

**Paper Code: M-EPA-AGSAM3001**
**Level 3**

# Aviation Ground Specialist – 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 you 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 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.

1

A message is broadcast from air traffic control, stating that safeguarding is in place. 'Safeguarding' mainly takes place:

- A. following an accident
- B. during extreme flight delays
- C. at the beginning of low-visibility procedures (LVPs)
- D. when thunderstorms are nearby

2

While performing an audit of ramp staff, you see a member of crew in the flight deck make a signal to the ground staff, consisting of making a 'T' with their hands. This signal means:

- A. connect ground power
- B. disconnect ground power
- C. insert nose gear bypass pin
- D. contact the flight deck via the interphone

3

The aerodrome where you work is H24, and marshalling is conducted during the hours of night. Which of the following would **not** be an additional hazard when marshalling at night?

- A. Aircraft taxiing lights
- B. Interphone communication
- C. Lack of crew hand signals
- D. Illuminated wand failure

4

Your team has marshalled an aircraft on to the stand from the adjacent taxiway, but it is not in the correct place and needs to be repositioned. The **greatest** potential issue is:

- A. taxiway congestion
- B. delays to passengers
- C. taxiway infringement
- D. breach of ATC instructions

5

Some new members of your team need to be issued with items of marshalling equipment. Marshalling would **not** normally be conducted with:

- A. gloves
- B. bare hands
- C. table tennis bats
- D. fluorescent/illuminated wands

6

Part of your role requires you to work around aircraft that are running their engines. The hazard of **least** concern is:

- A. engine ingestion
- B. jet blast
- C. prop wash
- D. fantail

7

A colleague asks you a question to which you do not know the answer. You would find the legal requirements for marshalling in the:

- A. IATA AHM
- B. SERA
- C. Aerodrome Manual
- D. CAP168

8

You are preparing to instruct colleagues to marshal aircraft and need to complete some background reading. Marshalling signals are **not** shown in:

- A. CAP393
- B. CAP637
- C. IATA AHM
- D. EU 923/2012

9

You are observing a pushback operation when you notice the headset operative facing the tug driver and making a sign pointing to his nose, then pointing to his left. The operative is indicating the direction:

- A. the driver should steer
- B. the aircraft should be facing on completion of push
- C. they will be vacating taxiway on completion of start
- D. the driver should push the aircraft

10

Prior to pushback with a towbarless tug (TBL), nose wheel chocks should be removed:

- A. prior to connecting the tug to aircraft, providing the main-wheel chocks are in place
- B. after the tug is securely attached to aircraft
- C. prior to connecting the tug to the aircraft, before the main-wheel chocks are in place
- D. immediately prior to pushback

11

After completing a pushback, the aircraft nose wheel should be in line with the centreline of the aircraft fuselage. This is because:

- A. it saves the flight crew from steering the aircraft during initial breakaway
- B. the nose wheel may abruptly self-centre when the steering bypass pin is removed
- C. the aircraft must be pushed back in a straight line
- D. nose wheel steering will not pressurise if the wheels are not centred

12

What is meant by the phrase 'wing-growth'?

- A. Modern aircraft have larger wings as they are more fuel efficient
- B. When driving around aircraft at night outer edges of wings appear invisible and appear to grow as you approach
- C. When aircraft flaps are deployed they increase the area of the wing to create more lift at slower speeds
- D. When an aircraft being towed or marshalled makes a tight turn the wing arc can appear to increase giving a visual effect of growth

13

Reverse towing with a front-wheel steer tug (i.e. towing the aircraft with the tractor facing the aircraft) is **not** allowed, because:

- A. front-wheel-drive vehicles are unable to reverse
- B. the tow bar does not connect safely to the front of the tug
- C. the driver cannot maintain a safe driving position with good visibility
- D. the tug headlights would not be visible

14

Headset operatives (H/O) must be familiar with the requirements of aircraft de-icing and how to recognise frozen contamination. This is because following de-icing, the H/O:

- A. must check that no frozen precipitation is evident in the de-icing fluid
- B. is required to give the de-icing code to the flight crew
- C. is responsible for overseeing the de-icing operation
- D. must advise the crew of the holdover time of the de-icing fluid used

