

Part-66 Examinations - General

ICAT GENERAL EXAMINATION REQUIREMENTS AND PROCEDURES

Part-66 Examinations – General

Although Part-66 employs a modular syllabus the content of a module may vary in terms of the subjects covered within the module and depth of knowledge required according to the basic licence category sought. Part-66 examinations are based on the EASA IR Part-66 syllabus as set out in its Appendix I, available from EASA's website at www.easa.eu.int.

Examinations will be conducted in English, using abbreviations where applicable and compiled by a computer in multiple-choice format. Candidates may apply to take papers singly or in groups.

Note: However, if a candidate decides to do all the essay questions as a group and then fails one element, he/she will have failed the complete group. There is one charge for essay questions taken as a group or three (3) charges for questions taken on a modular basis.

A list of common abbreviations used in the examinations is available at the end of this document if you have downloaded this from our website, or can be found at:

http://www.part66.com/content/media/ICAT%20Examination%20requirements_CAVC.pdf

Multi-choice Papers

For each module being taken, a question paper including instructions is provided together with an answer sheet. Each question comprises an introductory statement that forms the question stem and three (3) alternative answers designated (A), (B) and (C) printed below. Only one of these answers is **totally** correct; the remaining two answers are incorrect or only partially correct, being incomplete in some definite aspect. ***There are no trick questions!***

Essay Paper

Prior to licence issue essay examinations need to be passed in the following modules:

- Module 7 - 2 questions
- Module 9 - 1 question
- Module 10 - 1 question

WRITTEN EXAMINATION BOOKING PROCEDURE

In order to make a booking for an examination sitting, applicants are asked to follow the procedures below:

- Candidates should apply in writing only by post or in person at ICAT's facilities using the appropriate application form, which is available from ICAT's reception or on our website http://www.part66.co.uk/content/media/icat_form034_CAVC.pdf . No bookings can be made by telephone and all bookings are made on a first come, first served basis.
- Candidates should indicate on the application form the date they wish to sit the examination(s).
- Examination fees must be sent with the application form. Bookings will not be made unless the correct fees have been received.
- Once a booking has been made, candidates will receive an examination booking confirmation by post.
- The time between the closing date for applications and the examination sitting is three (3) weeks.

EXAMINATION TIMETABLE

Details of the scheduled examination dates can be found at ICAT's reception or on our website at www.part66.com/content/public/examinations/.

CANCELLATION OR TRANSFER OF DATE

Examination bookings cannot be amended within two (2) weeks prior to the examination. Cancellations will only be accepted, if received in writing, at least 10 working days before the examination. For ICAT's purposes, working days means Monday to Friday, excluding public holidays.

Refund of examination fees for emergency cancellations or non-attendance will only be given if the candidate provides an original valid medical certificate, together with a letter of explanation. For the refund or transfer of fees or when an examination has been re-arranged at the request of the applicant, a transfer fee of £20 may be payable.

ATTENDANCE AT THE EXAMINATIONS

Candidates should present themselves at ICAT's reception at least 30 minutes before the scheduled time for the commencement of each examination sitting. All candidates are required to present photo ID on the examination day. Acceptable photo ID's are:

- Valid Passport
- UK Forces ID
- Company or student ID

Candidates without ID will not be permitted to sit the examination. Candidates may only enter the examination room during the 10 minutes preceding the start of the examinations to prepare examination material. They must not remain in the room after the finish of the examination period.

Personal coats, bags, briefcases, etc. may be placed at the front/rear of the examination room, under the direction of the invigilating officer. Any bags etc. could be removed if left unattended outside the examination room.

Note: Cardiff and Vale College accepts no responsibility for items of personal equipment a candidate brings into ICAT and which he/she is not permitted to retain during the examination.

Whilst every attempt is made to ensure reasonable comfort in examination rooms, ICAT cannot be held responsible for extraneous noise or for any breakdown or fluctuation in heating, lighting or ventilation facilities. Candidates are also advised that ICAT has a no-smoking policy, which must be observed at all times.

MATERIALS FOR THE EXAMINATION

We will provide everything needed for the examination. No other materials are allowed on the desks. However, candidates may use their own pens when writing essays. *The use of calculators is not permitted for any examinations.*

EXAMINATION BRIEFING

Before the start of the examinations, the invigilator will give a briefing regarding the examination.

REGULATIONS APPLIED TO THE CONDUCT OF WRITTEN EXAMINATIONS

Candidates are not allowed to use any loose paper other than that provided at the examination. All papers issued by ICAT are to be returned with the answer sheet to the invigilator on completion.

Candidates must ensure that all answers have been transferred onto their answer sheet by the end of the examination. Candidates failing to do this will not be given any extra time.

Silence is to be observed in the examination room at all times. Electronic alarms and key rings are not permitted. Mobile telephones, pagers etc. must be switched to silent or off and left with the candidates' personal belongings.

