

ROYAL NAVY (RN) FLEET AIR ARM CAREER BREAKPOINTS

Institution of
**MECHANICAL
ENGINEERS**

Mapping of the Royal Navy (RN) Fleet Air Arm career breakpoints and qualifications against Institution of Mechanical Engineers threshold criteria for membership and Engineering Council (EngC) registration.

FAA Engineer Officer (Graduate entry)			
FAA career breakpoints	IMechE membership	EngC registration	Notes
On entry holding MEng/ BEng (Hons)/BEng or equivalent	Associate Member	N/A	Satisfies academic requirement for IEng registration in full. Degrees accredited for CEng registration, in full or in part, satisfy academic base requirements for full IEng registration.
Successful completion of the junior Air Engineer Officer's first technical appointment (i.e. AAEO or DAEO)	Member (MIMechE)	IEng registration	IEng registration on successfully passing the IMechE Professional Review Interview (PRI).
Successful completion of the first technical appointment after successful completion of the Deputy AEO appointment, or equivalent.	Member (MIMechE)	CEng registration	CEng registration on successfully passing the IMechE Professional Review Interview (PRI).**
* FAA Officers who hold an MEng degree or a BEng (Honours) degree accredited for Chartered Engineer registration [which they started prior to September 1999], already satisfy the academic qualification requirement, in full, for CEng registration and will not need to make up any academic shortfall. ** There is sufficient academic depth within the SEMC courses for an academic uplift from Bachelors level to Masters level. For FAA air engineer officers lacking the academic qualifications for CEng registration, the successful completion of the first technical appointment after successful completion of the Deputy AEO appointment, or equivalent also satisfies the further learning to Masters level required for CEng registration by virtue of necessary attendance at a number of technical, pre-appointment courses. Therefore Officers holding an accredited Bachelors degree (does not have to be honours), or who have been registered as an Incorporated Engineer for over 2 years, combined with SEMC courses will satisfy academic base requirements for CEng registration.			

FAA Engineer Officer (SUY)

FAA career breakpoints	IMechE membership	EngC registration	Notes
On entry holding a minimum of an HNC*	Associate Member	N/A	Air Engineer Officers not holding the requisite academic qualifications for Incorporated Engineer (IEng) registration, the technical content of the combination of the SEMC (AE) SUY course and the Certificate of Competency was sufficient 'further learning' to meet the IEng requirement for an applicant holding a minimum of an HNC.*
Successful completion of the junior Air Engineer Officer's first technical appointment (i.e. AAEO or DAEO).	Member (MIMechE)	IEng registration	IEng registration on successfully passing the IMechE Professional Review Interview (PRI).
Successful completion of the first technical appointment after successful completion of the Deputy AEO appointment or equivalent.	Member (MIMechE)	CEng registration	CEng registration on successfully passing the IMechE Professional Review Interview (PRI).**
*FAA Engineer Officers who do not hold a minimum of an HNC, on entry will need to apply as an individual case for assessment of their academic qualifications, or equivalent, by the IMechE Academic Assessment Committee (AAC). **There is sufficient academic depth within the SEMC courses for an academic 'uplift' from Bachelors level to Masters level. For FAA air engineer officers lacking the academic qualifications for CEng registration, the successful completion of the first technical appointment after successful completion of the Deputy AEO appointment, or equivalent also satisfies the further learning to Masters level required for CEng registration by virtue of necessary attendance at a number of technical, pre-appointment courses. SUY Air Engineer Officers holding an HNC, and who had not previously registered as IEng, would need to demonstrate that they have also achieved the necessary IEng academic base on an individual basis. (This could be achieved by completing a Career Learning Assessment which concentrated on technical deepening.)			

