

Qualification Title: New Zealand Diploma in Aviation Level 5 (Aeroplane and Helicopter)
(with strands in Agriculture, and General Aviation)

Qualification number: 1706

Date of review: 20 March 2017

Final decision on consistency of the qualification: National Consistency Confirmed

Threshold:

The threshold to determine sufficiency with the graduate profile was determined as evidence of graduates who demonstrate a comprehensive understanding and appropriate application of the Civil Aviation Authority of New Zealand (CAANZ) Commercial Pilot License theory subjects in:

- air law,
- meteorology,
- flight navigation, and
- human factors.

for aeroplanes or helicopters, to exercise the privileges and limitations of a commercial pilot licence.

Graduates of the Aeroplane context will also be able to independently or with another pilot:

- prepare for, plan and fly a small single or multi-engine aircraft, operating the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual:
 - in all normal, abnormal and emergency conditions and procedures,
 - while exercising appropriate levels of judgement and command,
 - whilst maintaining safe operating conditions for all geographical areas and
 - flying conditions encountered in New Zealand,

as defined and specified in CAANZ Rule Part 61 and applicable Advisory Circulars.

Graduates of the Helicopter context will also be able to independently:

- prepare for, plan and fly a small single-engine helicopter, between one or more locations during the day or at night, operating the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual:
 - in all normal, abnormal and emergency conditions and procedures,
 - while exercising appropriate levels of judgement and command,
 - whilst maintaining safe operating conditions for all geographical areas and
 - flying conditions encountered in New Zealand,

as defined and specified in CAANZ Rule Part 61 and applicable Advisory Circulars.

Tertiary Education Organisations with sufficient evidence

Final decision on sufficiency of TEOs evidence, will be updated as other TEOs show sufficient evidence

Tertiary Education Organisation	Final rating
North Shore Helicopter Training	<i>Sufficient</i>
Mainland Aviation College	<i>Sufficient</i>
Air Hawkes Bay	<i>Sufficient</i>
Wanaka Helicopters	<i>Sufficient</i>
International Aviation Academy	<i>Sufficient</i>
Ardmore Flying School	<i>Sufficient</i>
Nelson Aviation College	<i>Sufficient</i>
ServiceIQ	<i>Sufficient</i>

Introduction

The NZ Diploma on Aviation level 5 is a 200 – 240 credit qualification designed to provide the general aviation and agricultural sectors of the New Zealand Aviation Industry with graduates who have attained sufficient operational and theoretical knowledge and practical skills to operate as commercial pilots and/or associated support staff in flight planning and aircraft operations.

Graduates will meet the eligibility requirements to operate as commercial pilots under the appropriate New Zealand Civil Aviation Authority (CAA) rules for General Aviation.

In order to gain a licence to operate as a commercial pilot, graduates must meet the eligibility requirements of the Civil Aviation Act 1990, fit and proper person test (Civil Aviation Act 1990 Section 10), and the Civil Aviation Rules, Part 61, Subpart E, for a commercial pilot licence.

Evidence

The tertiary education organisations provided a range of evidence to demonstrate that their graduates met the graduate profile outcomes.

The criteria used to judge the evaluation question were:

- The nature, quality and integrity of the evidence presented by tertiary education organisation
- How well the organisation has analysed, interpreted and validated the evidence, and used the understanding gained to achieve actual or improved consistency

- The extent to which the tertiary education organisation can reasonably justify and validate claims and statements relating to the consistency of graduate outcomes, including in relation to other providers of programmes leading to the qualification.

Evidence provided included:

- Records and analysis of graduate performance in theory and flight examinations which confirmed that graduates met the graduate threshold at the point of graduation. The Commercial Pilot Licence (CPL) flight test is in effect, the capstone assessment for the qualification.
- Records of feedback from employers and graduates, confirming that the programme had provided students with a range of skills appropriate to a commercial pilot in the aviation industry. This evidence was generally patchy and would have been more convincing if the feedback requested from employers had been better aligned to the elements of the graduate profile.
- End user data confirming that the majority of graduates had obtained employment in the aviation industry. Note comments in the next section of this report with regard to the level of initial employment.
- Feedback from graduates. In general, graduate survey response rates were low. Those graduates who did respond indicated that they were well prepared for employment and had acquired useful skills and knowledge. Many providers are making good use of social media for gathering graduate feedback although better analysis of data could improve understanding.
- Evidence of relevant real world experience, including work placements and internships.
- Self-evaluation which included programme evaluation reports, benchmarking of examination results, etc.

How well does the evidence provided by the education organisation demonstrate that its graduates match the graduate outcomes at the appropriate threshold?

Evidence presented prior to, and at the review meeting demonstrated that the graduates match the graduate outcomes.

Although the intention of this qualification is to produce graduates who will be employed in pilot positions, the nature and culture of the industry is such that it is widely accepted that most graduates will start work in junior, part-time or aviation service positions and work up to becoming full-time pilots. The clear majority of graduates surveyed were employed in the aviation industry but few yet as full time pilots. Therefore, given that the majority of the graduates from this qualification have only been in the workforce for a less than two years the providers were not able to provide longitudinal evidence to confirm that all graduates were, at this stage, in positions enabling them to demonstrate graduate profile attributes in the workforce. It was agreed that over time, follow up surveys of graduates and graduate employers four or five years' post-graduation would be more likely to be able to ascertain whether graduates were demonstrating the more senior attributes described in the graduate profile.

The certification and operation of organisations conducting aviation training and assessments in New Zealand is prescribed under Part 141 of Civil Aviation Rules governed

by the Civil Aviation Authority of New Zealand (CAANZ). All theory and practical (flight test) assessments are conducted independently by Aviation Services Ltd (ASL), which operates under licence to CAANZ. All pilot licences are issued by CAANZ. The structure of this qualification is such that all components, unit standards and assessments are aligned to stages of CAANZ licensing. The final flight test for CPL is a “capstone assessment” which assesses all aspects of what the student can know, do and be. This directly aligns to the graduate profile and is conducted in a “real world” environment. Through these assessments, providers could demonstrate that at the time of graduation, the graduate profile was being met.

Many aviation providers, see an important indicator of the success of their training in the number or percentage of “first attempt passes”¹ which they are then able to benchmark against national averages of first time pass rates of all NZ aviation providers². There is national and international research which indicates that graduates who have passed theory and flight tests on the first attempt are likely to be safer and more competent pilots. Many employers also consider a graduate’s first time pass rate in recruitment decisions. Several providers reported high first time pass rates as an indication of consistency with (or exceeding) the graduate profile.

Special Focus

All the providers present for the consistency review were delivering the General Aviation strand of the qualification. Only one provider had one graduate from the Agriculture strand.

Examples of good practice

Some providers also have general aviation or charter ventures running alongside their training operation. Those that gave opportunities for students or graduates to experience real-world situations attested to the value of this to the students.

Several providers have created internship opportunities for their own graduates to enable them to further develop their skills knowledge and attributes. The internship programmes could be strengthened by providers working to together to provide internship opportunities for each other’s graduates.

Recommendations to Qualification Developer

There are no recommendations to the qualification developer, Service IQ. At the time of the consistency review the qualification was in the final stages of review and relisting. The representative of the qualification developer commented that the issues noted at the review (eg an overly detailed graduate profile) had been dealt with in the qualification review.

¹ This measure refers to the number or percentage of students who pass external theory or flight test examinations on the first attempt.

² ASL have recently made national average information available to all providers on a quarterly basis.