If a candidate wishes to speak to an Invigilating Officer, he/she should remain seated and raise his/her hand. It should be noted that the Invigilating Officer will consider only those questions from candidates that relate to the general conduct of the examinations and he/she will not enter into discussion on the interpretation of words or questions contained in the examination papers.

Candidates are to stop work and put pencils down when so directed and must remain seated and quiet until all answer material has been collected.

Any candidate who attempts to remove unauthorised examination materials from the room will be liable to disqualification from those examinations that have been taken and may be subject to special arrangements for future examinations.

Any infringement of examination regulations may result in the candidate being disqualified in any subject he/she has taken and barred from further participation in future examinations.

EXAMINATION RESULTS

Results will normally be dispatched by first class post or air mail within 10 working days following the end of the examination week concerned. Candidates should not telephone ICAT to request dispatch dates of examination results, as results will not be given over the telephone under any circumstances. In the event of non-receipt of a result notification, arrangements can be made for repeat notifications to be sent by post. Results will not be released by facsimile, nor is it possible to collect your results on the day of despatch, simply because one candidate could enjoy time advantage over another.

Allowance should be made for possible postal delay before asking for a repeat notification. Results will not be released until any outstanding payments have been received.

ICAT cannot enter into discussion or correspondence with candidates on the subject of their written examination results. However, candidates may apply in writing to the Training Manager for any paper to be remarked on payment of a fee of £22.

EXAMINATION RE-SITS

Candidates cannot apply to re-sit examinations, which they believe they may have failed, until they have received the official result notification. In the case of Part-66 examinations a period of 90 days must lapse between the initial sitting and re-sit. The Part-66 90 day rule is reduced to 30 days for a candidate attending a Part-147 approved maintenance organisation that conducts a course of re-training tailored to the failed subjects in the particular module.

EXAMINATION PASS STANDARDS AND VALIDITY PERIODS

You should note that EASA requirements are that a candidate must complete all required written and/or oral examinations within 5 years of their first pass. Passes falling outside that time limit will lapse. The papers can be attempted in any order. A pass in a Part-66 examination will be awarded to a candidate achieving at least 75% of the marks allocated to that examination.

ABBREVIATIONS & ACRONYMS USED IN EXAMINATION PAPERS

A

a	atto
ABIP	Advisory Body of Interested Parties
AC	Alternating Current
a/c	Aircraft
ACARS	Aircraft Communication Addressing and Reporting System
AD	Airworthiness Directive
ADI	Attitude Director Indicator
ADF	Automatic Direction Finder
ADO	Approved Design Organisation
AFCS	Automatic Flight Control System
AGNA	Advisory Group of National Authorities
Aircraft	Any machine that can derive support in the atmosphere from the reactions of the air other than reaction of the air against the earth's surface
a/l	airline
ALT	Altitude
AMC	Acceptable Means of Compliance
A-NPA	Advance Notice of Proposed Amendment
AMO	Approved Maintenance Organisation
AMOSS	Airline Maintenance and Operation Support System
AMSD	Aircraft Maintenance Standards Division
AMP	Approved Maintenance Programme
AMT	Approved Maintenance Training
AN	Airworthiness Notice (CAP 455)
ANO	Air Navigation Order
AOC	Air Operator Certificate
A/P	Autopilot
APO	Approved Production Organisation
APU	Auxiliary Power Unit
ARC	Airworthiness Review Certificate
ARINC	Aeronautical Radio Incorporated
ASL	above sea level
ATC	Air Traffic Control
ATM	Air Traffic Management
AWO	All Weather Operations

B

BCAR	British Civil Airworthiness Requirements
BR	Basic Regulation

C

C	centi
CAME	Continuous Airworthiness Maintenance Exposition
CADC	Central Air Data Computer
CAP	Civil Aviation Publication
CDU	Control Display Unit

Certifying staff: means personnel responsible for the release of an aircraft or a component after maintenance.

CF	Certification
CJAA	Central Joint Aviation Authorities
C of A	Certificate of Airworthiness

Component: means any engine, propeller, part or appliance.

Continuing Airworthiness: means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation.

CRD	Comment Response Document
CRI	Certification Review Item
CRT	Cathode Ray Tube
CRS	Certificate of Release to Service
CS	Certification Specification
CSP	Certification Standardisation Panel

D

d	deci da: deca (ten)
db	decibel (acoustic measurement unit)
DC	Direct Current
DME	Distance Measuring Equipment
DOA	Design Organisation Approval
DOE	Design Organisation Exposition

