

BRITISH AIRWAYS (BA) SEP PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. What does SEATS stand for?

- A. Seating - harness secure, semi brace position adopted, hands, feet and body ready to promptly adopt the brace position if needed; Exit - observe the door, ensure correct mode, reminder of correct commands and method of operation; Area - aisles and escape pathways unobstructed, security of lockers, wardrobes and stowages; Tabard - location of emergency equipment; Situational awareness - outside to inside - including time of day, weather, passenger load, and profile including PRMs, children and infants
- B. SEATS stands for Safety Equipment And Training Standards
- C. SEATS stands for Seating, Exit, Aisle, Tab, and Surveillance
- D. SEATS stands for Seating - harness secure, confirmation of brace position only; Exit - door operations; Area - aisles; Tabard - training equipment; Situational awareness - internal monitoring

2. Which statement is NOT a sign of light turbulence?

- A. Liquids are shaking but not splashing out of cups
- B. Carts can be manoeuvred with little difficulty
- C. Liquids are splashing out of cups
- D. Passengers may feel a light strain against seat belts

3. In the pre-flight check, how is the defibrillator's readiness indicated?

- A. In place, but no light
- B. In place, sealed and green light flashes
- C. Not in place, red light flashes
- D. In place, sealed and red light flashes

4. Which item is NOT typically considered part of the pre-takeoff cabin check?

- A. Seat belts fastened
- B. Oxygen masks stowed properly
- C. No obstruction or hazards
- D. Crew readiness for takeoff

- 5. During fuelling with passengers on board, which of the following is required?**
- A. The minimum legal number of cabin crew required must be on board; SCCM should remain near the boarding door; designated primary and secondary exits unobstructed; the PA should be serviceable; cabin crew must make appropriate refuelling announcements to passengers; Fasten seat belts signs should remain off during fuelling
 - B. Only the SCCM is required on board
 - C. No cabin crew is required during fuelling
 - D. All cabin crew must evacuate to the exit during fuelling
- 6. What should be the first thing done in the event of a pilot incapacitation?**
- A. Try get them out their seat
 - B. Call ground control
 - C. Close the cockpit door
 - D. Notify passengers
- 7. What is the correct pre-flight check for the ELT?**
- A. In place, red disc shown
 - B. In place
 - C. Not in place
 - D. In place, yellow seal attached
- 8. Which statement is true about contingency fuel?**
- A. It is used to maximize payload by reducing fuel
 - B. It is planned to be consumed for contingency events after landing
 - C. It is the same as regulatory reserves
 - D. It is to cover unforeseen deviations or delays while meeting regulatory reserves
- 9. What is the role of the Lead Flight Attendant during an emergency?**
- A. Directly manoeuvre the aircraft.
 - B. Manage inflight catering exclusively.
 - C. Coordinate cabin crew actions, communicate with purser/flight deck, and ensure passenger safety.
 - D. Only handle beverage service.

10. What is the minimum requirement for cabin crew during fuelling when passengers are on board?

- A. The minimum legal number of cabin crew required must be on board
- B. Only the SCCM is required
- C. No cabin crew is required
- D. Two cabin crew must monitor the fueling

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Answers

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

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Explanations

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1. What does SEATS stand for?

- A. Seating - harness secure, semi brace position adopted, hands, feet and body ready to promptly adopt the brace position if needed; Exit - observe the door, ensure correct mode, reminder of correct commands and method of operation; Area - aisles and escape pathways unobstructed, security of lockers, wardrobes and stowages; Tabard - location of emergency equipment; Situational awareness - outside to inside - including time of day, weather, passenger load, and profile including PRMs, children and infants
- B. SEATS stands for Safety Equipment And Training Standards
- C. SEATS stands for Seating, Exit, Aisle, Tab, and Surveillance
- D. SEATS stands for Seating - harness secure, confirmation of brace position only; Exit - door operations; Area - aisles; Tabard - training equipment; Situational awareness - internal monitoring

