

British Airways (BA) SEP Practice Exam (Sample)

Study Guide



Everything you need from our exam experts!

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Table of Contents

| | |
|------------------------------------|-----------|
| Copyright | 1 |
| Table of Contents | 2 |
| Introduction | 3 |
| How to Use This Guide | 4 |
| Questions | 5 |
| Answers | 8 |
| Explanations | 10 |
| Next Steps | 15 |

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 - 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. Which statement describes the onboard wheelchair status during pre-flight checks?**
 - A. In place**
 - B. Stored in the cargo hold**
 - C. Removed from the aircraft**
 - D. Not checked**

- 2. Which statement is NOT a requirement during safe oven use?**
 - A. No items may be stored in ovens apart from the racks and food**
 - B. Removed oven rack shelves must be replaced at the end of service**
 - C. The inside of each oven must be clear of debris**
 - D. Heat proof bags may be stored next to the heating element**

- 3. Which of the following describes signs of moderate turbulence?**
 - A. Liquids are splashing out of cups; Difficulties to walk or stand; Carts difficult to maneuver; Passengers will feel definite strain against seat belts**
 - B. Liquids are shaking but not splashing; Carts move easily; Passengers feel light strain**
 - C. Liquids are splashing out of cups; Difficulties to walk or stand without balancing or holding onto something; Carts are difficult to maneuver; Passengers will feel definite strain against seat belts**
 - D. Liquids are shaking; Carts easy to maneuver; Passengers unaffected**

- 4. In SEATS, what does the 'Tabard' component refer to?**
 - A. Location of emergency equipment**
 - B. Location of towels**
 - C. Location of life rafts**
 - D. Location of passenger seating labels**

- 5. If the oven interior contains debris after use, which rule is violated?**
- A. The inside must be clear of debris**
 - B. The inside may contain debris**
 - C. Racks may be stored inside with debris**
 - D. Debris is allowed if not seen**
- 6. What are the pre-flight checks for air liquide?**
- A. In place, indicator is green, green locking seal is intact**
 - B. In place, indicator red**
 - C. Not in place**
 - D. Not required**
- 7. Who is first in the chain of command?**
- A. Commander**
 - B. Relief Commander**
 - C. First Officer**
 - D. SCCM**
- 8. Which of the following is NOT a sign of severe turbulence?**
- A. Items are falling over, unsecured items are tossed about.**
 - B. Walking is impossible.**
 - C. Passengers are forced violently against seat belts.**
 - D. Cabin lights flicker briefly.**
- 9. Spillages should be reported in AML part 2.**
- A. AML Part 2**
 - B. AML Part 1**
 - C. Safety Manual**
 - D. Incident Log**
- 10. How many cabin crew should be at the doors while boarding and on the ground with passengers on board?**
- A. 1 per pair of exits**
 - B. 2 per pair of exits**
 - C. 1 per exit**
 - D. 3 per pair of exits**

Answers

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1. A
2. D
3. C
4. A
5. A
6. D
7. A
8. D
9. A
10. A

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Explanations

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1. Which statement describes the onboard wheelchair status during pre-flight checks?

- A. In place**
- B. Stored in the cargo hold**
- C. Removed from the aircraft**
- D. Not checked**

The key point is that the onboard wheelchair must be in place during pre-flight checks so it's ready and accessible for passengers who need it. When it's in its designated location in the cabin, crew can locate it quickly, ensure it's serviceable, and keep the aisles clear. If the wheelchair were stored in the cargo hold, it would be inaccessible to passengers and crew when needed. Removing it from the aircraft would defeat its purpose for in-flight mobility support, and not checking it would risk having an item that's unavailable or faulty. So, the correct status is that the onboard wheelchair is in place, ready for use.

2. Which statement is NOT a requirement during safe oven use?

- A. No items may be stored in ovens apart from the racks and food**
- B. Removed oven rack shelves must be replaced at the end of service**
- C. The inside of each oven must be clear of debris**
- D. Heat proof bags may be stored next to the heating element**

Safe oven use is about preventing hazards and keeping the oven area clean and ready for service. Only racks and food should be inside the oven, the removed rack shelves must be replaced at the end of service, and the interior must be clear of debris to avoid fire risk and contamination. Storing heat-proof bags next to the heating element is not a requirement and actually conflicts with safety principles—these bags can melt or ignite when exposed to heat, posing a fire hazard and potential contamination. The other statements support safe operation by keeping the oven free of combustibles, ensuring proper rack management, and maintaining a clean cooking environment.

3. Which of the following describes signs of moderate turbulence?

- A. Liquids are splashing out of cups; Difficulties to walk or stand; Carts difficult to maneuver; Passengers will feel definite strain against seat belts**
- B. Liquids are shaking but not splashing; Carts move easily; Passengers feel light strain**
- C. Liquids are splashing out of cups; Difficulties to walk or stand without balancing or holding onto something; Carts are difficult to maneuver; Passengers will feel definite strain against seat belts**
- D. Liquids are shaking; Carts easy to maneuver; Passengers unaffected**

Moderate turbulence shows noticeable, but not violently destructive, movement in the cabin. You'll see liquids start to splash or spill from cups, and people often need to hold onto something or brace themselves to walk or stand. Carts become harder to push or steer because the motion is enough to disrupt normal handling. Passengers feel a definite strain against their seat belts as their bodies are shifted more than in light turbulence. This combination sits between light, where movement is minor and easy to manage, and severe, where the motion is strong enough to throw people around.