15

On start-up the captain of a propeller-driven aircraft requests to start number 2 engine in 'Hotel' mode. This means that the:

- A. captain wishes to start the APU
- B. captain wishes to start-up after pushback is complete
- C. engine will be started but the propeller will not be engaged
- D. aircraft will start both engines on stand from the GPU

16

The airport where you work has revised their set of by-laws. Airport by-laws are unlikely to cover:

- A. traffic sign compliance
- B. parking
- C. driving offences
- D. vehicle maintenance

17

A member of your team changes roles and will now be working on the apron. The **most** important item of PPE for them is:

- A. protective eyewear
- B. safety toe-capped footwear
- C. hat
- D. sunblock

18

During an audit, you observe significant non-compliance with the outlined servicing procedures. This is reportable:

- A. legally, under the MOR scheme
- B. only if it results in injury or death
- C. as laid down in the Civil Aviation Act 1982
- D. and the member(s) of staff must be suspended pending investigation

19

You are training a new staff member on apron discipline. In certain circumstances, it might be acceptable for them to:

- A. walk on a moving conveyor belt
- B. approach the engines before they have spooled down
- C. lift more than their physical capabilities
- D. work without hearing protection

20

Low Visibility Procedures (LVPs) have been forecast at your aerodrome. Which of the following precautions should not be taken?

- A. Reduce vehicle operating speeds
- B. Switch vehicle lights on
- C. Request air traffic control clearance for any ramp activities
- D. Clear the apron of non-essential equipment

21

You are informed that fuelling is to take place with passengers on board. As the leader of the team of ramp staff, you **must** ensure:

- A. ground handling activities are stopped
- B. the area(s) under exits or emergency slides are kept clear
- C. only one hold is unloaded/loaded at a time
- D. a member of staff remains at the emergency fuel cut-off switch

22

The wind has started to gust 45kts when you finish your last loading task. Before you leave the stand, the action you would be **least** likely to take is to:

- A. remove all loose equipment
- B. secure ULD curtains and strap ULDs down to dollies
- C. move vehicles and position them next to the perimeter fence
- D. close all aircraft service panels

23

You are driving along a busy, live taxiway. Which of the following would you **not** be required to give way to?

- A. Emergency vehicles
- B. Operations vehicles
- C. Vehicles towing aircraft
- D. Vehicles pushing back aircraft

24

After returning to work following annual leave you are driving on the airfield but have forgotten to check for airside safety instructions. This could mean:

- A. you are unaware of information critical to the safety of the operation and might carry out an unsafe action
- B. you are unaware of roster changes and could miss an important shift
- C. management have not been carrying out their responsibility in ensuring you read notices
- D. you are no longer authorised to drive on the airfield

25

At the end of one of the runways you see large white crosses. This section of the runway can be used by:

- A. neither aircraft nor other vehicles
- B. aircraft and other vehicles
- C. aircraft, but not other vehicles
- D. other vehicles, but not aircraft

26

You are driving on the airfield at night and notice blue lights at the side of the tarmac. You are **most** likely to be at:

- A. an airside road crossing point
- B. a control post
- C. the junction of a taxiway and a runway
- D. the runway's threshold

27

As you drive towards one of the runway's holding points you notice that the stopbars are unserviceable. This would **most** likely mean:

- A. vehicles still need air traffic control permission to cross
- B. that the holding point cannot be used
- C. vehicles no longer need permission to cross this point
- D. that the holding point can only be used by aircraft

28

During your shift you are tasked with driving to one of the remote stands. A remote stand is **usually** a stand:

- A. on the other side of the runway from the terminal building
- B. that is not pier-served
- C. that is only used for unserviceable aircraft
- D. that is only used for remote holding

29

You are unsure of the speed limit for driving on the taxiways. Who is responsible for dictating speed limits on airside roads?

- A. Your company
- B. The CAA
- C. The Airside Operations department
- D. The Aerodrome Authority

30

A member of your team has a question about airside parking areas that you believe they should know the answer to. This is because:

- A. they can park anywhere airside
- B. each member of staff is given a map showing the areas
- C. it would have been covered during their driver training
- D. the areas are clearly signposted





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