The question tests understanding of the SEATS mnemonic used by BA cabin crew to quickly check key safety areas in an emergency or safety briefing. Seating is about making sure passengers are properly seated with belts fastened and that crew are in the brace-ready posture so everyone is prepared to respond immediately. Exit focuses on the doors and their operation: you observe the door, ensure the correct mode is set, and keep in mind the commands and method to operate it. This is essential for a rapid, orderly evacuation if needed. Area covers keeping the aisles and escape routes clear, and making sure lockers, wardrobes, and stowages aren't obstructing paths. A clear area prevents delays and injuries during an evacuation. Tabard refers to the location of emergency equipment. The crew's equipment needs to be quickly accessible, which is why knowing where it's kept is included in SEATS. Situational awareness moves from the outside to the inside, taking into account factors like time of day, weather, passenger load, and profiles (such as PRMs, children, and infants). This awareness helps adapt actions to the current environment and passengers' needs. Other options don't match these specific components of the SEATS mnemonic, or misstate what each part covers, so they're not the best fit for what SEATS represents.

2. Which statement is NOT a sign of light turbulence?

- A. Liquids are shaking but not splashing out of cups
- B. Carts can be manoeuvred with little difficulty
- C. Liquids are splashing out of cups
- D. Passengers may feel a light strain against seat belts

Light turbulence causes small, brief bumps that jiggle items rather than cause large movements. In this level, liquids in cups may shake, the trolley can still be moved with only minor resistance, and passengers may feel a light pull against their seat belts. If liquids splash out of cups, the motion is stronger than light turbulence, indicating a higher level of turbulence. So the statement describing splashing is not a sign of light turbulence.

3. In the pre-flight check, how is the defibrillator's readiness indicated?

- A. In place, but no light
- B. In place, sealed and green light flashes**
- C. Not in place, red light flashes
- D. In place, sealed and red light flashes

The defibrillator is considered ready when it is in its normal location, still sealed to maintain integrity, and the green light is flashing. The seal shows the unit hasn't been opened, ensuring sterility and freshness, while the green flashing light indicates the device is powered, charged, and ready for use. If the device isn't in place, isn't sealed, or shows a red light, it wouldn't be considered ready and would need attention before flight.

4. Which item is NOT typically considered part of the pre-takeoff cabin check?

- A. Seat belts fastened
- B. Oxygen masks stowed properly**
- C. No obstruction or hazards
- D. Crew readiness for takeoff

The main idea is that pre-takeoff cabin checks focus on immediate safety and readiness for departure. You verify that passengers have their seat belts fastened, the cabin is clear of obstructions and hazards, and the crew are ready to manage takeoff. Oxygen masks being stowed properly is part of handling emergency equipment, which is checked in a separate safety or maintenance sequence rather than as a routine pre-takeoff check. In normal operations, the masks are secured in their compartments, and any issues with the oxygen system are addressed during other checks, not during the standard pre-takeoff cabin verification.

5. During fuelling with passengers on board, which of the following is required?

- A. The minimum legal number of cabin crew required must be on board; SCCM should remain near the boarding door; designated primary and secondary exits unobstructed; the PA should be serviceable; cabin crew must make appropriate refuelling announcements to passengers; Fasten seat belts signs should remain off during fuelling**
- B. Only the SCCM is required on board
- C. No cabin crew is required during fuelling
- D. All cabin crew must evacuate to the exit during fuelling

During fueling with passengers on board, safety hinges on keeping the right level of crew presence and clear, controlled communication. The minimum number of cabin crew must stay on board to handle any issues and to assist passengers if needed, and the Senior Cabin Crew Member should remain near the boarding door to supervise, coordinate with the crew, and ensure quick access to the cabin and exits. All primary and secondary exits must be unobstructed so a rapid evacuation could be mounted if an emergency were to arise. The passenger announcement system needs to be serviceable so the crew can keep passengers informed and compliant, and refuelling announcements should be delivered so everyone understands the procedure and safety expectations. The Fasten Seat Belt signs should remain off during fuelling because the aircraft is stationary and there is no requirement to enforce belt compliance during this phase, reducing confusion for passengers. This combination of requirements keeps the cabin under safe, orderly oversight while fueling.

