

MFA FOLLOW ON PRACTICE TEST (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.

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. Which of the following is true about deviations?**
 - A. They permit the movement of passengers with hazardous materials
 - B. They allow unlimited hazmat shipments
 - C. They eliminate the need for a shipper's declaration
 - D. They have no relation to packaging requirements
- 2. Which light indicates contact has been made and fuel can be transferred?**
 - A. Bow Wave
 - B. CONTACT MADE Light (Green)
 - C. READY Light (Blue)
 - D. DISCONNECT Light (Amber)
- 3. What is the empty weight of a 463L pallet?**
 - A. 180 lbs
 - B. 240 lbs
 - C. 320 lbs
 - D. 290 lbs
- 4. If spillage occurs during contact, what should be done?**
 - A. Ignore if minor
 - B. Adjust the boom speed
 - C. Immediately report to the receiver
 - D. Close the control panel
- 5. What must the marshaller ensure to prevent injuries?**
 - A. Load is secured
 - B. Personnel will not be struck by moving vehicle
 - C. Equipment safe
 - D. Weather conditions
- 6. What is the interval between lock indents on the 463L pallet?**
 - A. 8 inches
 - B. 10 inches
 - C. 12 inches
 - D. 14 inches

- 7. How far from the aircraft should all major adjustments be made?**
- A. 10 feet from the aircraft
 - B. 5 feet from the aircraft
 - C. 20 feet from the aircraft
 - D. 50 feet from the aircraft
- 8. Which item has a capacity of 25,000 lb?**
- A. CGU-1/B Cargo Strap
 - B. MB-2 Chain & Device
 - C. MB-1 Chain & Device
 - D. Approach Shoring
- 9. Which control is used to telescope the boom on the KC-46?**
- A. Boom Telescope Control Stick
 - B. Boom Flight Control Stick
 - C. Ruddevator Control Stick
 - D. READY Light (Blue)
- 10. During air refueling, when is the boom operator permitted to move the boom?**
- A. To avoid striking the receiver
 - B. To adjust alignment continuously during refueling
 - C. Only on explicit instruction from the pilot
 - D. Never move the boom

Answers

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

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Explanations

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1. Which of the following is true about deviations?

- A. They permit the movement of passengers with hazardous materials
- B. They allow unlimited hazmat shipments
- C. They eliminate the need for a shipper's declaration
- D. They have no relation to packaging requirements

Deviations are special, regulator-approved exceptions to hazmat transport rules that allow a shipment to move under conditions different from the standard requirements. They exist for unusual situations where following every rule exactly would prevent a needed or safer transport, so the authority grants a controlled exception for that specific case. Because of this, deviations can permit hazmat to be moved in scenarios that would normally be prohibited, such as moving hazardous materials under special conditions that involve passenger operations or other nonstandard circumstances, as long as the approval outlines the exact terms and limits. This is why the statement about enabling movement of hazardous materials in contexts involving passengers under an approved deviation best captures what a deviation does. It's not an open blanket permission for unlimited shipments, it doesn't remove the shipper's declaration when one is required, and deviations do relate to packaging and other handling requirements as specified in the approval.

2. Which light indicates contact has been made and fuel can be transferred?

- A. Bow Wave
- B. CONTACT MADE Light (Green)
- C. READY Light (Blue)
- D. DISCONNECT Light (Amber)

In fueling operations, you only start transferring fuel once a secure connection is established between the fueling equipment and the aircraft. The green CONTACT MADE light signals that the nozzle or probe has physically and electrically connected to the aircraft's fueling receptacle, creating a sealed, safe path for fuel flow. That confirmation is what lets you proceed with the transfer. The other indicators aren't the right cue for starting fuel transfer. A blue READY light suggests the system is prepared, but it doesn't confirm that the actual connection has been made. An amber DISCONNECT light points to a state where disconnection is possible or in progress, not to the start of transfer. A Bow Wave indicator isn't about the connection status for fueling. So the green CONTACT MADE light is the best and most direct signal that fuel transfer can proceed.

3. What is the empty weight of a 463L pallet?

- A. 180 lbs
- B. 240 lbs
- C. 320 lbs
- D. 290 lbs

The question tests the standard unloaded weight of a 463L pallet. The official spec lists 290 pounds as the empty weight. This weight comes from the pallet's aluminum construction and design, which keeps it strong enough to carry heavy loads while remaining light enough for airlift operations. The other values don't match the standard empty weight for a 463L pallet. Empty weight means the pallet itself with no cargo or accessories.

4. If spillage occurs during contact, what should be done?

- A. Ignore if minor
- B. Adjust the boom speed
- C. Immediately report to the receiver**
- D. Close the control panel

When a spill occurs during a transfer, the priority is to establish communication with the person in charge on the receiving end. Immediately reporting to the receiver ensures the transfer can be halted or adjusted, and the proper spill response steps can be activated right away. This quick alert helps contain the spill, minimize exposure, and prevent environmental damage or regulatory issues. Ignoring the spill or making equipment adjustments without first notifying the responsible party won't address the immediate safety risk, and shutting down the control panel without coordination could create additional hazards. Reporting the incident starts the safe, coordinated response needed.

