

Ref: NACDAO2/MAIL/LS

Head of Aviation Operations

March 2008

Dear Colleague

Edexcel Level 3 BTEC National Award Certificate and Diploma in Aviation Operations

I am writing to advise you of the recent amendment to the structure of the Edexcel Level 3 BTEC National Award in Aviation Operations. Following feedback from our centres, we have incorporated all of the optional Aviation Operation units into the Award structure to increase flexibility. Please see the first attached document which details the new Award structure and please note that this is effective immediately.

In addition to the new Award structure, some minor changes have been made to the current version of the specification. These changes have been made to ensure the consistent and accurate use of terminology across the content and grading grids and are detailed in the second attached document.

An updated specification will be available on the Edexcel website as an Issue 2, along with a copy of this notice, via the link:

<http://www.edexcel.org.uk/quals/nat/travel-tourism/nd-sept-07/av-ops/>

If you have any queries please contact Customer Services on 0844 576 0026, or our Aviation expert via the *Ask the Expert* service:

btecnationalaviation@edexcelexperts.co.uk

Yours sincerely,



Roger Beard
Head of Product Development



INVESTOR IN PEOPLE

Structure of the qualification

Edexcel Level 3 BTEC National Award in Aviation Operations

The Edexcel Level 3 BTEC National Award in Aviation Operations consists of four core units plus two specialist units that provide for a combined total of 360 guided learning hours (GLH) for the completed qualification.

Edexcel Level 3 BTEC National Award in Aviation Operations			
Unit	Core units	GLH	Level
1	The Aviation Industry	60	3
2	Health, Safety and Security in the Aviation Industry	60	3
3	Meeting Customer Needs in the Aviation Industry	60	3
4	Air Travel Information	60	3
Unit	Specialist units (choose two units)		
5	Aircraft Operations	60	3
6	Marketing the Aviation Industry	60	3
7	e-Business for Airlines	60	3
8	Handling Air Passengers	60	3
9	Air Cargo Operations	60	3
10	Airport Ramp Handling	60	3
11	Aircraft and Airfield Performance	60	3
12	Preparation for Working in the Aviation Industry	60	3
13	Airline and Airport Economics	60	3
14	Human Resources in the Aviation Industry	60	3
15	Airport Emergency Operations	60	3
16	Environmental Impacts of Aviation	60	3
17	Airport Operations	60	3
18	Team Leadership in the Aviation Industry	60	3
19	Conflict Management for Aviation	60	3
20	First Aid and Health for Aviation	60	3

Specification Changes to the Edexcel Level 3 BTEC National Award Certificate and Diploma in Aviation Operations

Structure of the Qualification

On page 7, all specialist units currently available in both the Certificate and the Diploma have now been added to the Award structure table.

Unit 1 - The Aviation Industry

On page 16, the content for learning outcome one has been updated to read:

'General aviation (GA): definitions and differences (airport, airfield, aerodrome)...'

Unit 2 - Health, Safety and Security in the Aviation Industry

On page 28, the grading criteria for P3 now reads:

'describe common health, safety and security hazards in the aviation environment'.

Unit 4 - Air Travel Information

On page 46, the content for learning outcome one has been amended to read:

'Routes: eg global indicators (GI), air corridors/air ways, time zones, lines of latitude and longitude, eastern and western hemisphere'.

On page 47, the content for learning outcome four now reads:

'Climate knowledge: gulf stream; jet streams...'.

On page 48, the grading criteria for P4 now reads:

'select flights and fare types for two specific multi-sector routes...'

On page 50, the assessment guidance for P1 has been amended in two places:

'They must use the following global indicators – TS, AT, AP, EH.'

'...whether it is in the eastern or western hemisphere and where possible the 'air corridor'/'air way' it is in.'

On page 51, the assessment guidance has been amended to reflect the change to P4 and reads:

'Learners should explain why they have selected these particular flights and fare types...'

On page 52, an additional resource on relating to air corridors/air ways has been included:

'www.caa.co.uk/docs/7/DAP%20facts3.pdf – Civil Aviation Authority (CAA) article on UK Airspace'.

Unit 8 - Handling Air Passengers

On page 80, the content for learning outcome one now reads:

'*Transport*: major road and rail networks; coach operators; taxi and private hire'.

On page 82, the grading criteria for P2 and D1 now read respectively:

'describe the process for embarkation for all passengers...'

'evaluate the effectiveness of processes for handling passengers during embarkation at a specific airport, making justified recommendations for improvement'.

On page 84, the assessment guidance for D1 has been updated to reflect these changes:

'...demonstrate analytical and critical skills in being able to make judgements about processes at a particular airport. Learners' responses should be insightful and show a clear understanding of how effective processes are. Learners should make realistic recommendations for improving processes.'

On page 84, additional words have also been added to the guidance for M2, which now reads:

'...why airlines provide specific facilities for passengers on board the flight and during the boarding process.'

On page 86, the communication key skill wording has been amended to read:

'describing the processes for embarkation...'

Unit 10 - Airport Ramp Handling

On page 96, the content for learning outcome three now reads:

'*Requirements for aircraft loading*: calculation of mass and balance; awareness (floor loading, aircraft weight limitations); purpose (loadsheets, balance charts, air-way bills)'

On page 82, the assessment guidance for P3 and P4 now read respectively:

'... and the purpose of loadsheets, balance charts and air-way bills'

'...the use of three different methods (eg steps, airstairs, airbridge).'