

## 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](http://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:** Module 7, Module 9, and Module 10 are examined by multi-choice and essay question. These are two separate module examinations and are charged as separate fees. I.E. Module 7 Multi-choice - £40.00, Module 7 Essay - £40.00.

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](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 plausible/incorrect, 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 – 40 minutes

Module 9 - 1 question - 20 minutes

Module 10 - 1 question- 20 minutes

## 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 using the appropriate application form which is available from ICAT's reception or on our website <http://www.part66.com/exams> . Application forms can be submitted at ICAT Reception in person, by mail, or scanned and emailed to [lprice@cavc.ac.uk](mailto:lprice@cavc.ac.uk). Separate forms must be used for separate dates, multiple examinations for the same date can be entered onto one form. **Note: Bookings cannot be made by telephone without submitting a form and all bookings are made on a first come, first served basis.**
- Examination fees are required at the time of application. These can be made in person or on the telephone using a credit/debit card at ICAT Reception, telephone: 01446 711447. No applications will be processed without the correct accompanying payment and photocopy of passport identification.
- Candidates should indicate on the application form the date they wish to sit the examination(s). For available dates and modules, please see the section "Examination Timetables" on the above website. **ICAT reserve the right to organise sessions of examinations to suit seating requirements, however candidate's session requests are considered and offered where possible.**
- The time between the closing date for applications and the examination sitting is three (3) weeks. After the closing date, once a booking has been accepted and processed, candidates will receive an examination confirmation letter by post stating the date and time of the examination.

## EXAMINATION TIMETABLE

Details of the scheduled examination dates can be found at ICAT's reception or on our website at [www.part66.com/examinations](http://www.part66.com/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/email ([lprice@cavc.ac.uk](mailto:lprice@cavc.ac.uk)), at least 10 working days before the examination date with no penalty attached.
- For Cancellations or date transfer of examinations within 10 working days of the examination date a £30.00 fee will be charged.
- For ICAT's purposes, working days means Monday to Friday, excluding Public Holidays.

- Refund or transference of examination fees for non-attendance/cancellation in cases of emergency will only be given if the candidate provides an original certification together with a letter of explanation. Forms of acceptable documentation are as follows:  
*Valid Medical Certificate*  
*Death Certificate where the absence is applicable to a close family member*  
Documents can be submitted by email to: [lprice@cavc.ac.uk](mailto:lprice@cavc.ac.uk). All cases of emergency are evaluated on an individual basis.
- Refund of examination fees not in the case of an emergency will only be entered into if the applicant applies for a refund in writing stating their reasons before the closing date has passed for each examination. An administration charge of £10.00 per examination will be applied.

## **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 day to the Reception Desk and display their photo ID on the desk to be checked by the Invigilator during the examination. Acceptable forms of ID are:

- Valid Passport
- Driver's Licence
- Company or Student ID
- UK Forces ID

Candidates without ID will not be permitted to sit the examination. Candidates should wait in the Reception Area until instructed to enter the examination room, this will usually be approximately 10 minutes prior to the start of the advertised examination time. Candidates must not remain in or re-enter the room after the finish time of the examined module.

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 subject to obtaining approval from the Examinations Manager no later than 1 hour before the start of the examination. ***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 rules and regulations of the centre which meet with CAA expectations/guidance.

## **REGULATIONS APPLIED TO THE CONDUCT OF WRITTEN EXAMINATIONS**

Candidates are not allowed to use any loose paper other than that provided by the centre and invigilator for the examination. All papers issued by ICAT/used during the examination 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 time period. 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, electronic internet linked devices, 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 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 email, 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, within 14 days from the service of the result notice you may request that your case be reviewed by the centre. This must be in writing, addressed to the Training Manager with accompanying remark fee of £30.00. In order to succeed in gaining a remark of your paper you will have to satisfy the centre that the examination was not conducted properly; mere dissatisfaction with the result is not enough.

## **EXAMINATION RE-SITS**

Candidates can apply to re-sit examinations which they have failed after a period of 90 days has elapsed between the initial sitting (examination date) and re-sit date applied for. The Part-66 90 day rule is reduced to 30 days for a candidate attending a Part-147 approved training course as outlined in the Cardiff and Vale College (ICAT) Exposition. A 30 day resit will be attached to an appropriate course of re-training at this centre 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 10 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<br>ADI<br>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<sub>2</sub>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<br>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 |
|-----|-----------------------|

## 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<br>(Subpart F)  |
| MSA    | Member States Administration                    |
| MS     | Member State (of the European<br>Community)     |
| MTO(A) | Maintenance Training Organisation<br>(Approval) |
| MTOE   | Maintenance Training Organisation<br>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 |
|-----|-------------------------|

## 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 |
|-----|-------------|

## Y

|   |       |
|---|-------|
| Y | yotta |
| y | yocto |

## Z

|   |      |
|---|------|
| Z | zeta |
| z | zept |