5. What must the marshaller ensure to prevent injuries?

- A. Load is secured
- B. Personnel will not be struck by moving vehicle**
- C. Equipment safe
- D. Weather conditions

The key idea is protecting people from harm as vehicles move. The marshaller serves as a human traffic controller, guiding drivers with clear signals and maintaining a safe zone so nothing unexpected places workers in the path of a moving vehicle. That direct focus on preventing someone from being struck by a vehicle is what prevents injuries in this scenario—the action most tightly linked to worker safety during vehicle movement. Other safety concerns matter, but they don't address the immediate risk in the same way. Securing a load prevents cargo from shifting, and ensuring equipment is safe reduces broader hazards, while considering weather helps plan the operation. None of these tackle the specific injury risk from a moving vehicle in the same direct, situational way that preventing personnel from being struck does.

6. What is the interval between lock indents on the 463L pallet?

- A. 8 inches
- B. 10 inches**
- C. 12 inches
- D. 14 inches

The securing system on a 463L pallet uses fixed spacing to provide consistent anchor points for lashings and nets. The lock indents are placed every 10 inches along the pallet, so you have predictable places to hook straps and locks no matter the load size. This standard spacing also lines up with the aircraft's floor restraints, making it easier to secure cargo quickly and reliably in different configurations. If the spacing were 8 inches, 12 inches, or 14 inches, the hardware wouldn't align as reliably with the standard tying points and nets, which would compromise stability and compatibility.

7. How far from the aircraft should all major adjustments be made?

- A. 10 feet from the aircraft**
- B. 5 feet from the aircraft
- C. 20 feet from the aircraft
- D. 50 feet from the aircraft

The main idea here is maintaining a safe working distance around the aircraft during major adjustments. A buffer of about 10 feet provides a practical safety margin so you're unlikely to be hit by sudden movement of surfaces, such as controls or parts that could shift, while still staying close enough to reach panels, levers, and adjustment points. Being closer, like 5 feet, increases the risk of contact with moving components or unexpected shifts. Going much farther, such as 20 or 50 feet, makes it harder to access the work area and doesn't add meaningful safety in most maintenance scenarios. So, 10 feet strikes the right balance between safety and practicality.

8. Which item has a capacity of 25,000 lb?

- A. CGU-1/B Cargo Strap
- B. MB-2 Chain & Device**
- C. MB-1 Chain & Device
- D. Approach Shoring

Understanding how rigging ratings work helps you pick the right equipment for a heavy load. Each item has a maximum safe working load, and the 25,000-pound capacity is associated with the heavier-duty option in this set. The MB-2 Chain & Device is the higher-capacity assembly designed for that level of load, making it the correct choice for a 25,000-lb requirement. The MB-1 Chain & Device is lighter and carries a smaller rating, the CGU-1/B cargo strap is a strap with a much lower working load limit, and Approach Shoring is a structural support used to distribute weight rather than a chain-and-device rated for 25,000 pounds. So, the MB-2 Chain & Device is the item with a 25,000-lb capacity.

9. Which control is used to telescope the boom on the KC-46?

- A. Boom Telescope Control Stick**
- B. Boom Flight Control Stick
- C. Ruddevator Control Stick
- D. READY Light (Blue)

The capability being tested is how the KC-46 operator adjusts the boom's reach during refueling. Telescope control is a dedicated function at the boom operator's station, and it's performed with the Boom Telescope Control Stick. This control is specifically designed to extend or retract the refueling boom to align precisely with the receiving aircraft, which is essential for a successful connection. Flight controls stay with the pilot's control sticks and don't manage the boom's length, so using a flight control stick wouldn't accomplish telescoping. The READY Light is simply an indicator, not an control input. The term Ruddevator Control Stick isn't the function used to telescope the boom on this aircraft.

10. During air refueling, when is the boom operator permitted to move the boom?

- A. To avoid striking the receiver
- B. To adjust alignment continuously during refueling
- C. Only on explicit instruction from the pilot
- D. Never move the boom

The main idea is safety: the boom operator is responsible for preventing the boom from striking the receiving aircraft. Because the aircraft can move or shift due to turbulence, pilot adjustments, or a small misalignment during approach, the operator must be able to reposition the boom to maintain safe clearance. This movement is used to avoid contact and protect both aircraft, not to chase perfect, ongoing alignment. After contact is made, the goal is to hold a stable position, with only occasional controlled tweaks to keep a safe gap. It isn't correct to say the boom never moves, or that it must only move on pilot instruction, or that it's moved for continuous alignment. The safety-driven reason to move is to avoid striking the receiver.

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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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