

<b>Title</b>	<b>Demonstrate oceanic air-ground rules and procedures for air traffic services on site</b>		
<b>Level</b>	<b>6</b>	<b>Credits</b>	<b>75</b>

<b>Purpose</b>	People credited with this unit standard are able to: demonstrate knowledge of oceanic air-ground procedures for air traffic services; analyse and manage traffic situations and apply oceanic air-ground procedures on site; and reflect on and self-manage performance in relation to own work environment.
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<b>Classification</b>	Aviation > Air Traffic Services
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Unit 28043, <i>Demonstrate knowledge of the use of ATS and simulation equipment in a tower environment under simulated conditions</i> ; Unit 28044, <i>Demonstrate knowledge of the principles of flight and aircraft performance for air traffic services</i> ; Unit 28046, <i>Demonstrate knowledge of air law and operational procedures relevant to air traffic services</i> ; Unit 28049, <i>Demonstrate knowledge of, and apply, principles of human performance in air traffic services</i> ; Unit 33165, <i>Demonstrate knowledge of aeronautical meteorology for air traffic services</i> ; and Unit 33167, <i>Demonstrate knowledge of air navigation for air traffic services</i> ; or demonstrate equivalent knowledge and skills.
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## 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 65.203 and 65.353. 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.

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## Outcomes and performance criteria

### Outcome 1

Demonstrate knowledge of oceanic air-ground procedures for air traffic services.

#### Performance criteria

- 1.1 The local area environment is described.  
Range may include but is not limited to – oceanic sectors, adjacent providers, traffic routes, radio frequencies.
- 1.2 High frequency (HF) radio propagation, atmosphere, HF communications and network operations are described.
- 1.3 Local operating procedures for air-ground radio operators are described.

### Outcome 2

Analyse and manage traffic situations and apply oceanic air-ground procedures on site.

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

#### Performance criteria

- 2.1 The interpretation of available flight and meteorological information is displayed and disseminated.
- 2.2 Flight information is distributed to flight crew.
- 2.3 The operation of ATS equipment is managed.

- 2.4 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.
- 2.5 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.
- 2.6 Timely coordination and transfer of responsibility are demonstrated.
- 2.7 Timely communication of flight instructions and information, using unambiguous and concise language and standard phraseology where documented, is demonstrated.
- Range tone, clarity, rate; readbacks; may include but is not limited to – HF network operations, voice, datalink.
- 2.8 Actions and responses to in-flight emergencies are demonstrated.
- 2.9 Actions and responses to the alerting service are demonstrated.
- 2.10 Oceanic air-ground administrative documentation procedures are demonstrated.
- Range may include but is not limited to – handovers, ATS logbooks, self-briefing.

### 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.

<b>Planned review date</b>	31 December 2027
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**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	25 October 2007	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](mailto:qualifications@ringahora.nz) if you wish to suggest changes to the content of this unit standard.