Title	Demonstrate approach control surveillance for air traffic services on site
Level	7	Credits	75

Purpose	People credited with this unit standard are able to: demonstrate approach control surveillance for the provision of air traffic services; analyse and manage traffic situations and apply approach control surveillance procedures on site; and reflect on and self-manage performance in relation to own work environment.

Classification	Aviation > Air Traffic Services

Available grade	Achieved

Prerequisites	Unit 23459, *Demonstrate approach control procedural for air traffic services under simulated conditions*; and Unit 29413, *Demonstrate approach control surveillance for air traffic services under simulated conditions*; or demonstrate equivalent knowledge and skills.

Guidance Information

1   The Civil Aviation Act 1990 and Civil Aviation Rule Part 65 detail the legislative requirements in relation to this unit standard. This unit standard is aligned to the Civil Aviation Act 1990, Civil Aviation Rule Part 65, which reflects International Civil Aviation Organisation (ICAO) Standards and Recommended Practices as adopted by New Zealand. This unit standard is also aligned to the associated Civil Aviation Advisory Circular (AC) 65 series containing the syllabus for Air Traffic Services Personnel Licences and Ratings, and Parts 65.103(a)(5) and 65.303(a)(2). Information relating to Civil Aviation Authority of New Zealand (CAA of NZ) Rules can be obtained from the CAA of NZ website on http://www.caa.govt.nz/.

2   Evidence presented for assessment against this unit standard must be in accordance with standard industry texts.

3   *Standard industry texts* include but are not limited to:
State approved documentation,
air traffic services (ATS) provider exposition,
aerodrome emergency plans,
published aviation training manuals or text books (including electronic resources).

4   Definitions
Abnormal refers to situations requiring the application of non-routine air traffic services procedures.
Complex refers to advanced air traffic skills requiring more than two or three tasks to be performed at any one time and with variable environment factors impacting upon the traffic situation.
Non-complex refers to basic air traffic skills not requiring more than two or three tasks to be performed at any one time and without variable environment factors impacting upon the traffic situation.

Outcomes and performance criteria

Outcome 1

Demonstrate knowledge of approach control surveillance for the provision of air traffic services.

Performance criteria

1.1   Approach control surveillance procedures are described.

      Range   may include but is not limited to – separations, coordinations, flight progress system, air traffic management.

1.2   The location-specific environment is described.

      Range   may include but is not limited to – aerodrome, airspace, terrain, weather, navigation aids, aerodrome and airspace users.

Outcome 2

Analyse and manage traffic situations and apply approach control surveillance procedures on site.

Range   non-complex, complex, abnormal and/or emergency situations.

Performance criteria

2.1   Approach control surveillance procedures are applied.

2.2   The operation of the flight progress system is managed.

2.3   The interpretation of available flight and meteorological information is disseminated.

2.4   The operation of ATS equipment is managed.

2.5 Situational awareness as a basis for informed decision-making is demonstrated.

Range may include but is not limited to – airspace, weather, terrain, pilotage, flight processing system, aircraft performance, interpersonal factors.

2.6 Traffic situations are managed and prioritised.

2.7 Traffic positions are projected and visualised based on tactics, and onward movement of air traffic is planned.

2.8 The anticipation of aircraft responses is demonstrated.

2.9 Traffic situations are critically analysed for potential conflict, and timely instructions and/or information are given to ensure a safe, orderly, and expeditious traffic flow.

Range may include but is not limited to – traffic priorities, speed, vectoring.

2.10 Timely coordination and transfer of responsibility are demonstrated.

2.11 Timely communication of flight instructions and information, using unambiguous and concise language and standard phraseology where documented, is demonstrated.

Range tone, clarity, rate; readbacks.

2.12 Situations with potential to become unsafe are recognised and resolutions are applied.

Range may include but is not limited to – traffic information, aircraft performance, weather, pilot ability, available procedures, environmental factors.

2.13 Approach control surveillance administrative documentation procedures are demonstrated.

Outcome 3

Reflect on and self-manage performance in relation to own work environment.

Performance criteria

3.1 Responsibility is taken for own performance and own errors are self-corrected.

3.2 Work rate and focus are adjusted to suit traffic levels.

Range non-complex, moderate, complex work environment.

3.3 Feedback is used to improve and manage performance.

3.4   Performance is self-evaluated and improvements are made as necessary.

Planned review date	31 December 2027

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	25 July 2007	31 December 2016
Revision	2	23 April 2008	31 December 2016
Review	3	21 November 2013	31 December 2026
Review	4	30 March 2023	N/A

Consent and Moderation Requirements (CMR) reference	0028

This CMR can be accessed at http://www.nzqa.govt.nz/framework/search/index.do.

Comments on this unit standard

Please contact Ringa Hora Services Workforce Development Council qualifications@ringahora.nz if you wish to suggest changes to the content of this unit standard.