Name:_____ Date:_____

Score:_____/10

B737-400/800 Fueling Procedures Test

You must pass this test with a 75% in order to be certified. Otherwise, you will need to retake the test after reviewing the course material with your station's Designated Trainer. Each multiple choice question is worth 1 point. You must get a score of **8** or higher to pass.

1. What is the normal nozzle pressure range for refueling for the B737-400/800 aircraft?
    a. 15-35 PSI
    b. 35-55 PSI
    c. 55-75 PSI

2. What tank(s) is/are filled first on the B737-400 fleet?
    a. The center tank is filled first, followed by filling the remaining fuel in both the left and right main tanks
    b. The left main tank is filled first, followed by the right main tank, and lastly the center tank
    c. The left and right main tanks are filled first, followed by putting the remaining fuel in the center tank
    d. The right main tank is filled first, followed by the left main tank, and lastly the center tank

3. Where is a location on the B737-400 fleet that you can bond to the fuel tender with a bayonet "plug" style bonding connector?
    a. In the aircraft's left main landing gear wheel well
    b. Ports located on the underside of the wing leading edges
    c. In the aircraft's right main landing gear wheel well
    d. On the aircraft's nose gear

4. What is the maximum nozzle pressure permitted for refueling the B737-400 aircraft?
    a. 45 PSI
    b. 55 PSI
    c. 65 PSI
    d. 75 PSI

5. Where is a location on the B737-400 fleet that you can bond to the fuel tender with an alligator “clamp” style bonding connector?
    a. Ports located on the underside of the wing leading edges
    b. In the aircraft’s right main landing gear wheel well
    c. On the aircraft’s nose gear

6. True or False: Fuel agents must verify that the fuel panel indicator lights are working prior to commencing fuel operations on Mesa’s B737-400/800 aircraft.
    a. True
    b. False

7. True or False: Mesa’s fuel manual has policies and procedures that must be adhered to in the event a B737-400/800 aircraft requires refueling with one engine operating (hot refueling).
    a. True
    b. False

8. If the fuel quantity indicators are not showing on the B737-400 aircraft fuel panel, how can the current fuel quantity in the tank be determined without entering the aircraft?
    a. Use over-wing refueling for the left and right main tanks until they are at capacity, and then you know the amounts in the left and right tanks.
    b. Using the aircraft’s dripsticks in the lower wing surface, measurements can be taken that corresponds to a chart in the Fuel Measuring Stick Manual to determine the fuel quantity in the respective left and right main tanks.
    c. Call Mesa Dispatch and ask if they happen to know the current fuel quantity.
    d. Call your supervisor and ask if they happen to know the current fuel quantity.

9. If using the Fuel Measuring Sticks (dripsticks) to determine the quantity of fuel in the tanks, where can the corresponding Fuel Measuring Stick Manual be referenced?
    a. The Mesa Airlines TechPubs page: https://employeeportal.mesa-air.com/TechPubs/
    b. The MyBoeing page: https://securelogon.boeing.com/GAS/#/login
    c. The Airlines4America page: https://www.airlines.org/#

10. True or False: Hot refueling (refueling with one engine operating) is only permitted on the B737-400/800 fleet, and only in accordance with the policies of the Mesa Fuel Manual and with appropriate local approval.
    a. True
    b. False