

RADAR, AIRFIELD, AND WEATHER SYSTEMS (RAWS) CDC VOLUME 1 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 purpose of an ILS test set?**
 - A. To calibrate weather sensors.
 - B. To generate test signals for localizer and glide slope during maintenance and calibration.
 - C. To measure runway lighting intensity.
 - D. To communicate with air traffic control.
- 2. Where is the newly graduated 3-level required to attend training after arriving at his or her new base?**
 - A. Basic Airman Orientation
 - B. First-Term Airman Center (FTAC)
 - C. Technical Training School
 - D. Advanced Training Squadron
- 3. Which evaluation focuses on UTC readiness against MISCAP and ensures mission reliability?**
 - A. UTC personnel evaluation
 - B. Unit Readiness Assessment
 - C. Mission Capability Audit
 - D. Resource Status Review
- 4. What publications are usually written at a lower organizational level, such as the squadron and flight level?**
 - A. Policy Directives
 - B. Standard Operating Procedures (SOP)
 - C. Operating Instructions (OI)
 - D. Command Memoranda
- 5. The headquarters of the 557th Weather Wing is located at Offutt AFB in which state?**
 - A. Nebraska
 - B. Kansas
 - C. Iowa
 - D. Missouri

- 6. Encryption primarily provides which protective measure?**
- A. Data integrity
 - B. Data availability
 - C. Privacy
 - D. Data confidentiality
- 7. What are common symptoms of a failed ILS glide slope?**
- A. Improved glide angle.
 - B. Glide slope completely unavailable.
 - C. Loss of vertical guidance or incorrect glide slope indication.
 - D. Horizontal guidance only.
- 8. What term describes a network that connects networks over geographical distances?**
- A. Intranet
 - B. Extranet
 - C. Local Area Network
 - D. WAN
- 9. Which agency leads the Air Force in establishing criteria and procedures for precision equipment used in instrument flight operations?**
- A. Air Force Flight Standards Agency (AFFSA)
 - B. FAA
 - C. NASA
 - D. NAVAIR
- 10. Operating Instructions (OI) are typically written for units at which level?**
- A. Policy Directive
 - B. Technical Order
 - C. Standard Operating Procedure
 - D. Operating Instructions

Answers

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

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Explanations

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1. What is the purpose of an ILS test set?

- A. To calibrate weather sensors.
- B. To generate test signals for localizer and glide slope during maintenance and calibration.**
- C. To measure runway lighting intensity.
- D. To communicate with air traffic control.

An ILS test set is used to inject controlled, known test signals into the Instrument Landing System's ground transmitters to verify they are working correctly during maintenance and calibration. By generating signals that mimic what the localizer and glide slope should produce, technicians can check transmitter accuracy, alignment of the localizer course, the glide slope angle, signal strength, and overall system performance without needing an aircraft present. This targeted testing ensures the ILS provides proper guidance to approaching aircraft. It isn't used for weather sensors, runway lighting measurements, or communications with air traffic control, which are separate systems.

2. Where is the newly graduated 3-level required to attend training after arriving at his or her new base?

- A. Basic Airman Orientation
- B. First-Term Airman Center (FTAC)**
- C. Technical Training School
- D. Advanced Training Squadron

When a airman has earned the 3-level and arrives at a new base, they attend the First-Term Airman Center for their post-arrival training. This program is specifically designed for airmen in their first duty assignment, providing a structured onboarding that covers base policies, resources, safety, and the standards of behavior expected in the Air Force. It helps bridge the gap between technical training and performing duties at the new base, giving new personnel the information they need to operate effectively and stay aligned with base and Air Force expectations. Technical Training School is where the initial career-field training happens, typically at the schoolhouse away from the base, not the onboarding required after arrival. Advanced Training Squadron is part of the training pipeline within the technical training environment, not the base onboarding. Basic Airman Orientation exists as a general orientation in some contexts, but the standardized, post-arrival program for a first-base 3-level is First-Term Airman Center.

3. Which evaluation focuses on UTC readiness against MISCAP and ensures mission reliability?

- A. UTC personnel evaluation**
- B. Unit Readiness Assessment
- C. Mission Capability Audit
- D. Resource Status Review

This question tests ensuring UTC staffing aligns with MISCAP to keep missions reliable. The UTC personnel evaluation is the one that directly checks whether the people assigned to each UTC meet the MISCAP requirements—having the right skills, training, certifications, and availability to perform the mission. When personnel match the MISCAP, you reduce the risk of gaps during operations and support consistent, dependable mission execution. Other evaluations cover broader areas: Unit Readiness Assessment looks at overall unit readiness including equipment, facilities, and processes; Mission Capability Audit assesses the unit's ability to perform its mission from a capability standpoint; Resource Status Review reviews the status of equipment and resources. While important, they don't specifically validate that UTC readiness is tied to MISCAP and focused on personnel alignment for mission reliability.

