



MaineDOT

State of Maine Airport Managers Test

1. Airport self-inspection is a primary of the airport owner, operator, or a duly authorized representative. Put an “X” next to the items that should be on an airport self-inspection checklist:

<input type="checkbox"/>	pavement areas	<input type="checkbox"/>	safety areas
<input type="checkbox"/>	marking and signs	<input type="checkbox"/>	auto parking area
<input type="checkbox"/>	lighting	<input type="checkbox"/>	aircraft rescue and fire fighting
<input type="checkbox"/>	t-hangars	<input type="checkbox"/>	fueling operations
<input type="checkbox"/>	navigational aids	<input type="checkbox"/>	ground vehicles
<input type="checkbox"/>	obstructions	<input type="checkbox"/>	public protection
<input type="checkbox"/>	conventional hangars	<input type="checkbox"/>	perimeter road
<input type="checkbox"/>	wildlife hazard management	<input type="checkbox"/>	construction
<input type="checkbox"/>	snow and ice removal	<input type="checkbox"/>	terminal building

2. Which of the following explains when a wildlife strike has occurred:
- A. A strike between wildlife and aircraft has been witnessed;
 - B. Evidence or damage from a strike has been identified on an aircraft
 - C. Bird or wildlife remains, whether in whole or in part, are found within 250 feet of a runway centerline, unless another reason for the animal’s death is identified;
 - D. The presence of birds or other wildlife on or off the airport had a significant negative effect on a flight
 - E. All of the above

3. Is the following statement True or False?

The party that enters the NOTAM data is responsible for classifying, formatting, and is not responsible for canceling, and informing the controlling facility and other facilities/offices affected by the aid, service, or hazard contained in the new NOTAM.

4. Is the following statement True or False?

The Airport Managers Training Program is required under 6 MRSA Chapter 6 for the purpose of enhancing public safety and protecting property, and is applicable to all commercial airport facilities only if it is publicly owned.

5. Federal Aviation Administration Authorization Act of 1994 requires airport sponsors to:
- A. report amounts airport paid to any other units of government and the purpose for each payment
 - B. report all services and property that the airport provided to other units of government and the amount of compensation the airport received.
 - C. report all use of federally funded maintenance equipment by other units of government
 - D. report A & B

6. All general aviation commercial airport managers shall perform which of the following duties:
- A. be available during all hours of operation. A current telephone number shall be on file with the department.
 - B. file a notice to airmen with the Federal Aviation Administration designating any changes in airport conditions that may affect safety. A “notice to airmen” file shall be maintained at the airport.
 - C. display the local traffic pattern, airport traffic safety rules, any noise abatement procedures, and any special orders relating to the airport and its operations at a prominent location on the airport.
 - D. submit a list of federal aviation registration numbers twice yearly to the department in May and November of all aircraft based at his airport.
 - E. All of the above.

7. Is the following statement True or False?

The overall responsibility for the operation of vehicles on an airport rests with the airport operator.

8. If the airport sponsor needed to provide updated airport data to the Federal Aviation Administration, which Form would be submitted?
- A. Form 5010-1
 - B. Form 7460
 - C. Form 7480
 - D. Form 7370-1

9. Circle either “consultant” or “airport operator” to identify the responsible party with the phase of construction for which they have the overall responsibility:

(consultant/airport operator).....pre design
(consultant/airport operator).....design
(consultant/airport operator).....pre construction

(consultant/airport operator).....construction
(consultant/airport operator).....inspection phases

10. Which of the following is not a primary emergency activity?

- A. execute life safety activities
- B. secure the scene
- C. maintain a record of personnel who enter the accident site
- D. preserve evidence

11. Is the following statement True or False?

Title Six, Chapter 4 provides for the registration of airports, aircraft and aircraft dealers in Maine. By law, no airport, aircraft or aircraft dealer required to be registered in this state may operate without such registration.

12. Put these in order of issuing a Notice to Airmen (NOTAM):

- _____ Verify NOTAM at <http://www.notams.aim.faa.gov/notamSearch/>.
- _____ Identify the affected facility and component
- _____ Furnish the month, day, and the time for the beginning and end of the condition
- _____ Describe the condition of the affected facility that prompted the NOTAM
- _____ Log on to <https://notams.aim.faa.gov/dnotam/#1>
- _____ Obtain NOTAM Manager or to access the FAA's NOTAM Manager Self-Cert program, by going to <https://notams.aim.faa.gov/> and select "Applications".