FAA Ratings			
FAA career breakpoints	IMechE membership	EngC registration	Notes
Successful completion of the Certificate of Competence to Supervise Aircraft Maintenance (CCSAM) examination.	Member (MIMechE)	EngTech registration	The award of the Certificate of Competence to Supervise Aircraft Maintenance (CCSAM) examination includes an Aircraft Supervisors oral board. CCSAM is the culmination of the Leading Aircraft Engineering Technician Qualifying Course (LAETQC), which includes a Certificate of Higher Education in Aeronautical Engineering which counts as the first year of an honours degree and attracts 120 CATS points and a Technical certificate, a 'limited' supervisor's board and between 6 months and 1 year working as an LAET on a Squadron.
Successful completion of the Phase 2b task book and award of the City and Guilds Level 3 diploma in Aviation Maintenance - Survival Equipment.	Member (MIMechE)	EngTech registration	The award of the City and Guilds Level 3 Diploma in Aviation Maintenance (Military Development Competence) – Survival Equipment is awarded once knowledge and competence has been assessed. Knowledge is gained and assessed during Ph2 SETQC. And competence is awarded at the end of the SET Phase 2b task book.
Successful completion of the Aircraft Charge Certificate (ACC)**	Member (MIMechE)	IEng registration	IEng registration on successfully passing the IMechE Professional Review Interview (PRI). There is not a single academic course to Bachelors level through which all technical senior ratings will have passed. Thus, not all CPOAETs will have the requisite academic base requirement for IEng registration: a Bachelors degree or HNC/HND/Fd plus Further Learning to Bachelors level.*
* CPOAETs who do not satisfy this minimum academic base qualification requirement, i.e. a minimum of an HNC, will need to apply as an individual case for assessment of their academic qualifications, or equivalent, by the IMechE Academic Assessment Committee (AAC). ** The Aircraft Charge Certificate (ACC) is now taken as part of the Chief Petty Officer Air Engineering Technician (CPOAET) Authorisation and Technical Knowledge Oral Board. However, legacy examples of the ACC taken as a standalone qualification, before the introduction of the CPOAET Authorisation and Technical Knowledge Oral Board, will also be acceptable as demonstrating all of the competence and commitment elements of IEng registration. The CPOAET Authorisation and Technical Knowledge Oral Board is no longer acceptable as a replacement for the IEng PRI. Thus, CPOAETs successfully passing the Authorisation and Technical Knowledge Oral Board, once incumbent in a technical appointment, will now be required to sit an additional PRI to register as an Incorporated Engineer.			

FAA Engineer Officer (Maintenance Test Pilots)

FAA career breakpoints	IMechE membership	EngC registration	Notes
On entry holding a minimum of an HNC*	Associate Member	N/A	Air Engineer Officers not holding the requisite academic qualifications for Incorporated Engineer (IEng) registration, the technical content of the combination of the SEMC (AE) SUY course and the Certificate of Competency was sufficient 'further learning' to meet the IEng requirement for an applicant holding a minimum of an HNC.*
Completion of the first year of the Air Engineer Officer's first [technical] MTP appointment.	Member (MIMechE)	IEng registration	IEng registration on successfully passing the IMechE Professional Review Interview (PRI).
Successful completion of the Air Engineer Officer's first [technical] MTP appointment.	Member (MIMechE)	CEng registration	CEng registration on successfully passing the IMechE Professional Review Interview (PRI).**

* FAA Officers who hold an MEng degree or a BEng (Honours) degree accredited for Chartered Engineer registration [which they started prior to September 1999], already satisfy the academic qualification requirement, in full, for CEng registration and will not need to make up any academic shortfall.

** There is sufficient academic depth within the SEMC courses for an academic 'uplift' from Bachelors level to Masters level. For FAA air engineer officers lacking the academic qualifications for CEng registration, the successful completion of the first technical MTP appointment also satisfies the further learning to Masters level required for CEng registration by virtue of necessary attendance at a number of technical, pre-appointment courses. SUY Air Engineer Officers holding an HNC, and who had not previously registered as IEng, would need to demonstrate that they have also achieved the necessary IEng academic base on an individual basis. (This could be achieved by completing a Career Learning Assessment which concentrated on technical deepening.)