

<b>Title</b>	<b>Demonstrate aerodrome control for air traffic services on site</b>		
<b>Level</b>	<b>7</b>	<b>Credits</b>	<b>75</b>

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

<b>Classification</b>	Aviation > Air Traffic Services
-----------------------	---------------------------------

<b>Available grade</b>	Achieved
------------------------	----------

<b>Prerequisites</b>	Unit 23459, <i>Demonstrate approach control procedural for air traffic services under simulated conditions</i> ; and Unit 23473, <i>Demonstrate aerodrome control for air traffic services under simulated conditions</i> ; 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(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 textbooks (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 aerodrome control procedures for the provision of air traffic services.

#### Performance criteria

1.1 Aerodrome control 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 aerodrome control procedures on site.

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

#### Performance criteria

2.1 Aerodrome control procedures are applied.

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

2.2 The flight progress system is managed in accordance with documented procedures.

2.3 Flight and meteorological information is interpreted and disseminated in a timely manner.

- 2.4 The operation of ATS equipment is managed effectively.
- Range may include but is not limited to – flight data processing system (FDPS), aeronautical fixed telecommunication network (AFTN), Skyline, voice communication systems including standby radios, electronic flight progress system (EFPS), Vaisala, signalling lamps, airfield lighting, Manual of Air Traffic Services (MATS).
- 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, scanning, interpersonal factors.
- 2.6 Ground procedures for aircraft, vehicles, and pedestrians within an aerodrome perimeter are identified and applied.
- Range may include but is not limited to – manoeuvring area, movement area.
- 2.7 Traffic situations are managed and traffic is prioritised.
- 2.8 Traffic positions are projected and visualised based on tactics, and onward movement of air traffic is planned.
- 2.9 The anticipation of aircraft responses is demonstrated.
- 2.10 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.
- 2.11 Timely and effective coordination and transfer of responsibility are demonstrated using unambiguous, concise and standard phraseologies where documented.
- 2.12 Timely communication of flight instructions and information, using unambiguous and concise language and standard phraseology where documented, is demonstrated.
- Range tone, clarity, rate; readbacks.
- 2.13 Situations with potential to become unsafe are recognised and timely resolutions are applied.
- Range may include but is not limited to – separations versus traffic information, aircraft performance, weather, available procedures, environmental factors.
- 2.14 Aerodrome control 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.

<b>Planned review date</b>	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
Review	2	21 November 2013	31 December 2026
Review	3	30 March 2023	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	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.