13. Is the following statement True or False?

The FAA recommends using the airport staffs judgment and experience (as described in the Pavement Surface Evaluation Manual) in managing general aviation pavements, because this process is both important and functional.

14. Is the following statement True or False?

If a person trespasses upon the landing area of any licensed or registered airport, they shall be guilty of a Class E crime.

15. Which of the following is not considered an airport hazard?

- A. foreign objects on airport pavements that can be readily ingested by aircraft engines, resulting in engine failure
- B. debris that can become lodged in mechanisms, affecting the operation of landing gear, flaps, etc.
- C. grass in the safety area too tall
- D. aircraft collisions with birds and other wildlife

16. Circle the correct answer (either mandatory or voluntary) in the following statement:

The use of Form 5370-1 in AC 150/5370-12G: Quality Management for Federally Funded Airport Construction Projects is (mandatory or voluntary) for construction projects funded under the Airport Improvement Program.

17. Which of the following is not the responsibility of the airport operator?

- A. To issue NOTAMS regarding pavements, runway lights and guidance sign systems
- B. To issue NOTAMS regarding navigation facilities and approach lights
- C. To issue NOTAMS on a facility only when its operation and maintenance are clearly within their sphere of responsibility
- D. To alert the responsible party when outages/discrepancies are observed in facilities that fall outside their sphere of responsibility
- E. To provide an up to date list of airport employees who are authorized to issue NOTAMS to the appropriate air traffic facility (normally the associated Flight Service station listed in the Airport Facilities Directory (A/FD))

18. Prior to the National Transportation Safety Board arrival on the scene, which personnel shall not have access to the scene?

- A. Federal Aviation Administration
- B. Media staff
- C. Police/Fire/Emergency Medical Service
- D. Medical Examiner/Coroner

19. When airport owners or sponsors, planning agencies, or other organizations accept funds from FAA-administered airport financial assistance programs, they must agree to certain obligations (or assurances). These obligations require the recipients to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. Where do these assurances appear?

- A. in the application for Federal assistance, becoming part of the final grant offer
- B. in the Airport Master Plan
- C. in restrictive covenants to property deeds
- D. in A & C

20. Is the following statement True or False?

All airport development carried out at federally obligated airports must be done in accordance with an FAA-approved Airport Layout Plan (ALP).

21. Maine State Law requires that airport fueling operations must meet which of the following minimum standards?

- A. Aviation fuel must be stored in National Fire Protection Association approved facilities.

- B. Aircraft fuel servicing must be conducted in accordance with accepted standards and requirements established by the National Fire Protection Association;
- C. There must be fire extinguishers of adequate size, type, and numbers in locations as recommended by the National Fire Protection Association
- D. All of the above

22. Is the following statement True or False?

The FAA requires that consultants are selected based on cost. The FAA also mandates contracting procedures, ownership of documents and drawings, and requires FAA contract review and approval. Prior to undertaking a consultant selection process, airport managers should review the advisory circular and consult the MaineDOT for assistance.

23. Which document would you refer to find the policy and guidelines of the FAA for monitoring the performance of airport owners under its obligations to the Federal Government?

- A. FAA Order 5190.6B: Airport Compliance Requirements
- B. AC 150/5100-19D: Guide for Airport Financial Reports Filed by Airport Sponsors
- C. FAA Form 5100-127, Operating and Financial Summary
- D. None of the above

24. The State organizations are responsible for developing one state CIP (for GA, reliever and commercial service airports), however, the airports are responsible for creating an Airport Capital Improvement Plan. The airport's capital improvement plan should:

- A. focus on development within a 20-year timeframe
- B. consider such things as realistic cost estimates, justification, environmental requirements, and all types of revenue streams
- C. prioritize all projects within the 20-year Airport Master Plan
- D. not change after it is initially created

25. Is the following statement True or False?

All airports with fueling operations are required by the Federal Aviation Administration to develop fuel safety standards.