

Name:

Enrolment No:



UPES

End Semester Examination, May 2023

Course: Aviation Safety and Security Management

Semester: IV

Program: MBA Aviation Management

Time: 03 hrs.

Course Code: TRAV8020

Max. Marks: 100

Instructions:

1. The student must write his/her name and enrolment no. in the space designated above.
2. Read the instructions and questions carefully before starting to write the answers.
3. Manage your time effectively during the exam.
4. Write legibly and avoid any kind of cheating or plagiarism.
5. Review your answers before submitting the exam.
6. Contact the invigilator if you have any queries or issues during the exam.

SECTION A

10Qx2M=20Marks

S. No.	Attempt All questions	Marks	CO
Q1.	The Area between any Pax inspection or screening control point and aircraft in which access is control a) Airside b) Landside c) Security Hold Area d) Sterile Area	2	CO1
Q2.	Which does not include in the “Act of Unlawful Interference” a) Hijacking b) Sabotage c) Disruption of communication facility d) Pilferage	2	CO1
Q3.	CASO stands for a) Chief Airport Security Officer b) Chief Aviation Security Officer c) Commissioner of Airport Security officer d) None of the above	2	CO1
Q4.	Airport Entry Permit does not contain a) Photo b) Name of pass holder c) Area of Validity d) Permanent address	2	CO1
Q5.	Annexure 17 deals with	2	CO3

	i) Aviation Safety Manual ii) Aviation Safety Manual iii) Airport Manual iv) Aircraft Manual		
Q6.	Security of Parked Aircraft is done by i) Airport Operator ii) Airline iii) BCAS iv) CISF	2	CO3
Q7.	What is MTBF?	2	CO1
Q8.	What is ACAS?	2	CO1
Q9.	Define response Time for ARFF. Mention the max response time as per Standard and as per Recommendations.	2	CO1
Q10.	What is screening?	2	CO1
SECTION B 4Qx5M= 20 Marks (Attempt All questions)			
Q11.	What is Aviation Hazard? Explain with suitable example.	5	CO1
Q12.	Explain the five essential steps in Risk management.	5	CO1
Q13.	Describe Runway incursion with examples.	5	CO1
Q14.	Describe the agencies involved in airport emergency planning (On & off Airport).	5	CO2
SECTION-C 3Qx10M=30 Marks (Attempt All questions)			
Q15.	Describe the concept of LOSA in aviation safety.	10	CO2
Q16.	Explain the four major components of Safety Management System.	10	CO1
Q17.	What are the mitigating measures to avoid / minimize the accidents due to the vehicular movements on airside?	10	CO2
SECTION-D 2Qx15M= 30 Marks (Attempt All questions)			
Q18.	What are ICAO SARPs? Write differences between them. Give one example of the SARPs. What are the aspects of aviation that are covered in the SARPs? How are these developed by ICAO? Why SARPs are effective.	15	CO2, CO3
Q19.	On 24 September 2015, Shaheen Air International scheduled passenger flight number SAI791, operated by a Boeing 737-400 Aircraft, registration AP-BJR, departed from Sharjah International Airport (OMSJ), the United Arab Emirates, at 0239 local time (LT) to Bacha Khan International Airport (OPPS), Pakistan. Instead of the assigned runway 30, the Aircraft took off from the parallel taxiway Bravo. The Investigation was informed four days after the Incident and was not able to interview the flight crewmembers. Using the Aircraft flight data, and air traffic communications, the taxi route up to takeoff was determined. This confirmed that the Aircraft did turn onto taxiway Bravo and departed from this taxiway. The air traffic Controller lost the visual watch on the Aircraft as it taxied from taxiway Alpha 20 towards taxiway Bravo and regained sight of the Aircraft on taxiway Bravo as it passed the taxiway Alpha 18 intersection.	15	CO4

	<p>No attempt was made by ATC to stop the Aircraft during its takeoff roll on the taxiway. The Controller decision was to allow the takeoff to continue as the Aircraft speed was unknown and taxiway Bravo was sterile at the time.</p> <p>After takeoff, the flight crew were not informed about the taxiway takeoff and the flight continued for an uneventful landing at the destination airport. The crew were made aware of the Incident by the Aircraft Operator five days later.</p> <p>The Investigation could not determine why the flight crew did not notice that they had lined up on a taxiway, but the flight crew stated that they had no doubt, but that they were lined up on the runway and they never had reason to question the visible cues, including the lighting. The difference between runway and taxiway lighting is significant yet this was not recognized by the flight crew.</p> <ul style="list-style-type: none">a) Analyze the above serious incident using SHELL model and identify probable mismatches that could have contributed to the serious incident.b) Define “Incident” and “Serious Incident”. Why the above can be called as “serious incident”.		
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