Modernized Target Acquisition Designation Sight (MTADS) Practice Exam (Sample)

Study Guide

Everything you need from our exam experts!

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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

1. When the pilot sight selects TADS from the collective mission grip, what happens?

A. It switches to TADS

B. It powers off the system

C. Nothing, the selection will be ignored.

D. It locks the current LOS

2. Which sight is not selectable from the pilot's crew station?

A. TADS

B. FCR

C. HMD

D. Day TV

3. What is the cage button used for?

A. Switches video channels

B. Pans MTADS turret

C. Used to perform HMD store, identical to pressing HMD store button on the cyclic

D. Adjusts brightness

4. Which configurations allow the pilot to use the TADS as a sensor?

A. NVS Select to TADS

B. LINK the TADS to the FCR NTS

C. Neither

D. Both NVS Select to TADS and LINK the TADS to the FCR NTS

5. 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)

6. In what capacity can the pilot use the TADS?

A. The TADS can be used for targeting only

B. The TADS can be used as an electronic countermeasure

C. The TADS cannot be used by the pilot

D. The TADS can be used as a sensor

7. Laser trigger second detent release will cause the range to be dynamic for how long?

A. 5 Seconds

B. 10 Seconds

C. 15 Seconds

D. 20 Seconds

8. When using the laser to range or designate, which Field Of View should be used and why?

A. Narrow and Zoom because they are the only Fields Of View that are boresighted

B. Wide and Telephoto for maximum coverage

C. Any field of view will do

D. Panoramic for context

9. The CPG has the FCR as their selected sight. If the pilot takes the FCR from the CPG, what will the mission processor use as the CPG's new LOS?

A. OFF: HMD; NORM or FIXED: TADS

B. OFF: FCR; NORM or FIXED: TADS

C. OFF: TADS; NORM: FCR

D. OFF: TADS; NORM or FIXED: HMD

10. What sights are available to the CPG?

A. TADS

B. TADS, FCR, HMD

C. FCR

D. HMD

Answers

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

Explanations

1. When the pilot sight selects TADS from the collective mission grip, what happens?

A. It switches to TADS

B. It powers off the system

C. Nothing, the selection will be ignored.

D. It locks the current LOS

The system decides sensor control from the pilot's dedicated sight, not from the collective mission grip. Because the TADS designation and switching are tied to the pilot's sight controls, any attempt to select TADS from the collective mission grip is ignored. This keeps sensor control consistent and prevents unintended changes while the crew is focusing on targeting and flight tasks. So, issuing a TADS select from the mission grip doesn't do anything—the current sensor state remains unchanged.

2. Which sight is not selectable from the pilot's crew station?

A. TADS

B. FCR

C. HMD

D. Day TV

Sensor control and crew station responsibilities in MTADS determine which sight can be selected from the pilot's seat. The Target Acquisition Designation Sight is mounted and operated at the gunner's station, so it is not accessible or selectable from the pilot's crew station. The pilot's station, on the other hand, provides access to the Fire Control Radar, the Helmet-Mounted Display, and the Daylight TV camera. These tools are used by the pilot for detection, identification, and cueing, while target designation with TADS is handled at the gunner's side. So the sight that cannot be chosen from the pilot's station is the Target Acquisition Designation Sight itself.

3. What is the cage button used for?

A. Switches video channels

B. Pans MTADS turret

C. Used to perform HMD store, identical to pressing HMD store button on the cyclic

D. Adjusts brightness

Storing the current helmet-mounted display (HMD) orientation is what the cage button does. It saves the HMD view, just like pressing the HMD store button on the cyclic. This creates a stored reference you can quickly return to or re-center on, which is handy when the MTADS turret or your head position is changing and you want to keep a consistent reference for targeting or designation. It doesn't switch video channels, it doesn't pan the turret, and it doesn't adjust brightness; those are separate functions.

