

Dr. Babasaheb Ambedkar Open University
Term End Examination February – 2026

Course	: BBAATR	Date	: 14-Feb-26
Subject Code	: BBAATR-203	Time	: 03:00pm to 05:15pm
Subject Name	: Aviation Hazards	Duration	: 02.15 Hours
		Max. Marks	: 70

Section A

Answer the following (Attempt any three) (30)

1. Explain the Environmental Hazards in detail.
2. Explain the Risk Assessment Process in detail.
3. Explain the Condition for Human and Organizational Safety.
4. Explain the Passenger Safety Overview of ICAO Provisions in detail.
5. Explain the Investigations of Different Issues Pertaining to Safety.

Section B

Answer the following (Attempt any four) (20)

1. Explain the ALARP Model of Controlling Risks.
2. Explain the 5 Key ingredients of Safety Culture.
3. Explain the Standards and Recommended Practices for Aviation Hazards.
4. Explain the Key Activities of Federal Aviation Agency.
5. Explain the Safety Management in Aviation Industry.
6. Explain the Encouraging Mandatory Safety Reporting.

Section C

Part – A (Multiple Choice Questions) (10)

- 1 The non-replacement of a faulty spare part of an aircraft during a routine check due to lack of organizational budgets is a
 - A Human hazard
 - B Organizational hazard
 - C Technical hazard
 - D Biological hazard
- 2 A hazard is a condition that may lead to
 - A Creating new system
 - B Resolution of problems
 - C Loss of life and property
 - D Poor Organizational processes
- 3 Level 2 of Risk control structure determines
 - A Administrative controls
 - B Isolation of risk
 - C Elimination of risk
 - D Substitution of risk

- 4 Documents and guideline on thermal screening of passengers prior to entering an airport is a part of
 - A Safety Assurance
 - B Safety Policy
 - C Safety Risk Management
 - D Safety Survey
- 5 Objectives designed for aviation safety should be
 - A ROBUST
 - B SMART
 - C STRAT
 - D MART
- 6 During turbulence use of lavatory is
 - A Prohibited
 - B Permitted
 - C Depends on situation
 - D None of the options
- 7 Reports should be ideally submitted within
 - A 36 hours
 - B 48 hours
 - C 24 hours
 - D None of the options
- 8 Workability of systems can be identified through programs
 - A Stretch
 - B Auditing
 - C Non-Compliant
 - D Only Reporting
- 9 The state of loss of foresight for potential dangers by humans working in aviation is known as
 - A Complacency
 - B Lack of knowledge
 - C Distraction
 - D Lack of Team bonding
- 10 Entering data for safety in system is known as
 - A Safety Records
 - B Safety Monitoring
 - C Management of Change
 - D Safety Promotion

Part – B (Do as Directed)

(10)

- 1 Full Form of GASP.
- 2 Full Form of SARPS.
- 3 Full Form of FAA.
- 4 Full Form of ICAO.
- 5 Full Form of ACTF.
- 6 Full Form of IOSA.
- 7 Full Form of RASG.
- 8 Full Form of USOAP.
- 9 Full Form of CEN.
- 10 Full Form of IBAC.
