Paper Code: M-EPA-AGSAH3001

Level 3

Aviation Ground Specialist - Aircraft Handling EPA Mock Multiple-choice Test

Information for registered Centres

The seal on this examination paper must only be broken by the learner at the time of the examination.
Under no circumstances should a learner use an unsealed examination paper.

Information for candidates

Under no circumstances should the candidate use an unsealed examination paper.
This examination consists of **30 multiple-choice** questions. The minimum pass mark is 18 correct answers.
Candidates will achieve a **MERIT** if they correctly answer 21 or more of the questions.
Candidates will achieve a **DISTINCTION** if they correctly answer 24 or more of the questions.
The duration of this examination paper is **60 minutes**.
You are **NOT** allowed any assistance to complete the answers.
You must use a pencil to complete the answer sheet - pens must NOT be used.
When completed, please leave the **Examination Answer Sheet (EAS)** on the desk.

EXAMINATION ANSWER SHEET (EAS) INSTRUCTIONS:
For each question, fill in **ONE** answer **ONLY**.
If you make a mistake ensure you erase it thoroughly.
You must mark your choice of answer by shading in **ONE** answer circle only.
Please mark each choice like this:

ANSWER COMPLETED CORRECTLY

Examples of how NOT to mark your Examination Answer Sheet (EAS). These will not be recorded.

DO NOT partially shade the answer circle
ANSWER COMPLETED INCORRECTLY

DO NOT use ticks or crosses
ANSWER COMPLETED INCORRECTLY

DO NOT use circles
ANSWER COMPLETED INCORRECTLY

DO NOT shade over more than one answer circle
ANSWER COMPLETED INCORRECTLY

All candidates **MUST** sign the Examination Answer Sheet (EAS) in the bottom right-hand corner of the page before leaving the examination room.

1

A marshaller communicates with aircraft crew via:

A) radio

B) hand and arm signals

C) semaphore

D) air traffic control

2

Marshalling hand signals are used for different functions on an airfield. Which of the following is **not** a usual function?

A) Directing an aircraft to a parking position

B) Technical or servicing hand signals used by ground staff

C) Directing airside traffic

D) Guideman signals for ground servicing equipment

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You observe a marshaller rapidly crossing their arms above their head. They are signalling:

A) an emergency stop

B) that they are in control of the aircraft movement

C) the correct bay

D) to only pay attention to them

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During start-up it is possible that you may see flames from the engine. Flames may be blue or bright yellow in colour. The bright yellow flame is:

A) an indication that fuel is being burned inefficiently

B) a tail-pipe fire

C) an indication that there is less heat and will quickly burn itself out

D) no different to other flames

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In the UK, staff must not approach an aircraft on arrival while the anti-collision beacon(s) are illuminated, except:

A) if the captain does not want to use the auxiliary power unit to save fuel and requires use of the ground power unit before shutting down

B) to chock the nose wheels

C) when the auxiliary power unit is unserviceable and there is a hand signal from crew that a ground power unit is required

D) if the aircraft flashes its taxi lights

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The most recognised official signal for an engine fire on start-up is:

A) rapid waving of arms and pointing to the area of fire

B) repeated drawing of hand across throat (in a cut-throat motion)

C) circular motion of one arm pointing upwards in a spiralling motion

D) an exaggerated figure of eight motion

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You observe a marshaller signalling to the crew of an aircraft. They have their right arm extended at 90° with a wand pointing down to the ground, and the other arm stationary by their side. This means:

A) move only at your own discretion

B) negative

C) stop here

D) standby

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You are having difficulty disconnecting a tow bar following a non-headset start-up. To signal to the crew **not** to touch the controls you would:

A) extend your right arm above head height, showing a closed fist, with your left arm down by your side

B) cross both arms above your head

C) extend both arms downwards at approximately 45 degrees with thumbs pointing down

D) communicate with them via the radio

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Prior to start-up without a headset, you notice the forward passenger door is not closed properly. You would advise the flight deck by:

A) raising your left arm at an angle of 45 degrees and then sweeping your right arm upwards towards your left shoulder

B) holding both arms in front of your face and closing your hands as if motioning to close a book

C) pointing at the crew and rotating your arm as if motioning to lock a door

D) passing a message through air traffic control

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As a wing walker you have received a thumbs up from the headset operative (H/O) indicating that the push-back is about to commence. However, you see an aircraft that has missed its stand and is obstructing the taxiway out of sight of the driver and H/O. Your signal to the H/O and tug driver to hold position would be to:

A) cross your arms repeatedly above your head

B) hold your right arm at 90 degrees with the wand pointing straight down

C) fully extend your arms and wands downwards to the sides at a 45-degree angle

D) cross your arms below your waist

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As a loading supervisor for passenger aircraft, you receive a loading instruction report detailing some dangerous goods with the codes RXS, REX and RXC. You would separate these by:

A) placing RXS and REX in the same hold, with RXC in a separate hold

B) only loading RXS, REX is forbidden by air, RXC can only be carried by cargo aircraft

C) placing RXS and RXC in separate holds, REX is forbidden by air

D) loading all dangerous goods in same hold but each separated by other loads

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A declaration on the loading report confirms that the aircraft has been loaded in accordance with the loading instruction, the exception being:

A) any recorded deviations

B) if load is containerised

C) any late baggage or cargo

D) any items of hand baggage removed from the cabin

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When signing the declaration on the loading report to confirm compliance with the loading instruction, the loading supervisor is also confirming that the:

A) aircraft is loaded within structural limitations

B) aircraft's centre of gravity is within safety limitations

C) load has been secured in accordance with company instructions

D) load supervisor is qualified to sign the loading report

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A jet aircraft is often loaded to be tail heavy (within prescribed limits). This is because:

A) it is more fuel efficient

B) the aircraft uses less runway to become airborne, saving wear on the tyres

C) it is easier for the captain to raise the nose wheel at take-off speed

D) on arrival the aircraft's centre of gravity is within limits, but with a reduced fuel load

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On the loading instruction report you notice the abbreviation HEA. This is to inform you:

A) of heavy cargo weighing 50kgs or more

B) of multiple items of heavy cargo totalling more than 150 kgs

C) that the aircraft must be loaded exactly to the loading instruction

D) of heavy cargo weighing 150kgs or more per item

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Information on dangerous goods will be shown on the loading instruction report using:

A) Special Handling Codes (SHC)

B) IATA Interline Message Procedure (IMP) codes

C) ICAO Technical Instructions (TI) for Carriage of Dangerous Goods by Air

D) IATA Dangerous Goods Regulations (DGR) Class numbers

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In addition to the amount and placement of loads, the loading instruction report will usually have significant additional information. The **least** likely to be shown is the:

A) location of holds (descriptive or pictorial)

B) maximum weight allowed in holds

C) compartment, section or bay splits

D) maximum weight of an individual piece of cargo

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On the loading instruction you see the abbreviation 'WET' next to details of a piece of cargo. This is to indicate that the:

A) cargo is dangerous when wet

B) cargo is either fish or seafood

C) shipment is wet or produces liquid

D) shipment contains water

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You are in charge of loading an aircraft bulk hold for a single-sector flight. You have a heavy piece of cargo (150kg), which should be secured by rope due to the weight. However, there is no rope available. This can only be loaded if:

A) there are no dangerous goods loaded within the entire hold

B) the cargo is not dangerous or fragile and there are no restrictions

C) it is braced by other loads, and the hold is not volumetrically full

D) it is braced by other loads, and the hold is volumetrically full

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A hold is deemed to be volumetrically full when the load fills:

A) 100% of the height available

B) sufficient height to secure all heavy items

C) 80% of the height available

D) 75% of the height available

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When operating a potable water bowser, the rules regarding refilling of the bowser are that the water:

A) must be treated after filling from an uncertified source

B) must be treated after every fill, even if from a safe source

C) only has to be treated if it is the first fill-up of the day

D) only has to be treated if it is left over from the previous day

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Potable water has to be drained from the water bowser:

A) after 24 hours

B) after 7 days

C) every 2 weeks

D) at the end of each month

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You have been operating the water bowser all shift. On the last flight of your shift, your supervisor is short of staff and asks you to service the toilets on the aircraft as well. This is permissible only if:

A) the flight is domestic

B) you have a complete change of clothing between the tasks

C) the toilets are serviced first

D) the water is serviced first

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You are operating the toilet servicing unit. On arrival at the aircraft you see that the potable water is being serviced, the correct course of action is to:

A) carry on as once the water bowser is connected to the aircraft there is no risk of contamination

B) remain clear until the water bowser has completed the servicing and departed the area

C) position on to the aircraft but do not commence servicing the toilets until the water bowser has finished

D) position and connect to aircraft but do not empty the tanks until the water bowser has finished

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While servicing the toilets on an aircraft you notice blue streaking along the underside of the fuselage. Which of the following would be the **least** appropriate action to take?

A) Clean the blue streak from the fuselage before servicing the aircraft

B) Look for signs of leakage before servicing the aircraft

C) Service the aircraft and on completion check for leakage

D) Service the aircraft as engineers are responsible for leaks

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During a flight, the **most** critical effect of a leaking toilet service point is:

A) an unpleasant odour inside the aircraft

B) that toilets cease functioning

C) that 'blue ice' builds up

D) water damage to the hold baggage

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A defect is found on an item of company equipment and a report is submitted to you for action. The **most** appropriate response is to take action:

A) whenever you have enough time available

B) when there are other defects, so that they can all be repaired at the same time

C) within a timescale proportionate to the risk to people/property

D) straight away, regardless of your other responsibilities

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On arrival at an aircraft that requires de-icing, the engineer states only one wing requires de-icing. You **must**:

A) agree to de-ice the wing, as long as there is no precipitation falling

B) refuse to de-ice one wing as the aircraft must be sprayed symmetrically

C) agree to the engineer's request as long as they sign for the aircraft

D) only agree to the engineer's request if the captain agrees

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Following the night stop of an aircraft the cabin crew request a cabin heater. Before supplying air from an external source, your **most** likely course of action is to check that:

A) all cabin doors are closed to aid unit efficiency

B) all cabin doors are open to allow ventilation

C) at least one cabin door is open to prevent pressurisation

D) cabin crew have adjusted the thermostat on the aircraft air conditioning

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When loading a Unit Load Device (ULD) from an elevator-style loader on to an aircraft, you find that the unit will not fit with the in-plane system as the floor of the ULD is slightly bowed. The correct course of action would be to:

A) offload the damaged ULD

B) get assistance to stand on the bowed floor so that it will fit

C) use mechanical means to try and straighten the ULD floor

D) spread the load of the damaged ULD between other ULDs that are already loaded

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