E

E	esca
E	Engine
EADI	Electronic Attitude Director Indicator
EASA	European Aviation Safety Agency
EC	European Commission
ECAM	Electronic Centralised Aircraft Monitor
ECU	Electronic Control Unit
EEC	Electronic Engine Control
E ₂ PROM	Electrically Erasable Programmable Read Only Memory
EFIS	Electronic Flight Instrument System
EHSI	Electronic Horizontal Situation Indicator
EICAS	Engine Indicating and Crew Alerting System
EL	Engineer Licensing
EPA	European Part Approval
EPR	Engine Pressure Ratio
EPR	Environmental Protection Requirements
EPROM	Erasable Programmable Read Only Memory
ER	Essential Requirements
ETSO	European Technical Standard Order
ETSOa	European Technical Standard Order authorisation
EU	European Union

F

f	femto
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FCL	Flight Crew Licensing
FCU	Flight Control Unit
FDS	Flight Director System
FMCS	Flight Management Computer System
FMS	Flight Management System

G

G	giga
GA	general aviation
GM	Guidance Material
GMT	Greenwich Mean Time
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GS	Glide Slope

H

h	hecto (hundred)
HLD	Hold
HIS	Horizontal Situation Indicator
HUD	Head-Up Display

I

IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
INS	Inertial Navigation System
IPC	Illustrated Parts Catalogue
IR	Implementing Rules
IRS	Inertial Reference System
ISA	International Standard Atmosphere

J

J	joule
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements

K

K	Kelvin
K	thousand
kHz	kilo Hertz
KIAS	Indicated Airspeed in Knots
KT	Knots (nautical miles/ hour)

L

Large aircraft: means an aircraft, classified as an aeroplane with a maximum take-off mass of more than 5700kg, or a multi-engined helicopter.

LCD	Liquid Crystal Display
LoA	Letter of agreement
LOC	Localiser

LRU	Line replaceable Unit
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M

M	Mega (million)
M	milli
m	metre
μ	micro

Maintenance: means any one or a combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection.

MB	Management Board (EASA)
MEL	Minimum Equipment List
MHRS	Magnetic Heading Reference System
MM	Maintenance Manual
MMEL	Master Minimum Equipment List
MOA	Maintenance Organisation Approval
MOE	Maintenance Organisation Exposition
MoC	Means of Compliance
MOM	Maintenance Organisation Manual (Subpart F)
MSA	Member States Administration
MS	Member State (of the European Community)
MTO(A)	Maintenance Training Organisation (Approval)
MTOE	Maintenance Training Organisation Exposition
MTOM	Maximum Take Off Mass
MTOP	Maximum Take-Off Power

N

N	Newton
N	nano
NAA	National Aviation Authority
NAV	navigation
NPA	Notice of Proposed Amendment

O

OAT	Outside Air Temperature
OCP	Organisations Certification Procedure
OEM	Original Equipment Manufacturer
Ops	Operations

P

P	Peta
P	Propeller
p/ρ	Pico
Pa	Pascal
PAD	Proposed Airworthiness Directive
Part 21	Commission Regulation (EC) No 1702/2003 Certification of aircraft and related products, parts and appliances
Part M	Commission Regulation (EC) No 2042/2003 Annex I Continuing Airworthiness Requirements
Part 145	Commission Regulation (EC) No 2042/2003 Annex II Maintenance Organisation Approvals
Part 66	Commission Regulation (EC) No 2042/2003 Annex III Certifying Staff
Part 147	Commission Regulation (EC) No 2042/2003 Annex IV Training Organisation Requirements
PCB	Printed Circuit Board
PCM	Project Certification Manager
PCP	Products Certification Procedure
POA	Production Organisation Approval
POE	Production Organisation Exposition
PPA	Products, parts and appliances

Pre-flight Inspection: means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight.

R

RCVR	Receiver
RG	Rulemaking
RIA	Regulatory Impact Assessment
RMI	Radio Magnetic Indicator
RNAV	Area Navigation
RP	Responsible Party
RTA	Request for Technical Advice

S

SARP	ICAO Standards and Recommended Practices
SAS	Stability Augmentation System
SECAL	Selective Calling
SoD	State of Design
SoR	State of Registry
SRM	Structural Repair Manual
SSCC	Safety Standards Consultative Committee
STC	Supplemental Type Certificate
STD	Synthetic Training Device
STCH	STC Holder

T

T	Tera
TAS	True Air Speed

TAT	Total Air Temperature
TC	Type Certificate
TCH	Type Certificate Holder
TCDS	Type Certificate Data Sheet
TET	Turbine Entry Temperature
TGT	Turbine Gas Temperature
ToA	Terms of Approval
ToR	Terms of Reference
TVP	Type validation principles

U

UAV	Unmanned Aerial Vehicle
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V

VDU	Visual Display Unit
VLA	Very Light Aeroplane
VLR	Very Light Rotorcraft
VNAV	Vertical Navigation
VOR	Very-high-frequency Omni-directional Range
VS	Vertical Speed

W

W	Watt
WA	Working Arrangement
WG	Working Group
WXR	Weather Radar Transceiver

X

XTR	Transmitter
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Y

Y	yotta
y	yocto

Z

Z	zeta
z	zept