


<b>Name:</b>	 <b>UPES</b> <small>UNIVERSITY OF TOMORROW</small>
<b>Enrolment No:</b>	

**UPES**  
**End Semester Examination, May 2023**

**Course: MBA AVM** **Semester: 2**  
**Program: Airport Operation Management** **Time: 03 hrs.**  
**Course Code: TRAV7010** **Max. Marks: 100**

**Instructions:**

S. No.		Marks	CO
Q 1	M.F.L in friction testing process:  a. Maintenance Failure Level b. Minimum Faulty Level c. Maximum Friction Level d. Minimum Friction Level	2	CO1
Q2	BCAS is denoted as:  a. Bureau of Security in Civil Aviation b. Bureau of Civil Automotive Security c. Bureau of Civil Aviation Security d. Bureau of Aviation Security	2	CO1
Q3	Aerodrome is defined area:  a. On Land b. On Water c. On Land or Water d. On Land & Water	2	CO1
Q4	Switchover-Time:  a. Light Intensity falls from 50% & recover to 50 % during a power supply changeover when light operated at 25%. b. Light Intensity falls from 25% & recover to 25 % during a power supply changeover when light operated at 50%. c. Light Intensity falls from 50% & recover to 50 % during a power supply changeover when light operated at 100%. d. Light Intensity falls from 100% & recover to 100 % during a power supply changeover when light operated at 50%.	2	CO2

Q5	AOBT Denotes:  a. Actual Off Block Time b. An Off Block Time c. Aircraft On Block Time d. Aircraft Over Block Time	2	CO1
Q6	ASDA is the combination of:  a. TORA + TODA b. TORA + LDA c. TODA + CLEAR WAY d. TORA + STOPWAY	2	CO2
Q7	Usability Factor of an Aerodrome shall be at least:  a. 90% b. 95% c. 100% d. 85%	2	CO2
Q8	Code C Aircraft Wingspan:  a. 15 m up to but not including 24m. b. 36 m up to but not including 52m. c. 24 m up to but not including 36m. d. 65 m up to but not including 80m.	2	CO2
Q9	Civil Aviation Security is dealt with ICAO Annexure:  a. Annex 14 b. Annex 19 c. Annex 18 d. Annex 17	2	CO1
Q10	Minimum Runway Inspection Frequency done at:  a. Dawn, Morning, Afternoon & Dusk b. Dawn, Early Morning, Post 1pm, Before sunset c. Before Sunrise & After Sunset d. Dawn, Afternoon & Dusk.	2	CO3
<b>SECTION B</b> <b>4Qx5M= 20 Marks</b>			
Q 11	Illustrate three Areas in an Airport responsible for generating Non - Aeronautical Revenue?	5	CO3

Q 12	Taking into account Airport Peak Hours. Discuss the basic difference between Busiest Timetable Hour and Peak Profile Hour.	5	CO3
Q 13	What is A-CDM and identify any three key locations where it can be implemented.	5	CO3
Q 14	Discuss any three dangers possessed by Airfield Construction over Aircraft Operations.	5	CO3
<b>SECTION-C</b> <b>3Qx10M=30 Marks</b>			
Q 15	What Is TORA, TODA, ASDA & LDA of a Runway. Define All individually.	10	CO2
Q 16	Explain five Benefits of Rigid Pavement on a Runway.	10	CO2
Q 17	Discuss five core functions of each ADP/AVP & AGM Department at Aerodrome.	10	CO3
<b>OR</b>			
Q 18	Explain five core functions for each WHM & Airside Safety Department at an Aerodrome.	10	CO3
<b>SECTION-D</b> <b>2Qx15M= 30 Marks</b>			
Q 19	Comparing the Future Air Travel from today, Identify & Explain the Smart Facilities which can be added to facilitate seamless Airport Operations and which may generate revenues as well.	15	CO4
Q 20	Applying the concept of Aircraft Performance, Define the impact by the following:  a. Flight Dispatcher b. Crosswinds c. High Temperature on an Airport d. Low Pressure on an Airport Runway with a water film of over 3mm. (Standing Water).	15	CO4
<b>OR</b>			
Q 21	Aerodrome has always been vulnerable to Terrorist Attack/ Threats. Considering Security aspect, explain what all measures does an Aerodrome adopt to safeguard civil aviation against “Act of unlawful interference”. Starting from Landside, Terminal Building & Airside.	15	CO4