4. Which configurations allow the pilot to use the TADS as a sensor?

A. NVS Select to TADS

B. LINK the TADS to the FCR NTS

C. Neither

D. Both NVS Select to TADS and LINK the TADS to the FCR NTS

This item is about how TADS imagery is routed to the pilot's sensors. The TADS can be used as a sensor as long as its video feed is brought into the pilot's display path. One way is to set the Night Vision System to display the TADS feed, which puts TADS imagery into the NVG-based sensing path the pilot uses for detection and targeting. A second way is to link the TADS output to the FCR/NTS path, so the radar's target management system also carries the TADS imagery for sensing and designation. Because either routing provides the pilot access to TADS imagery as a sensor feed, both configurations enable using the TADS as a sensor.

5. 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.

6. In what capacity can the pilot use the TADS?

A. The TADS can be used for targeting only

B. The TADS can be used as an electronic countermeasure

C. The TADS cannot be used by the pilot

D. The TADS can be used as a sensor

Think of the TADS as the helicopter's eye in the sky. It provides real-time day and night imagery, including thermal data, that the pilot uses to observe, locate, and identify targets. This imaging feeds cockpit displays and helps the pilot build situational awareness, plan maneuvers, and cue weapons. While the system can designate targets with a laser for laser-guided munitions, the fundamental way the pilot uses it is as a sensor—to sense and interpret the environment and targets. It's not an electronic countermeasure, and the pilot does rely on it directly. So the best way the pilot uses the TADS is as a sensor.

7. Laser trigger second detent release will cause the range to be dynamic for how long?

A. 5 Seconds

B. 10 Seconds

C. 15 Seconds

D. 20 Seconds

When you release the laser trigger's second detent, the MTADS range data enters a dynamic mode for a defined short window, during which the displayed range to the target is actively updated as the laser indicates and the target moves. This dynamic range lasts for 10 seconds. After that period, the range data tends to revert to a fixed value until you reinitiate or re-lase, helping maintain accurate targeting on moving targets without continuous laser signaling.

8. When using the laser to range or designate, which Field Of View should be used and why?

A. Narrow and Zoom because they are the only Fields Of View that are boresighted

B. Wide and Telephoto for maximum coverage

C. Any field of view will do

D. Panoramic for context

Accurate laser ranging and designation depend on aligning the laser beam with what you're seeing through the sensor. In MTADS, boresight calibration is set for specific fields of view, and the fields that are boresighted are the narrow and zoom views. When you operate the laser in those FOVs, the laser beam, the crosshair, and the target on the display share the same optical axis, so the range reading and the designated point line up with the actual target. Using other fields of view introduces parallax—the optical axes don't perfectly coincide with the laser's path—so the laser can hit off-target or produce range errors. Wide or panoramic views are intended for context, not precise targeting, and aren't boresighted for accurate laser range/designation. So, the best practice is to use the narrow or zoom field of view to ensure the laser range and designation align with what you're targeting.

9. The CPG has the FCR as their selected sight. If the pilot takes the FCR from the CPG, what will the mission processor use as the CPG's new LOS?

A. OFF: HMD; NORM or FIXED: TADS

B. OFF: FCR; NORM or FIXED: TADS

C. OFF: TADS; NORM: FCR

D. OFF: TADS; NORM or FIXED: HMD

In MTADS, the mission processor chooses where the co-pilot gunner's line of sight comes from, and there's a fallback if the current selected sight is removed. If the CPG's chosen sight (the FCR) is taken away, the system switches the CPG's LOS to the helmet-mounted display. The TADS path is turned off for the CPG in this scenario. In normal or fixed modes, the HMD provides the LOS, allowing the CPG to target based on head movement and where they're looking, even without the FCR. This fallback keeps targeting intuitive and continuous, rather than tying the CPG to a sight that's no longer available.

10. What sights are available to the CPG?

A. TADS

B. TADS, FCR, HMD

C. FCR

D. HMD

MTADS gives the CPG a combined sensor set: the TADS for high-resolution imaging and target designation, the FCR for radar search and target tracking, and the Helmet Mounted Display to show sensor data and cues in the crew's field of view. Using all three provides full targeting capability, allowing the CPG to search, designate, and cue weapons effectively. The other options omit one of these essential sensors, so they don't reflect the complete system available to the CPG.

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://mtads.examzify.com

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