

- 1) Name five communication and tracking systems which an operator can use to know position of an aircraft.(5marks)
  - a)
  - b)
  - c)
  - d)
  - e)
- 2) Name at least four flight planning objectives.(8marks)
  - a)
  - b)
  - c)
  - d)
- 3) List three values of flight plan to flight crew.(3marks)
  - a)
  - b)
  - c)
- 4) List three values of the flight plan to air traffic control services.(3marks)
  - a)
  - b)
  - c)
- 5) Define the following (3marks)
  - a) Operations control
  
  - b) Flight following
  
  - c) Flight watch
- 6) List at least four functions associated with operations control.(4marks)
  - a)
  - b)
  - c)
  - d)

- 7) What are the three main reasons for flight monitoring?(3marks)
- a)
  - b)
  - c)
- 8) List at least four important information when checking position of aircraft in flight?(4marks)
- a)
  - b)
  - c)
  - d)
- 9) Name five factors affecting fuel consumption in flight.(5marks)
- a)
  - b)
  - c)
  - d)
- 10) List five emergency situations which can happen to an aircraft in-flight.(5marks)
- a)
  - b)
  - c)
  - d)
  - e)
- 11) Alerting services shall be provided to which air traffic? Give Three.(3marks)
- a)
  - b)
  - c)
- 12) What are the three phases of alerting services?(3marks)
- a)
  - b)
  - c)
- 13) What is the meaning of the following emergency transponder codes when displayed by an aircraft in flight? (3marks)
- a) Code 7700
  - b) Code 7500
  - c) Code 7600

13) List the five key elements of flight operations monitoring system.(5marks)

- a)
- b)
- c)
- d)
- e)

15) Flight data monitoring channel can be split into three sub steps, namely. (3marks)

- a)
- b)
- c)

**PART TWO (30 marks)**

16) 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

17) 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

18) .....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

19) 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.

20) 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

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

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

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

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

23) 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

24) -----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

25) 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

