

BRITISH AIRWAYS (BA) SEP PRACTICE EXAM (SAMPLE)

STUDY GUIDE



Prepare with structure. Pass with confidence



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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. In the event of a runway overrun, what is the primary action if it is safe to evacuate?**
 - A. Remain seated and await further instructions.
 - B. Call for ground support and wait.
 - C. Conduct a precautionary re-check with QRH.
 - D. Evacuate passengers per QRH, notify authorities, and document.
- 2. What is the primary purpose of the Two-Challenge Rule in CRM?**
 - A. A crew member may challenge unsafe actions and escalate if not acknowledged or corrected
 - B. A crew member must defer to the senior pilot at all times
 - C. Two challenges are required before escalating
 - D. It applies only to internal communications, not safety actions
- 3. How should electronic devices be used during critical flight phases?**
 - A. Any device may be used as long as it doesn't interfere.
 - B. Only approved devices; typically off or in airplane mode as per regulations.
 - C. All devices must remain on for passenger entertainment.
 - D. No devices allowed at any time.
- 4. What do FWD and AFT refer to on an aircraft?**
 - A. Front and rear
 - B. Left and right
 - C. Top and bottom
 - D. Inboard and outboard
- 5. Which document provides the procedural steps for emergencies?**
 - A. Maintenance Manual.
 - B. Flight Schedule.
 - C. Public Relations Guide.
 - D. Quick Reference Handbook (QRH).

- 6. Who should be the first to be informed if a security concern is reported by a passenger?**
- A. Purser/Lead.
 - B. Flight Deck.
 - C. Ground Security.
 - D. Captain.
- 7. How should cabin crew assist passengers with mobility impairments during evacuation?**
- A. Provide clear directions, assist to the nearest exit, and ensure safe egress.
 - B. Leave passengers with mobility impairments to navigate stairs themselves.
 - C. Carry them to the exit by force.
 - D. Delay evacuation to gather assistance.
- 8. Which statement correctly describes the pre-flight check for the life jacket?**
- A. In place, container intact
 - B. In place, tag expired
 - C. Missing from kit
 - D. In place, red disc showing
- 9. What must be checked during preflight weight and balance?**
- A. Total weight, center of gravity within limits, and correct load distribution
 - B. Cabin baggage color and size
 - C. Passenger seat assignments only
 - D. Fuel type, not quantity
- 10. What should cabin crew do after completing cabin checks?**
- A. Inform SCCM when cabin checks are completed
 - B. Complete SEP and security checks
 - C. Return to crew rest
 - D. Decontaminate cabin

Answers

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

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Explanations

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1. In the event of a runway overrun, what is the primary action if it is safe to evacuate?

- A. Remain seated and await further instructions.
- B. Call for ground support and wait.
- C. Conduct a precautionary re-check with QRH.
- D. Evacuate passengers per QRH, notify authorities, and document.**

In a runway overrun, the primary action is to evacuate all passengers as quickly as possible if it is safe to do so, following the aircraft's QRH evacuation procedures. The QRH contains the approved, time-tested steps for an orderly and swift exit, including deploying emergency slides where appropriate, directing passengers to the exits, and removing obstacles that could slow egress. After everyone is off the aircraft, notifying authorities and coordinating with emergency services ensures help arrives where needed and hazards are managed. Documenting the event creates an accurate record for safety investigations and learning. Remaining seated would delay evacuation when danger is present. Waiting for ground support or a precautionary re-check wastes critical time during an evolving emergency. Following QRH evacuations is precisely what's designed for these moments, with the goal of getting people to safety as fast as possible.

2. What is the primary purpose of the Two-Challenge Rule in CRM?

- A. A crew member may challenge unsafe actions and escalate if not acknowledged or corrected**
- B. A crew member must defer to the senior pilot at all times
- C. Two challenges are required before escalating
- D. It applies only to internal communications, not safety actions

The main idea here is to keep crews safe by ensuring concerns are heard and acted on. In CRM, speaking up when you see something unsafe is essential, and the Two-Challenge Rule gives a clear path: a crew member raises a concern about an action, it must be acknowledged or corrected; if not, the crew member repeats the challenge, and if the issue is still not addressed, they escalate to a higher authority. This process helps overcome hesitation that can come from the authority gradient and ensures a potential safety issue gets attention. So the best choice captures that a crew member may challenge unsafe actions and escalate if they're not acknowledged or corrected. The other options don't fit because deferring to the senior pilot at all times isn't consistent with safe, assertive CRM; describing two challenges as an absolute prerequisite before escalation misses the practical safety aim; and saying it applies only to internal communications ignores its focus on safety actions and concerns.

3. How should electronic devices be used during critical flight phases?

- A. Any device may be used as long as it doesn't interfere.
- B. Only approved devices; typically off or in airplane mode as per regulations.**
- C. All devices must remain on for passenger entertainment.
- D. No devices allowed at any time.

During critical flight phases, safety priorities mean we limit electronic device use to those that are approved for operation in this context. Only devices that have been evaluated and approved by the airline and aviation authorities may be used, and they should be switched off or set to airplane mode unless the crew specifically authorizes otherwise. This minimizes potential radiofrequency interference and reduces distractions during takeoff, approach, landing, and other critical phases. If a device is essential for a medical need or if the crew gives approval for a specific use, it may be allowed, but as a general rule the guidance is to have approved devices off or in airplane mode.