6. What should be the first thing done in the event of a pilot incapacitation?

A. Try get them out their seat

B. Call ground control

C. Close the cockpit door

D. Notify passengers

The first priority is to maintain control of the aircraft. If a pilot becomes incapacitated, the other pilot must be able to take over the flight controls as quickly as possible. The quickest way to do that is to free the primary controls by removing the incapacitated pilot from the seat, allowing the remaining pilot to assume control and stabilize the aeroplane. Only after control is established should the crew call ATC, declare an emergency, and coordinate flight management and passenger communication. Closing the cockpit door or notifying passengers are actions that come after securing control, and while important, they do not take precedence in the immediate moment.

7. What is the correct pre-flight check for the ELT?

A. In place, red disc shown

B. In place

C. Not in place

D. In place, yellow seal attached

The key idea is that the ELT must be physically present and secured in its mounting to be ready to operate on a crash or emergency. During a pre-flight check, the essential requirement is simply that the ELT is in place so it can transmit if needed. The other details shown in the choice with a red disc or the yellow seal pertain to status indicators or service tamper seals and are not part of the basic pre-flight readiness check. If the ELT isn't in place, the aircraft shouldn't be flown until it is correctly installed.

8. Which statement is true about contingency fuel?

A. It is used to maximize payload by reducing fuel

B. It is planned to be consumed for contingency events after landing

C. It is the same as regulatory reserves

D. It is to cover unforeseen deviations or delays while meeting regulatory reserves

Contingency fuel is the extra fuel kept in the plan to cover unforeseen deviations or delays that could increase fuel burn during the flight. It acts as a buffer so that, even if factors like stronger headwinds, routing changes, holds, or ATC delays arise, there is still enough fuel to complete the flight and meet the required safety margins. It isn't about maximizing payload by trimming fuel, nor is it something planned to be used after landing. It isn't the same as regulatory reserves, though it sits within the overall fuel plan as the buffer used before reaching the reserve. In practice, contingency fuel is typically a fixed amount or a percentage of trip fuel, chosen by airline policy to balance safety with efficiency.

9. What is the role of the Lead Flight Attendant during an emergency?

- A. Directly manoeuvre the aircraft.
- B. Manage inflight catering exclusively.
- C. Coordinate cabin crew actions, communicate with purser/flight deck, and ensure passenger safety.**
- D. Only handle beverage service.

In an emergency the Lead Flight Attendant serves as the cabin's coordinating leader, ensuring a calm, organized, safety-focused response. Their main role is to coordinate all cabin crew actions, keep passengers informed and secure, and maintain clear communication with the purser and the flight deck. This means assigning duties to crew members, guiding passengers through safety procedures, managing brace positions and evacuations if needed, monitoring exits and conditions in the cabin, and relaying passenger or crew injuries and hazards to the pilots. By maintaining this line of communication and coordination, the flight deck can focus on aircraft control while the cabin operates efficiently and safely. The other options don't fit because maneuvering the aircraft is the pilots' responsibility, inflight catering isn't the primary emergency action, and beverage service is irrelevant to managing an emergency.

10. What is the minimum requirement for cabin crew during fuelling when passengers are on board?

- A. The minimum legal number of cabin crew required must be on board**
- B. Only the SCCM is required
- C. No cabin crew is required
- D. Two cabin crew must monitor the fueling

During fueling with passengers aboard, safety rules require a minimum number of cabin crew on board. This ensures there are enough crew to monitor the cabin, brief and assist passengers, and respond quickly if an emergency arises during fueling. The SCCM alone does not satisfy this staffing level, and having no cabin crew would be unsafe. The exact minimum is defined by regulatory requirements and the operator's procedures, not by a single fixed role, so the lawful minimum must be present.

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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