

NAME

Mark

IPAS RESPONSE SHEET

IPAS COURSE	Workin	ng Safely Arour	Safely Around Aircraft (DPI/E) LESSON WSAA 5.1.A					
IPAS ACTIVITY	Workin	Working Safely Around Aircraft General Knowledge (DPI/E content)						
IPAS TASK NOS AND DESCRIPTIONS IN THIS LESSON	WSAA WSAA	WSAA 5.1.1.6 - Briefing/Debriefing and Learning Lessons WSAA 5.1.4.1 - Pilot FOV and Safety Areas WSAA 5.1.4.3 - PPE WSAA 5.1.4.5 - Walking to/from the aircraft						
INSTRUCTIONS	applica followin assess 1. After your tr All que materi	After viewing / reading the reference material, and attending any training (where applicable) you should have a baseline level of knowledge. Please answer the following question/s below based on your knowledge and hand it in to the assessor. (Remember to save it with your name included in the filename): 1. After conducting the Working Safely Around Aircraft modules as part of your training you should be familiar with the following safety requirements. All questions will refer to the training and will be covered in course notes and material. Some questions will refer to various organisational documents (as indicated).						
Q1. With regard to briwhat does SMEACS sfor?	iefing,	S						
	stand	M						
		Е						
		А						
		С						
		S						
Q2. When giving a briefing, list three barriers to communication you must consider when briefing at an airfield or helibase. (Assume recipients have no physiological impediments.)								
Q3. With reference to Task Risk Assessments (DPI form), and the WSAA theory lessons list the PPE requirements for each part of		HEAD						
		TORSO						
		HANDS						
the body required to k worn when working a aircraft and/or being a	round	FEET						
member of the crew of board a DPI/LLS (DPII contracted helicopter. torso, think undergarnalso)	on	EARS						
	(For	EYES						



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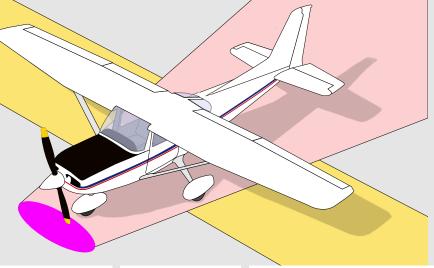
IPAS COURSE	Workin	ng Safely Around Aircraft	LESSON	WSAA 5.1.A			
IPAS ACTIVITY	Workin	ng Safely Around Aircraft Gene	ral Knowledg	е	M		
Q4. What signal can ye expect from a member aircrew when it is clear to approach the aircra	r of r for you				IVI		
Q5. Unless otherwise instructed, between w 'clock-ray' directions is usually safe to approachelicopter?	s it						
Q6. You and your team preparing to board a helicopter with some g While you wait for it to you conduct a crew br Name four items you v inspect as part of your checks (items can be a worn or carried).	gear. land rief. vould						
Q7. Aircrew are oblige give you a safety brief, and RFS documents (a other organisations) ha minimum list of items the briefed. Name at least them. (Hint: Often the passenger manifest fo some other SOP will have requirements of a safe	DPI and ave a to be nine of rm or ave the						
Q8. Look at the second of the statement below indicate which is most tand which is most false		bags should be placed on yo	ur lap."				
		hands/arms should be secure	ed with feet fla	t on the floor."			
"In the event of a fore landing, and when yo		and wearing a 4-point harnes	ss, lean forwar	d."			
assuming a crash position	.a aio	make sure you text your frienall cargo and loose objects sl					
		get ready to exhale at the moment of impact."jettison the door."					
		inflate your life jacket to give you extra cushioning."					
		iriliate your life Jacket to give y	you extra cusr	lioning.			



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Working Safely Around Aircraft LESSON IPAS COURSE WSAA 5.1.A IPAS ACTIVITY Working Safely Around Aircraft General Knowledge



Q9. In the above image of a light fixed-wing aeroplane, label the various areas from the options below describing personnel movement areas:

- 1. Safe Area
- 2. Caution Area
- 3. Danger Area

Q10. In the image of a helicopter below, label the parts (nos 1 thru 4) and the shapes (A thru C).

- Safe Area
 Caution Area
- 3. Danger Area

Purple ellipse

Pink cone

Yellow rectangle

Α	1	
В	2	
С	3	

