

Paper Code: M-EPA-AGOAM2001
Level 2

Aviation Ground Operative – Aircraft Movement 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:

01 A B C D **ANSWER COMPLETED CORRECTLY**

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

01 A B C D **DO NOT** partially shade the answer circle
ANSWER COMPLETED INCORRECTLY

01 A B C D **DO NOT** use ticks or crosses
ANSWER COMPLETED INCORRECTLY

01 A B C D **DO NOT** use circles
ANSWER COMPLETED INCORRECTLY

01 A B C D **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.

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A belt loader (mobile loading conveyor) is used to load the bulk holds of aircraft. During the loading/unloading operation it is **essential** that you use:

- A) a remote control box
- B) guard rails to prevent load from falling off
- C) a protective seat cover
- D) automatic scales to weigh the load

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A tail stand, or steady, is a piece of equipment:

- A) which prevents an aircraft from tipping backwards during loading
- B) for keeping the tail from moving horizontally in high winds
- C) used only by engineers when working on the aircraft tail
- D) for locking the rear hold door open in high winds

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Before driving a set of mobile passenger stairs you find a pool of hydraulic oil underneath. The **most** appropriate course of action is to:

- A) clean the oil leak and use an alternative vehicle
- B) test the brakes, and if working proceed carefully to the aircraft
- C) remove the key to prevent use and report the defect to a supervisor
- D) leave the vehicle with a note for maintenance to find on their daily check

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When arriving at an aircraft stand in a vehicle, it is essential to:

- A) test the horn as it is an important warning device
- B) check the fuel gauge as it is important not to run out during the operation
- C) check the windscreen wipers work as clear visibility is important
- D) carry out a brake check before approaching an aircraft

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Correct vehicle positioning at the side of an aircraft is essential as there are many vehicles competing for limited space. Priorities and vehicle positions are determined by:

- A) the turnaround manager/co-ordinator, who will direct individual vehicles into position
- B) each driver, as it is their responsibility to position each vehicle in accordance with company/airline procedures
- C) a first come first served basis, unless otherwise directed
- D) the size of the vehicle, with larger vehicles having priority

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For airline/handling company equipment, it is the responsibility of the Airport Authority to:

- A) personally issue apron driving and vehicle passes
- B) issue airport passes, and ensure that only these pass holders are airside
- C) ensure all staff and vehicles airside meet the appropriate standard
- D) personally check that only appropriate vehicles are airside

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When driving specialist equipment on aprons you are only permitted to reverse when:

- A) there is an emergency and it is deemed necessary to do so
- B) positioning to or from an aircraft service, instructed by a headset operative
- C) positioning to or from an aircraft service, or parking space, with a banksman
- D) a reversing camera is fitted to the vehicle

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An aircraft's electricity supply on the ground is provided by an Auxiliary Power Unit (APU), powered by a small internal engine. If the APU is unserviceable, the alternative(s) available during a turnaround is:

- A) either a 24V battery pack, or an external generator ground power unit (mobile GPU)
- B) either a 24V battery pack, or an external fixed electrical ground power source (FEGP)
- C) a 24V battery pack only
- D) either an external generator ground power unit (mobile GPU), or an external fixed electrical ground power source (FEGP)

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In high winds all ground equipment must be securely parked and chocked. What additional measures must be taken with towable passenger steps not being used on aircraft?

- A) They must be tied together to prevent movement
- B) They must be adjusted to the lowest setting, guard rails retracted and stabilisers lowered
- C) They should be withdrawn from the apron and parked securely in a hangar
- D) They should be protected with an appropriate covering

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An elevator-style loader is used to load unit load devices on to aircraft. On first arrival at the aircraft you would position the loader:

- A) 6-8 metres from the open hold door
- B) against the sill of the hold and open the hold door
- C) approximately 4 inches from the hold door and raise the front bed
- D) 2-4 metres from the hold door and open the hold door

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During pushback, the final external safety check (walk around) should normally be carried out by:

- A) a member of the flight deck crew
- B) the responsible person releasing the aircraft
- C) a ground engineer
- D) the turnaround manager

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As a tug driver you are waiting for a signal to commence the pushback. The signal or signals needed to start the manoeuvre:

- A) is a 'thumbs up' signal from the headset operative
- B) are the 'brakes released signal' usually followed by a forward motion gesture from the headset operative
- C) is a forward motion gesture from the headset operative
- D) are none, as you will monitor the pushback clearance over the radio

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As a tug driver you may have to push many different types of aircraft, with different turning angle restrictions. How are these restrictions usually stated for tow-bar operations?

