

Sling Load Inspector Certification Course (SLICC) Practice Test (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

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- 1. What is the rated capacity for type 1, 1/4 in cotton webbing?**
 - A. 60 lbs**
 - B. 100 lbs**
 - C. 40 lbs**
 - D. 80 lbs**

- 2. What size helicopter landing point is required for cargo helicopters, and what is the diameter?**
 - A. Size 3, 60 meters**
 - B. Size 4, 80 meters**
 - C. Size 1, 25 meters**
 - D. Size 2, 50 meters**

- 3. Which light pattern has a 14-meter distance between the left and right stem lights?**
 - A. Inverted Y**
 - B. T**
 - C. Circle**
 - D. Cross**

- 4. What is the maximum tail wind allowable on the LZ to accept aircraft before having to issue an advisory?**
 - A. 9 knots**
 - B. 3 knots**
 - C. 7 knots**
 - D. 5 knots**

- 5. Which helicopter has a 25,000 pounds tandem load capacity?**
 - A. UH-60L**
 - B. CH-47**
 - C. UH-60A**
 - D. CH-53**

- 6. If a load has one attachment point, and a large clevis is used, what is the maximum load weight?**
- A. 6,250 lbs**
 - B. 12,500 lbs**
 - C. 24,000 lbs**
 - D. 9,000 lbs**
- 7. Which configuration yields 7,500 lbs?**
- A. One attachment point with large clevis**
 - B. Four attachment points with large clevis**
 - C. Two attachment points with a medium clevis at each point**
 - D. Three attachment points with small clevis**
- 8. What is the rated capacity of a CGU-1B?**
- A. 3,000 lbs**
 - B. 6,000 lbs**
 - C. 4,000 lbs**
 - D. 5,000 lbs**
- 9. The highest obstacle on the approach end of your LZ is 14 meters tall. Setting up the LZ for night operations, what is the unusable obstacle ratio on the approach end of your LZ?**
- A. 98 meters**
 - B. 196 meters**
 - C. 14 meters**
 - D. 392 meters**
- 10. What is the hook capacity for a UH-60A?**
- A. 9,000 lbs**
 - B. 8,000 lbs**
 - C. 10,000 lbs**
 - D. 7,000 lbs**

Answers

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

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Explanations

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1. What is the rated capacity for type 1, 1/4 in cotton webbing?

- A. 60 lbs**
- B. 100 lbs**
- C. 40 lbs**
- D. 80 lbs**

Understanding rated capacity means knowing the safe working load for a specific material and size under normal use. For Type 1 cotton webbing, 1/4 inch wide, the rated capacity is 80 pounds. This reflects the lower strength of cotton fabric and the small width, giving a modest safe load even before considering knots, sharp edges, or any dynamic (shock) loading. In practice, cotton webbing is treated as a light-duty option, so the 1/4 inch width tops out around 80 pounds rather than higher figures you'd see with wider or synthetic straps. The other numbers don't fit this exact combination of material and size, since they would correspond to different widths or different materials. Also, remember that the rated capacity is the safe load, not the breaking strength, and it can be further reduced by knots, wear, or shock loads.

2. What size helicopter landing point is required for cargo helicopters, and what is the diameter?

- A. Size 3, 60 meters**
- B. Size 4, 80 meters**
- C. Size 1, 25 meters**
- D. Size 2, 50 meters**

The key idea is rotor clearance and safe maneuvering space. Cargo helicopters need the largest landing area to accommodate the full rotor sweep and to keep a clear, unobstructed zone around the aircraft during approach, hover, touchdown, and departure. Using the biggest standard landing-point category provides enough margin for wind drift and any misalignment, reducing risk to personnel and equipment. Smaller sizes are intended for lighter helicopters with smaller rotor discs, so they don't leave enough room for a heavy-lift helicopter's rotor wash and arc. That's why cargo/heavy-lift operations require the largest available landing point, matched to the largest diameter defined in the course.

3. Which light pattern has a 14-meter distance between the left and right stem lights?

- A. Inverted Y**
- B. T**
- C. Circle**
- D. Cross**

Light patterns on sling-load gear are used to give the pilot quick cues about where the load sits and how far it spans side to side. The 14-meter distance between the left and right stem lights is a hallmark of the inverted Y pattern. In this arrangement, the two outer lights form the arms of a Y and are set apart by 14 meters, while a stem light hangs below, creating a distinctive silhouette. That specific lateral spacing helps the pilot judge the load's horizontal separation and maintain proper clearance during approach and hookup. Other patterns place lights in different shapes—T, circle, or cross—so their left-right separation isn't the same fixed 14 meters, making them less suitable for signaling that exact distance.

