

**PART A(40MARKS)**

1) The F.O.M process is said to be an ongoing process independently of its complexity and can be broken down into three basic steps, which of the below is not one of the steps

- a) Analysis
- b) Corrective
- c) Reactive
- d) Preventive actions

2) Which of the following is not a hazard identification process?

- a) Mandatory open reporting
- b) Flight data collection systems
- c) In-flight observation program
- d) Voluntary, confidential reporting

3) .....is the process used to determine risk management priorities by comparing the level of risk against predetermined standards, target risk levels or other criteria?

- a) Risk analysis
- b) Risk
- c) Risk assessment
- d) Risk identification

4) The .....is responsible for the overall management,administration,security and maintenance of flight operations monitoring program.

- a) Flight operations System engineer
- b) Flight operations manager
- c) Flight operations analyst.
- d) Maintenance engineer.

5) Flight operations monitoring system consists of.....and ..... Elements. Which one is not true?

- a) Onboard and ground based
- b) In-flight data acquisition and data analysis
- c) A and B are correct
- d) Only A is correct

6) Which of the below is not an element of the flight operations monitoring system.

- a) Documentation
- b) Processing
- c) Analysis
- d) Storage

7) Flight operations monitoring resources required include all the below except one

- a) Time
- b) Planning
- c) Expertise
- d) Training

8) Flight operations monitoring is an ongoing process which involves three stages. Which of the below is not part of the stages.

- a) Measurement
- b) Analysis
- c) Hazard identification
- d) Actions

9) -----is an integral part of a safety management system as mandated by ICAO.

- a) Flight operation management
- b) Flight data recording
- c) Flight operation monitoring
- d) Flight operation systems

10) Which of the below is not a flight operation monitoring activity

- a) Senior management resources allocation
- b) Flight operation supervision and management
- c) Hazard identification
- d) Safety actions tracking

11) Answer the following statements using either Minimum or maximum.  
Underline the correct word.

a) Maximum speed requires use of ----- thrust or power within airframe limits at altitude that produces maximum ground speed.

(Minimum / maximum)

b) ----- fuel consumption requires use of most fuel efficient cruise control procedure, route and altitude.

(Minimum/ maximum)

c) -----cost requires analysis of both fuel and other time-dependent direct operating costs.

(Minimum/ maximum)

d) Since fuel costs dominate other time-dependent direct operating costs, minimum cost cruise control procedures, routes and altitudes are generally close to those for -----fuel consumption.

(Minimum / maximum).

12) What is used as a qualitative description of probability or frequency?

(a) Risk analysis (b) likelihood (c) risk assessment (d) monitor

PART B (60 MARKS)

1) What do you understand by the following terms as used in Air Traffic Services **(6marks)**

i) Uncertainty phase

ii) Alert Phase

iii) Distress Phase

2) The scheduled time of departure and arrival of Flight AA001 is 0035Z and 0425Z respectively. What is **(6marks)**

i) The duration of this flight?

ii) The Estimated Time of Arrival of the flight if there is a delay of 1 hour 41 minutes at the airport of departure and the estimated trip time is 3 hours and 41 minutes?

iii) Given the scenario in (ii) above, what is the actual delay at the destination if the actual trip time is equal to the estimated trip time?

3) Define the following terms as used in Flight Operations **(6marks)**

i) Aircraft Tracking

ii) Flight monitoring

ii) Flight watch

4) Give three reasons why should an Air Operator Certificate (AOC) holder conduct Flight Monitoring? **(6marks)**

5) Regulations require an operator or service provider to have an Operations Manual. Describe any three relevant parts of an Operations Manual during Flight Monitoring. **(6marks)**

6) Outline four duties of a Flight Operations Officer. **(8marks)**

7) Is it always possible to achieve all the flight planning objectives? Why? **(4marks)**

8) Are crew obligated to accept ATC re-routes? Explain your answer **(6marks)**

9) List three direct operating costs (DOCs) which vary with flight duration and which an FOO/FD has some measure of control? **(6marks)**

a)

b)

c)

10) List three areas which a hazard identification system will cover **(6marks)**

a)

b)

c)