4. What do FWD and AFT refer to on an aircraft?

- A. Front and rear
- B. Left and right
- C. Top and bottom
- D. Inboard and outboard

These terms describe positions along the length of the aircraft. FWD means toward the front of the airplane, toward the nose, while AFT means toward the back, toward the tail. This longitudinal sense helps describe where things are—like a forward galley near the nose or an aft cabin toward the tail. They're different from left-right (lateral), top-bottom (vertical), or inboard-outboard (relative to the fuselage centerline). In practice you'll see phrases like forward sections or aft compartments to indicate location along the plane's length.

5. Which document provides the procedural steps for emergencies?

- A. Maintenance Manual.
- B. Flight Schedule.
- C. Public Relations Guide.
- D. Quick Reference Handbook (QRH).

Procedural steps for emergencies are provided in the Quick Reference Handbook. This document is built for fast, structured action, offering step-by-step abnormal and emergency procedures, memory items, and decision points that pilots follow in real time to keep the aircraft safe. It's aircraft-specific and designed for cockpit use, with easy navigation to the relevant checklist when time is critical. In contrast, a Maintenance Manual covers off-flight maintenance procedures, a Flight Schedule lists times and routes, and a Public Relations Guide handles communications—none of which guide in-flight emergency actions. So the Quick Reference Handbook is the source you turn to for the exact procedures during an emergency.

6. Who should be the first to be informed if a security concern is reported by a passenger?

- A. Purser/Lead.
- B. Flight Deck.
- C. Ground Security.
- D. Captain.

When a passenger reports a security concern, the immediate in-cabin response is coordinated by the Purser/Lead, the senior cabin crew member responsible for safety and security in the cabin. This person is trained to assess the situation on the spot, take initial protective actions, and then escalate to the right people in a controlled way. By being the first to hear and handle the report, the Purser/Lead keeps the situation organized and ensures that the Flight Deck and Ground Security are brought in through the proper channels as needed. The Captain and the Flight Deck are essential when the situation requires cockpit awareness and flight safety decisions, but the first point of contact for a reported concern is the Purser/Lead to preserve command, communication, and rapid response.

7. How should cabin crew assist passengers with mobility impairments during evacuation?

- A. Provide clear directions, assist to the nearest exit, and ensure safe egress.**
- B. Leave passengers with mobility impairments to navigate stairs themselves.
- C. Carry them to the exit by force.
- D. Delay evacuation to gather assistance.

Helping passengers with mobility impairments evacuate focuses on safety, speed, and clear support. Provide clear, calm directions so they understand what to do and where to go. Escort them to the nearest safe exit rather than leaving them to navigate alone, which minimizes distance and time to evacuate. Ensure safe egress by confirming the chosen route is clear, that any necessary devices or assistance are used, and that the passenger is supported appropriately during the move or descent. This approach maintains safety and dignity, avoids delays, and uses trained assistance rather than leaving the individual to manage on their own or trying to force movement.

8. Which statement correctly describes the pre-flight check for the life jacket?

- A. In place, container intact**
- B. In place, tag expired
- C. Missing from kit
- D. In place, red disc showing

The essential idea is making sure safety equipment is ready and usable. For a life jacket, the pre-flight check focuses on two things: that the jacket is in its place and that the container protecting the inflation mechanism is intact. If the jacket is missing or the container is damaged, it could fail when needed or be unusable, which would compromise safety. The check does not involve expiry tags or indicators like a red disc, and those details aren't part of the standard pre-flight verification for this equipment. So, confirming the life jacket is properly in place with an undamaged container ensures it can be quickly retrieved and deployed in an emergency.

9. What must be checked during preflight weight and balance?

- A. Total weight, center of gravity within limits, and correct load distribution**
- B. Cabin baggage color and size
- C. Passenger seat assignments only
- D. Fuel type, not quantity

The key idea is making sure the airplane's weight and balance are safe for flight. During preflight weight and balance you confirm three things: the total weight stays within the maximum takeoff weight, the center of gravity lies within the approved limits for the current configuration, and the load is distributed so the aircraft remains controllable and stable. Total weight affects performance, fuel required, and takeoff distance. If it's too heavy, climb and acceleration suffer. The center of gravity position determines how easy the aircraft is to control; if the CG is too far forward or aft, elevator effectiveness and stability change, which can lead to unsafe handling, especially during takeoff, climb, and landing. Proper load distribution ensures weight is placed where it should be to keep the aircraft balanced longitudinally and laterally. Other factors like cabin baggage color/size don't influence weight and balance; passenger seat assignments alone won't guarantee proper balance; fuel type isn't what matters for balance—it's the weight and its distribution (quantity) that count.

10. What should cabin crew do after completing cabin checks?

A. Inform SCCM when cabin checks are completed

B. Complete SEP and security checks

C. Return to crew rest

D. Decontaminate cabin

After finishing cabin checks, cabin crew should inform the SCCM that the checks are complete. This signals that the cabin status has been verified and allows the supervisor to confirm readiness for departure, coordinate any final actions, and proceed with the next steps of the flight. It creates a clear line of communication and accountability, so any issues can be addressed promptly. The other actions aren't the standard post-check step: returning to crew rest isn't the routine action after completing checks; decontaminating the cabin is only required in contamination scenarios; completing SEP and security checks belongs to separate procedures or stages and is not the immediate post-check communication.

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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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