4. What publications are usually written at a lower organizational level, such as the squadron and flight level?

- A. Policy Directives
- B. Standard Operating Procedures (SOP)
- C. Operating Instructions (OI)
- D. Command Memoranda

Publications targeted at the unit level are those that translate broad rules into concrete, day-to-day actions. An Operating Instruction provides explicit, step-by-step guidance for performing a specific operation within a unit, outlining who does what, in what order, and with what checks or forms. This level of detail is tailored to a squadron or flight's particular equipment, mission, and personnel, and it can be updated quickly as those conditions change. That makes Operating Instructions the typical publication written at the squadron/flight level, because they directly govern how people actually carry out routine tasks. Policy Directives come from higher levels to establish overarching policy across many units, not the unit's own day-to-day procedures. Command Memoranda are brief, often temporary notices from higher command. Standard Operating Procedures describe standard methods and may be used at various levels, but the question focuses on the specific, unit-level, actionable guidance provided by Operating Instructions.

5. The headquarters of the 557th Weather Wing is located at Offutt AFB in which state?

- A. Nebraska
- B. Kansas
- C. Iowa
- D. Missouri

Offutt Air Force Base is located just outside Omaha, in eastern Nebraska. The 557th Weather Wing, which provides weather support for the Air Force, has its headquarters there. Because Offutt AFB is in Nebraska, that is the correct state. The other nearby states don't host the base, so they aren't the correct location for this headquarters.

6. Encryption primarily provides which protective measure?

- A. Data integrity
- B. Data availability
- C. Privacy
- D. Data confidentiality

Encryption keeps information secret by turning readable data into an unreadable form that only someone with the correct key can decipher. This directly protects data confidentiality—the data is not readable to unauthorized users, whether it's stored or transmitted. Privacy is related, but the concrete protective outcome of encryption is confidentiality. Data integrity (ensuring data hasn't been altered) requires other mechanisms like hashes or MACs, and authenticated encryption for both confidentiality and integrity. Data availability (being able to access the data when needed) isn't provided by encryption itself and can even be impacted if keys are lost.

7. What are common symptoms of a failed ILS glide slope?

- A. Improved glide angle.
- B. Glide slope completely unavailable.
- C. Loss of vertical guidance or incorrect glide slope indication.**
- D. Horizontal guidance only.

Glide slope failure means the vertical guidance the ILS provides is no longer reliable. When the glide slope is working, you have a defined vertical path to the runway; if it fails, you lose that vertical guidance and the system may show incorrect glide slope indications. Practically, you might see the glide slope needle deflect erratically, remain centered while you're high or low, or display an unreliable/invalid indication. The localizer (horizontal guidance) can still function, so you may still track the lateral course, but the vertical guidance is gone or misleading. This aligns with common symptoms of GS failure: loss of vertical guidance or incorrect glide slope indication. An option suggesting an improved glide angle isn't plausible for a failure, and while horizontal guidance only can occur if the glide slope is unusable, the core observable symptom pilots notice is the loss or corruption of the vertical path information.

8. What term describes a network that connects networks over geographical distances?

- A. Intranet
- B. Extranet
- C. Local Area Network
- D. WAN**

A Wide Area Network (WAN) is the type that links together networks over large geographic distances. It interconnects multiple smaller networks such as LANs, campuses, or data centers, using various communication links (leased lines, fiber, MPLS, VPNs, satellite) so data can travel across cities, countries, or continents. The Internet is the largest example of a WAN. A Local Area Network stays confined to a small area like a building or campus, with high-speed connections and typically under a single organization's control. An intranet is a private network within an organization, often built over LANs or WANs, but its defining feature is restricted access rather than distance. An extranet extends access from an intranet to external users (like partners) while maintaining privacy and control, which again focuses on access rather than the broad geographic reach.

9. Which agency leads the Air Force in establishing criteria and procedures for precision equipment used in instrument flight operations?

- A. Air Force Flight Standards Agency (AFFSA)**
- B. FAA
- C. NASA
- D. NAVAIR

AFFSA leads the Air Force in establishing criteria and procedures for precision equipment used in instrument flight operations. This agency sets flight standards, develops instrument approach procedures, and oversees the flight inspection program to ensure precision navigation and landing aids meet Air Force requirements across all units. The FAA is responsible for civilian aviation standards, NASA focuses on research, and NAVAIR serves the Navy, so they aren't the lead for USAF precision equipment criteria.

10. Operating Instructions (OI) are typically written for units at which level?

- A. Policy Directive
- B. Technical Order
- C. Standard Operating Procedure
- D. Operating Instructions**

Operating Instructions are unit-level, localized guidance that tell personnel how to perform day-to-day operations within a specific unit. They're written to fit the particular setup, mission, and routines of that unit, filling in the practical steps and details that higher-level documents don't cover. This makes them the most appropriate source for directing everyday actions at the unit level. Policy directives govern broad goals and rules from higher authorities, and technical orders focus on detailed procedures for operating or maintaining equipment. Standard operating procedures provide general, widely applicable ways of doing routine tasks across many units. Operating Instructions, by contrast, are tailored for a specific unit's operations and are used to ensure consistency in how that unit carries out its regular duties.

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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://rawscdcvol1.examzify.com>

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

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