



**EAST AFRICAN SCHOOL OF AVIATION  
FINAL EXAMINATION**

**SECTION:ABM**

**SUBJECT: AIRPORT EMERGENCY SERVICES**

**Stream: DAO 3**

**Duration: 2Hrs**

**DATE:**

**TIME:**

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## PART A

1. Which of the following examples would you normally call only the Rescue and Firefighting
  - a. Full emergency
  - b. Weather standby
  - c. Aircraft ground incident
  - d. Aircraft accident
  
2. The following are acts of unlawful interference against civil aviation except one
  - a. Military exercises
  - b. Hijacking
  - c. Bomb threat
  - d. Damage to aerodrome property
  
- 3 What are the two most important elements of a response procedure?
  - a. Knowing who to call and what procedure to follow
  - b. Knowing where your phone is and who is working
  - c. Find a first aid kit and how to administer first aid
  - d. Filling out a report and following upon the safety issue
  
4. The committee is supposed to hold post-accident meetings. They are held to:
  - a. identify the dead and the injured
  - b. plan for the next exercises to test preparedness
  - c. identify any inadequacies experienced the rescue and recovery operation
  - d. map out the zoning of the next accident site
  
5. Exercises are periodically carried out to test the following except one
  - a. to test the effectiveness of communications
  - b. to check the runway contamination status
  - c. to fire fighting and casualty evacuation
  - d. to test the effectiveness of mobility of vehicles and personnel
  
6. When a disabled aircraft is towed from the runway, the aircraft is
  - a. Parked at the end of the runway
  - b. Hidden from view of arriving and departing passengers
  - c. Is parked at a stand near the main apron
  - d. Is parked at the taxiway that is not busy
  
7. The major responsibility of the police at an aircraft accident site is to
  - a. provide a central control point and coordination
  - b. rescue and save passengers
  - c. secure the accident site and crowd control
  - d. console and guide the injured
  
8. Following are other duties performed by the emergency responding organizations. Which one is not their responsibility?
  - a. Covering potentially hazardous operations like fuel spillage
  - b. Dealing with bomb scare threats at the airport
  - c. Dealing with aircraft hijacking situations
  - d. Screening passengers before boarding an aircraft

9. A pilot would request for a local standby if
- the weather is bad
  - the pilot is not sure of the serviceability of the aircraft
  - an aircraft accident is eminent
  - the visibility is very poor
10. Aircraft accident site is zoned to improve efficiency. Zone three is concerned with
- casualty clearing and minor treatment
  - rescue and fire fighting
  - ambulance and transport loading points
  - doctors and nurses
11. Which one of the following is not an important member of an aerodrome emergency Committee
- The aerodrome operator
  - The air traffic control service
  - The aircraft operator
  - Voluntary organization
12. A full scale emergency should be carried out every
- 2 years
  - 3 years
  - 1 year
  - 4 years
13. Zone two of an aircraft accident site is positioned up wind
- because ambulances would find it easy to access
  - so that fumes from the burning wreckage do not interfere with the zone's operations
  - since the incident office is located nearby
  - so easy for the firemen to put off the fire that it becomes
14. The following are the suitable areas where a full scale exercise can be staged
- Runway end safety area
  - The emergency operations center
  - The approach /take off area
  - Any day, day or night and at any hour
15. If a fire is put off using water, what side of a fire triangle is removed
- oxygen
  - fuel
  - heat
  - both fuel and oxygen

16. The aerodrome operator is responsible for the following except one
- Dissemination of information to the emergency responding organizations
  - Activating the emergency Operations center
  - Closing the aerodrome if necessary
  - Removing a disabled aircraft from the runway
17. Water should never be used to put off fuel/oil fires
- because water will not remove the oxygen
  - oil is lighter than water and will float and spill over the fire
  - the temperature of water is normally not high as that of oil
  - water has hydrogen in it and can not therefore be used
18. The maximum response time from notification until the first fire vehicle at an accident scene is
- 1-2 minutes
  - 3-4 minutes
  - 20-60 seconds
  - 30-80 seconds
19. Electrical fires should not be put off using water because
- water will lower the temperature
  - the fire will restart again after some time
  - it is not effective if not mixed with dry powder
  - water is a very good conductor of electricity
20. The aerodrome category for firefighting is based on (which one is not true)
- The size of the largest aircraft accepted at the airport
  - The number of passengers, baggage and cargo on board
  - The length of the aircraft
  - The maximum fuselage diameter
21. Fuel fires are best extinguished using foam because
- when it is mixed with water it becomes thick
  - foam is slippery and sticks on the fuel
  - it is readily available and easy to use
  - it stays in place long enough to ensure that fire does not restart
22. Which of the following is not true of the Mobile command post
- It should be equipped with the airport grid map
  - Should be manned by the most senior fireman
  - It should be fitted with a 360 degrees wireless camera
  - It should have up-to-date communication equipment
23. Before a disabled aircraft is moved from the runway permission must be sought from the following organizations except one
- the insurance
  - the airport authority

- c. the police
  - d. the accident investigators
24. In closing an aerodrome the aerodrome operator;
- a. Notifies all the airlines through a radio telephony
  - b. Closes all the gates leading to the airport
  - c. Dispatches a NOTAM to all interested parties
  - d. Closes the airspace around the airport
25. The Emergency control center should be
- a. Functional during the day only
  - b. Located so as to offer a clear view of the scene
  - c. Equipped with up-to-date communication equipment
  - d. Positioned upwind from the wreckage
26. The responsibility for recovering or removing a disabled aircraft normally rests with
- a. the airport authority
  - b. the airline or its agent
  - c. the accident investigating authority
  - d. the fire department
27. If an aircraft crashed on the only one runway of an airport the airport has the following options. Which one is the best
- a. close the airport
  - b. restrict close aircraft movements to day time only
  - c. re-declare distances
  - d. use the taxiway for landing and takeoff
28. Which of the following statements is not correct concerning the difficulties experienced in removing fuel from a disabled aircraft
- a. Empty tankers to empty the fuel into are not easy to find
  - b. The aircraft needs to be lifted first before accessing the de fuelling points
  - c. Pipes to convey the fuel back to the storage tanks should be provided
  - d. There is no power to open the fuelling points
- 29.. Airbags are best suited to lifting a disabled aircraft
- a. when the aircraft does not have jacking points
  - b. if the aircraft is light
  - c. because due to their surface area they don't sink
  - d. they are full of air
30. The color of a fire extinguishing containers are
- a. Red
  - b. Blue
  - c. Cream
  - d. Black

## PART B

1. List at least 10 major organizations that are normally called upon to deal with an aircraft emergency 10 mks
2. Explain what is an aerodrome grid map and why it is important in an emergency organization 10 mks
3. Outline at least 5 key responsibilities of an aerodrome operator during an emergency 10 mks
4. Explain when and how a disabled aircraft is removed from the runway 10 mks

## PART B (30mks)

Q1. List down the various classes of dangerous goods in their correct order.  
(9mks)

Q2. Fire extinguishers are always colour coded, indicate the colour & outline their extinguishing agent and the type of fire they extinguish.  
(12mks)

Q3. Outline all organizations that are called upon in case of an aircraft emergency.  
(9mks)