you go past, you risk overcharging or wasting effort. That single, manufacturer-specified stroke count is why the correct answer is the one that matches the standard charging procedure.

7. When one main landing gear is stuck and the other main landing gear is on pavement, the towing equipment shall be attached to the _____ main landing gear only.

- A. Left main gear
- B. Right main gear
- C. Stuck main gear**
- D. Pavement main gear

When one main landing gear is stuck, it becomes the fixed point that should bear the towing load. Attaching the tow equipment to that gear creates a single, stable anchor for the pull, keeping the aircraft from loading and potentially damaging the gear and airframe in a way that could happen if you pulled from the gear that's still mobile on the pavement. The stuck gear acts as the defined pivot, so the other gear on pavement can remain grounded and roll, while the towing force stays aligned with the aircraft's centerline. This minimizes unwanted twisting, wheel scrub, or excessive moments on the gear struts during the tow.

8. All flight control surfaces and which component must be clear of personnel and equipment prior to applying or removing hydraulic power?

- A. Thrust reversers**
- B. Ailerons
- C. Flaps
- D. Rudder

Before applying or removing hydraulic power, you must keep the area around movable components clear of any personnel and equipment. Thrust reversers are at particular risk because they are hydraulically actuated and can move into their stowed or deployed position suddenly when power is introduced or removed. That rapid movement could strike people or equipment nearby if the area isn't fully clear. While other flight control surfaces like the ailerons, flaps, and rudder are also movable and require caution, the reversers pose the most immediate hazard in this scenario, which is why they must be clear.

9. How many personnel are recommended for power off NLG towing with NVG?

- A. 6
- B. 7
- C. 8**
- D. 9

When you're towing the nose gear power-off with night vision, safety hinges on clear, continuous coverage of the task from multiple people in low light. An eight-person crew provides dedicated roles for controlling the tow, applying and monitoring braking, guiding the aircraft along the correct path, handling the tow pin and tow bar, and maintaining constant radio or visual communication with the pilot and ground control. Night vision goggles reduce depth perception and peripheral awareness, so having enough eyes on the job allows you to spot obstacles, confirm alignment, and respond quickly to any issue without slowing the operation or missing a safety check. This balance—enough personnel to cover all critical functions and still stay coordinated—explains why eight is the recommended number. Having fewer people risks missing a step or misreading signals; more people adds complexity and can crowd the work area, making coordination harder.

10. What PPE is required for tow operations on the ramp?

- A. No PPE is required on the ramp.
- B. High-visibility clothing, hearing protection, eye/face protection, gloves, steel-toed boots, and a hard hat when required.**
- C. Sunglasses and a standard uniform.
- D. Earplugs only.

On the ramp, tow operations bring a range of hazards from moving equipment, jet blasts, debris, and potential overhead risks. The best PPE setup addresses all the major risk areas: visibility, hearing, eye/face protection, hand protection, foot protection, and head protection when there's a chance of overhead or falling objects. High-visibility clothing makes you easy to spot by vehicle operators and signalers, reducing the chance of collisions. Hearing protection guards against loud engine noise, sirens, and hydraulics. Eye/face protection shields against dust, debris, splashes, or anything that could impact your eyes or face during coupling, towing, or handling gear. Gloves protect your hands from pinch points, sharp edges, and hot surfaces. Steel-toed boots defend your feet from heavy equipment or tools that might be dropped. A hard hat is essential whenever there's a risk of falling or overhead objects or hazards in the work area. Options that omit several of these protections or rely on only one type fall short. No PPE on the ramp ignores multiple, common hazards; sunglasses with a standard uniform don't provide impact protection or visibility in all directions; earplugs alone protect hearing but leave eyes, hands, feet, and head vulnerable. The listed set offers comprehensive protection appropriate for tow operations on the ramp.

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://c17towsupbrakeop.examzify.com>

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

SAMPLE