4. In SEATS, what does the 'Tabard' component refer to?

- A. Location of emergency equipment**
- B. Location of towels**
- C. Location of life rafts**
- D. Location of passenger seating labels**

Tabard shows where emergency equipment is stored on the aircraft. It serves as the quick-reference map for the locations of safety gear you'd need in an incident—items like life jackets, oxygen, fire extinguishers, and similar equipment across cabins and compartments. Because it focuses on where these items are kept and how to access them quickly, it directly answers the question about the location of emergency equipment. The other options describe items that aren't about the safety equipment storage concept (towels, seating labels), or misfit categories for this function, whereas life rafts are part of emergency gear and would be included in the overall emergency equipment locations.

5. If the oven interior contains debris after use, which rule is violated?

- A. The inside must be clear of debris**
- B. The inside may contain debris**
- C. Racks may be stored inside with debris**
- D. Debris is allowed if not seen**

Keeping the galley oven clean after use is essential for hygiene and safe operation. The rule requires the interior to be completely clear of debris, so leaving scraps or residue inside violates this standard. Debris inside can burn, cause odors, or harbor contamination, and it undermines safety and meal quality. The idea that debris could be stored with racks, or that debris is acceptable if not seen, would undermine basic sanitation and is not allowed. Therefore, the rule that is violated is that the inside must be clear of debris.

6. What are the pre-flight checks for air liquide?

- A. In place, indicator is green, green locking seal is intact**
- B. In place, indicator red**
- C. Not in place**
- D. Not required**

Pre-flight checks focus on the aircraft's own systems and what the flight crew must verify before departure. Air Liquide is a ground service provider (external gas supply) rather than an aircraft-installed system that the crew monitors. There isn't a cockpit indicator, seal, or status to verify for this item, and its handling is the responsibility of ground/maintenance staff. So, there is no pre-flight check to perform for Air Liquide, making it not required. The other options imply on-board indicators or in-place status that don't apply to this external service.

7. Who is first in the chain of command?

- A. Commander**
- B. Relief Commander**
- C. First Officer**
- D. SCCM**

On a BA flight, the person in charge on the flight deck is the Commander, the Captain of the aircraft. They have the final authority for safety, procedures, and decisions during the flight. If the Commander isn't aboard, a Relief Commander can take over and lead the flight, but they're there as a backup to the primary Commander. The First Officer is the co-pilot who assists and may assume command only when authorized, but they don't outrank the Commander. The SCCM is a cabin crew role and doesn't carry flight-deck command authority. So the top position in the chain of command is the Commander.

8. Which of the following is NOT a sign of severe turbulence?

- A. Items are falling over, unsecured items are tossed about.**
- B. Walking is impossible.**
- C. Passengers are forced violently against seat belts.**
- D. Cabin lights flicker briefly.**

Severe turbulence causes strong, abrupt cabin forces that throw people and objects around. When the service is interrupted by such forces, unsecured items can fall or be tossed about, and moving around the cabin becomes practically impossible as the floor and seats shift. Passengers are pressed hard against their seat belts, which is a sign of the extreme forces at play. The statement about cabin lights flickering briefly isn't a typical indicator of turbulence severity. Lights can flicker for many reasons unrelated to the physical forces affecting people or luggage, such as electrical system fluctuations or temporary power management. So it doesn't reflect the level of turbulence the aircraft is experiencing.

9. Spillages should be reported in AML part 2.

- A. AML Part 2**
- B. AML Part 1**
- C. Safety Manual**
- D. Incident Log**

Spillages are safety or environmental incidents that require formal documentation so they can be investigated, corrected, and tracked over time. AML Part 2 is the section designated for recording safety-related occurrences and environmental issues, ensuring these events are captured within the established safety management system. This keeps non-routine incidents separate from routine maintenance entries, so Part 1 remains focused on normal maintenance logging. The Safety Manual provides policy guidance, not a place to log events, and while an Incident Log may record incidents, the structured process within AML directs spill reports to Part 2 for consistent handling and data analysis.

10. How many cabin crew should be at the doors while boarding and on the ground with passengers on board?

- A. 1 per pair of exits**
- B. 2 per pair of exits**
- C. 1 per exit**
- D. 3 per pair of exits**

The main idea is to ensure safe, orderly access to the exits during boarding and while passengers are on board. Having one cabin crew member stationed at each pair of exits provides a dedicated point of supervision for those exits, so someone is always there to guide passengers, answer questions, and quickly address any issues with the door area. This coverage keeps the flow smooth and ensures exit access remains clear without crowding the doorway. Why this works best: one person per exit pair can manage the responsibilities at that exit area—assisting passengers, ensuring the exit is unobstructed, and coordinating with the rest of the crew—without overloading the doorway or hindering movement. More crew at the same exit would crowd the space and slow boarding, while fewer would risk delayed assistance or an unmonitored exit.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://basep.examzify.com>

We wish you the very best on your exam journey. You've got this!

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