4. What is the maximum tail wind allowable on the LZ to accept aircraft before having to issue an advisory?

- A. 9 knots**
- B. 3 knots**
- C. 7 knots**
- D. 5 knots**

Tailwind on the approach and hover affects how controllable the helicopter will be as it settles onto the LZ, and it can increase load sway and drift during the final phase. To keep LZ operations predictable and safe, standard procedures set a practical limit for tailwind that allows acceptance without needing to alert the pilot with an advisory. If the tailwind is at or below that limit, you can accept the aircraft without extra instructions. If it's above, you must issue an advisory to inform the pilot that tailwind conditions exceed the recommended value and to consider using a different LZ or postponing. The defined limit in this case is five knots, making that the maximum tailwind allowable for acceptance without an advisory. Limiting the tailwind to this level balances safe hover/control margins with operational practicality; a smaller limit would unnecessarily restrict operations, while higher limits would increase risk and typically require advisory.

5. Which helicopter has a 25,000 pounds tandem load capacity?

- A. UH-60L**
- B. CH-47**
- C. UH-60A**
- D. CH-53**

Tandem load capacity refers to lifting two separate external loads at the same time using two cargo hooks on a helicopter. The CH-47 Chinook is built with forward and aft hooks specifically for tandem slinging, allowing a combined load of up to about 25,000 pounds when two loads are carried or when one large tandem load is flown. Because other helicopters in the list rely on a single hook or have different external-load configurations, they don't define tandem-load capacity around that 25,000-pound rating. That capability belongs to the CH-47 Chinook, making it the correct choice.

6. If a load has one attachment point, and a large clevis is used, what is the maximum load weight?

- A. 6,250 lbs
- B. 12,500 lbs**
- C. 24,000 lbs
- D. 9,000 lbs

When lifting with a single attachment point, the load is carried by that one point, so the hardware at that point dictates the safe load. A large clevis used in a single-point pick-up is rated for 12,500 pounds, so that is the maximum load you should lift with this setup. The other numbers would come from different hardware ratings or configurations, but with one attachment and a large clevis, the rated capacity is 12,500 pounds.

7. Which configuration yields 7,500 lbs?

- A. One attachment point with large clevis
- B. Four attachment points with large clevis
- C. Two attachment points with a medium clevis at each point**
- D. Three attachment points with small clevis

Load capacity comes from how the load is distributed across the lift points and the rating of the hardware at each point. When you use two attachment points, the load can be shared roughly in half between the two legs. If each point uses a medium clevis rated for 3,750 lb, the total capacity becomes 7,500 lb. That is why this two-point configuration with a medium clevis at each point yields 7,500 lbs. With a single attachment point, even if the clevis is large, you're limited by the rating of that one point and don't get the same shared load path. Four attachment points introduce different load distribution and are typically governed by the weakest component, which may not add up to 7,500. Three points with small clevises would have smaller per-point ratings, also unlikely to reach 7,500.

8. What is the rated capacity of a CGU-1B?

- A. 3,000 lbs
- B. 6,000 lbs
- C. 4,000 lbs
- D. 5,000 lbs**

Understanding rated capacity is about knowing the maximum load a piece of rigging hardware is designed to handle safely. The CGU-1B is specified with a rated capacity of five thousand pounds, which means it can be used in sling-load configurations up to that limit while maintaining a safe margin under normal conditions. This makes it suitable for many standard loads you'll encounter in training and operations. If you need to move more than five thousand pounds, you'd select hardware with a higher rated capacity and ensure every part of the rigging—slings, connectors, and attachment points—remains within its own limits. For loads well below five thousand pounds, this gear is more than adequate, as long as all other components are likewise within their rated capacities.

9. The highest obstacle on the approach end of your LZ is 14 meters tall. Setting up the LZ for night operations, what is the unusable obstacle ratio on the approach end of your LZ?

- A. 98 meters**
- B. 196 meters**
- C. 14 meters**
- D. 392 meters**

The concept being tested is how to size the unusable obstacle area on the approach end for night LZ operations. In this scenario, the rule uses the square of the highest obstacle height (in meters) to determine the unusable distance on the approach end. This creates a conservative buffer to maintain clearance when visibility is reduced at night. With the tallest obstacle at 14 meters, the unusable distance becomes 14 squared, which is 196 meters. This means that on the approach end, 196 meters of the LZ would be unusable for landing due to obstacle clearance requirements in night conditions. The other options reflect different multipliers or direct heights, which do not follow the night-operation rule.

10. What is the hook capacity for a UH-60A?

- A. 9,000 lbs**
- B. 8,000 lbs**
- C. 10,000 lbs**
- D. 7,000 lbs**

Hook capacity is the maximum weight the helicopter's external cargo hook system is certified to lift. For the UH-60A, each external cargo hook is rated at 8,000 pounds, so a single-hook load cannot exceed 8,000 pounds. If using both hooks, you could carry more load overall (up to 16,000 pounds total, with each hook still limited to 8,000), but every individual hook must stay at or below 8,000 pounds. The other option values don't match the UH-60A's documented per-hook rating.

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://slicc.examzify.com>

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

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