- A) All aircraft have a red line painted on the nose undercarriage door denoting maximum steering angle of the tow bar during manoeuvring
- B) You will be provided with each relevant aircraft manual in the tug cab, specifying the turning angle restrictions
- C) The aircraft will have a line denoting the maximum towing angle either on the nose wheel door or fuselage, or indicator arrows either side of the nose oleo (nose gear strut)
- D) A warning horn will go off if the tug driver is about to oversteer

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You are working as a tug driver. After receiving the correct signal from the headset operative, the final checks or procedures you should follow before moving are:

- A) a visual check for vehicles or aircraft passing from areas that you cannot see clearly
- B) a clear signal from your wing walker that there is no conflicting traffic, and a visual check that all personnel are clear of hazardous areas
- C) none; you are permitted to start the push, as with Air Traffic Control (ATC) clearance you have the right of way over vehicles and other aircraft
- D) to sound the tug horn to signify you are about to move; this will notify all staff and other vehicles to stay clear

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You are working as a headset operative. During the external check (walk around) you are required to check the pitot tubes by:

- A) looking for impact damage only, as you are not an engineer
- B) looking for visible debris, damage or ingestion
- C) carrying out a tactile (touch) test to check if the heating has been left on
- D) looking for any bird debris that may be impaled

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Following severe frost, de-icing is carried out on an aircraft. The external aircraft apparatus **most** at risk from ingestion of de-icing fluid are:

- A) static vents
- B) pitot probes
- C) angle of attack sensor vanes
- D) temperature probes

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On completion of the aircraft pushback, the correct tow-bar disconnection sequence is to disconnect the towbar from the:

- A) aircraft first, then disconnect from the tug
- B) aircraft so the tug may pull it clear
- C) tug, leaving it attached to the aircraft for its next tow
- D) tug first, then disconnect from the aircraft

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You are working as a headset operative. Following the departure of the pushback tug, you will know the aircraft is ready to move by the:

- A) captain acknowledging your signal
- B) increased noise from the engines
- C) aircraft's lights switching on
- D) aircraft starting to move slowly

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Aircraft tow bars are fitted with 'shear pins'. Their purpose is to:

- A) fail (shear) if the aircraft is too heavy and might damage the tow bar
- B) fail (shear) to protect the nose gear from damage through oversteer or a severe jolt
- C) fail (shear) after a predetermined number of aircraft movements showing the tow bar is due for maintenance
- D) increase the aircraft weight capability of the tow bar

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You are working as a tug driver, operating a towbarless tug. You arrive at an aircraft which has nose-wheel chocks in place. The **most** appropriate course of action is to:

- A) have a main-wheel chocked then remove the nose-wheel chocks before positioning the tug
- B) remove the nose-wheel chocks and position the tug as the aircraft is secured by the brakes
- C) leave the nose-wheel chocks in place as they can be removed after positioning the tug
- D) leave the nose-wheel chocks in place and add main-wheel chocks

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As part of the aerodrome licensing process in the UK, audits of airside safety environments are performed by the:

- A) European Aviation Safety Agency
- B) Civil Aviation Authority
- C) Airport Authority
- D) International Civil Aviation Organisation

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What basic security measure should all airside workers adhere to?

- A) Wear their airport identity pass prominently
- B) Wear high-visibility clothing
- C) Challenge anyone who is not wearing high-visibility clothing
- D) Always carry a passport or other identity document

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Airfield ground markings are mandatory and generally universal. The lines on the airfield that are primarily for the guidance and control of aircraft are:

- A) white
- B) black and white
- C) red
- D) yellow

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As a member of the handling crew at an aircraft arrival it is your task to chock the aircraft nose wheels. In normal operations you would carry out this task:

- A) as soon as the aircraft stops
- B) when told by the headset operative
- C) when the aircraft engines are shut down
- D) when the aircraft engines are shut down and the anti-collision lights are off

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When aircraft anti-collision beacons are being displayed, all staff are required to:

- A) remain clear of the aircraft footprint at all times until the anti-collision beacons are extinguished
- B) remain outside the stand boundary lines until the anti-collision beacons are extinguished
- C) remain clear of hazard areas unless they are performing a task necessary for the immediate servicing of the aircraft
- D) stay clear of the hazard areas if the engines are running

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Zones around an aircraft that restrict vehicle access are referred to as ERAs (Equipment Restraint Areas). A general rule of operation for a 2-metre buffer zone around the aircraft is that:

- A) any equipment or vehicle designed to interface with the aircraft can enter the zone
- B) any vehicle that is used for the purposes of the aircraft turnaround can enter the zone
- C) no vehicle may enter, except in the event of an emergency
- D) passenger transport can enter the zone if it is raining

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As a staff member accessing the apron it is a requirement to wear high-visibility clothing. The **most** appropriate action to take to ensure the clothing is effective is to:

- A) always wear high-visibility clothing with sleeves
- B) ensure it is not too dirty to be clearly visible
- C) purchase new high-visibility clothing as frequently as possible
- D) not wear high-visibility clothing airside when carrying out dirty jobs

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Your UK driving licence has been suspended for 6 months by a magistrates' court for speeding. How does this affect your airside driving permit?

- A) As the airport is private property you are still allowed to drive airside
- B) As long as you declare the ban to your employer, you are allowed to continue driving, if approved by the company
- C) Your airside driving permit is automatically revoked
- D) As your ban was short term and for speeding, it does not affect your airside driving permit

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Vehicles come under the control of Air Traffic Control (ATC) when on:

- A) all areas of the airfield
- B) runways, aprons and taxiways
- C) all areas contained within the manoeuvring area boundary
- D) runways and taxiways

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The manoeuvring area boundary is indicated by:

- A) a double black and white chequered line
- B) a red line
- C) two parallel red lines
- D) two parallel white lines





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