



CIVIL AVIATION PUBLICATION

CAP 21

EXAMINATIONS

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1. INTRODUCTION

1.1 General

All applicants for the initial issue of a Bahraini Pilot Licence, Flight Engineer Licence, Aircraft Maintenance Licence and Flight Dispatcher Licence shall undergo the applicable Air Law written examination, or any other written or oral test required by the CAA, as part of the application process. An applicant for a validation which involves the operation of Bahraini registered aircraft is required to the Air Law exam.

1.2 Requirements for Air Law Exam

- (a) all initial foreign licence conversions
- (b) all Bahraini licences which have lapsed for more than 2 years
- (c) An applicant for a validation.

1.3 Examination Validity

Written test results for an examination required for the issuance of a Bahraini licence shall be valid for 6 months from the date of examination. Pilots undergoing training must be scheduled for the applicable flight test within 6 months of the examination date and extensions will only be permitted for up to 7 days due to circumstances outside the control of the candidate e.g.; weather, aircraft unserviceability, etc.

1.4 Failure Policy

Applicants who fail the written examination may sit the examination again after 48 hours provided the applicant has received further instruction. Applicants who fail any written examination more than once must wait a minimum of 30 days after the last failure before becoming eligible to resit the exam.

Should any candidate fail more than twice, or a trend develops whereby candidates from a particular training organisation or instructor have a poor pass rate, the CAA will assess the suitability of that organisation or instructor.

1.5 Cheating

Any candidate found to be talking to other candidates for whatever reason will be removed from the examination room immediately and not permitted to resit any exam for a minimum of 30 days.

A candidate found to be cheating will not be permitted to resit any exam for a minimum of 1 year.

A candidate who is found to be copying questions and answers for outside use will face a similar penalty.



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1.6 Complaints

Complaints on the content of a Question Paper, if any, will be heard sympathetically and honest acknowledgement made of errors, if the complaint is valid. A CAA examiner will be conscientious, re-checking procedures, ensuring that errors in marking are discovered before the results are promulgated.

2. APPLICATION

Prerequisites for eligibility to take any examination include;

- (a) a pre-arranged appointment with the CAA made through the Aviation Permits and Licensing Section office secretary.
- (b) a legal identification card in English with photograph (e.g. passport, driver's licence or company ID).
- (c) a letter from the aviation organisation on company letterhead and signed by a recognised managerial appointment (e.g. Operations or Maintenance Director) stating the candidate has received the required instruction, and is prepared for the examination.
- (d) payment of the appropriate fee (if applicable)

3. INSTRUCTIONS TO THE CANDIDATE

3.1 Format of Exam

- (a) The Air Law examination is an open book exam and the following publications will be made available to the following licence holders;
 - ANTR (Aircraft Maintenance Engineers)
 - Bahrain AIP (For Pilots; Flight Engineers and Flight Dispatchers)
 - Mandatory Occurrence Reporting
- (b) Mark your answers in pencil on the answer sheet which has been provided.
- (c) No other material except a pencil with eraser is required for the Air Law exam.
- (d) Mark over your answer by completely blackening the appropriate answer, or putting a cross through it. This may be either A, B, C, or D; (a), (b), (c), (d) or 1, 2, 3, 4, depending on the exam. Do not circle your answer it may not be seen when using the marking template. Only one answer should be marked for each question. More than one answer marked per question automatically counts as an incorrect answer.
- (e) Each question is worth 1 mark and only correct answers are counted. You are not penalised for incorrect answers.



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- (f) Choose the most correct answer if in doubt.
- (g) The pass mark is **75%**.
- (h) Do not write in the test booklets.
- (i) No talking during the exam otherwise the exam will be terminated.
- (j) The time allotted for the examination is 2 hours.
- (k) Once you have left the exam room after completion of your test, you will not be allowed to return until all the exams have been completed.
- (l) Do your own work. There are many versions of the exam. Yours will be different from those seated near you.
- (m) When you have completed the exam, put your answer sheet inside your exam booklet, close the booklet and it will be collected from you. At that time quietly leave the exam room.
- (n) Note that only the original copy of the written examination results letter will be accepted as evidence of the successful completion of the exam. It must be included with the documentation of the pilot's application for licence or rating.

3.2 Additional Aircraft Maintenance Engineer Requirements

An applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the following subjects:

- (a) Air law and airworthiness requirements

The rules and regulations relevant to an aircraft maintenance licence including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organisation and procedures.

- (b) Natural science and aircraft general knowledge

Basic mathematics, units of measurement, fundamental principles and theory of physics and chemistry applicable to aircraft maintenance.

- (c) Aircraft engineering

The characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; powerplants and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems.



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(d) Aircraft maintenance

The tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness.

(e) Human performance and limitations

Human performance and limitations relevant to the duties of an aircraft maintenance licence holder.

3.3 Additional Requirements for Flight Dispatcher

At the discretion of the CAA, an applicant for Flight Dispatcher Licence may be required to demonstrate competency in the following area of operations.

(a) Dispatch exercise (Flight Planning)

(b) Aircraft knowledge

(c) Air routes and airports

(d) Operations manual

(e) Dispatch and operation control

(f) Emergency procedures