



Training Exam

Aircraft Ground Handling

CAP continues to have a significant number of avoidable aircraft ground handling incidents. In order to provide the highest level of safety and to raise awareness of what is needed to minimize these incidents, CAP now requires all members who regularly come in contact with aircraft or supervise air operations to view an aircraft ground handling training video and take a short test. This training is for both ground and flight personnel.

Instructions: Circle the correct answer choice for each question.

1. When an aircraft engine is running, the propeller can appear to be invisible. What should you look for as a sign that an aircraft engine is active?
 - A. Tie downs are secured to the aircraft surfaces
 - B. A flashing beacon atop the aircraft tail

2. Where are Civil Air Patrol aircraft most susceptible to damage?
 - A. In the air
 - B. On the ground

3. When an aircraft is being marshaled, what should the position of the marshaller be from the perspective of the pilot sitting in the aircraft?
 - A. To the right of the aircraft.
 - B. Center in front of the prop.
 - C. To the left of the aircraft.

4. All aircraft should be secured before walking away.
 - A. True
 - B. False

5. Who is responsible for the safe ground handling of CAP aircraft?
 - A. FBO only
 - B. Flight Line only
 - C. Anyone working with and around CAP aircraft

6. What process must be considered before moving an aircraft.
 - A. The pilot's age
 - B. Operational Risk Management (ORM)
 - C. Crew Resource Management (CRM)

7. While marshaling arriving aircraft into the parking area for a SARX, a tow bar is spotted on an approaching aircraft, what should you do?
 - A. Nothing, the aircraft made it this far, let it park
 - B. Report the observation to the IC at your break
 - C. Signal the aircraft to stop immediately, shut down the engine, then remove the tow bar and continue with operations

8. Pilots flying solo have no need to seek help moving the aircraft into a hangar.
 - A. True
 - B. False

9. Which statement is true?
 - A. ORM should be considered before moving an aircraft in and out of a hangar. Have a plan for monitoring wingtips and tail heights.
 - B. ORM includes knowledge of how to properly use equipment such as tow bars.
 - C. ORM includes monitoring ground surfaces for debris and removing said debris.
 - D. All of the above.

10. Debris consists of foreign objects that exist on the ground (e.g. gravel, rope, nails, etc.) whether on the hangar floor or on the tarmac.
 - A. True
 - B. False