

Title	Operate an aircraft cargo high loader		
Level	3	Credits	7

Purpose	People credited with this unit standard are able to: carry out safety checks before operating an aircraft cargo high loader; drive an aircraft cargo high loader and dock onto an aircraft in preparation for loading or unloading; operate an aircraft cargo high loader to load cargo into an aircraft; and operate an aircraft cargo high loader to unload cargo from an aircraft.
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Classification	Aviation > Ramp Operations
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Available grade	Achieved
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Guidance Information

- 1 All tasks are to be carried out in accordance with enterprise procedures, the enterprise being the organisation carrying out the work. Enterprise procedures referred to in this unit standard are the applicable procedures found in the following: enterprise exposition; manufacturer publications; Government and local body legislation; airworthiness authority requirements.
- 2 Definitions
Cargo high loader could refer to similar equipment used by different organisations.
Dollies refer to trailers that are used to transport pallets or containers to and from a high loader.
ULD refers to a Unit Load Device. This may include a cargo container or a pallet.

Outcomes and performance criteria

Outcome 1

Carry out safety checks before operating an aircraft cargo high loader.

Performance criteria

- 1.1 Visual check for damage to vehicle is undertaken.

Range may include but is not limited to – body work, leaks under vehicle, tyre condition, lights.

1.2 Condition of vehicle is physically checked.

Range may include but is not limited to – tyre pressure, handbrake on, brake operation, fluid levels, fuel and/or charge level, steering operation, gear lever operation, lights, horn, foreign object debris (FOD).

1.3 Procedures for dealing with damaged cargo high loader are explained.

Range procedures may include but are not limited to – reporting damage, removal of damaged equipment from operational area.

Outcome 2

Drive an aircraft cargo high loader and dock onto an aircraft in preparation for loading or unloading.

Performance criteria

2.1 Drive controls are identified and used.

Range may include but is not limited to – start controls, drive control, direction control, release and apply park brake, lights, indicators.

2.2 Speed limits are adhered to in accordance with airport authority.

Range may include but is not limited to – within 15 metres of an aircraft, within 15 metres of a fixed object or building, on the airport road network, general apron area.

2.3 Procedure for docking onto the aircraft is described in accordance with aircraft type.

Range may include but is not limited to – brake tests, height adjustments, alignment with the aircraft.

2.4 Travel path and procedure for approaching the aircraft is followed.

Range may include but is not limited to – anti-collision lights, other equipment in area, other personnel in area, approach speed, remained clear of restricted areas, lifting decks fully lowered.

2.5 General safety rules are observed.

Range may include but is not limited to – no seat no ride, use of marshals, use of personal protective equipment, hand signals, FOD.

Outcome 3

Operate an aircraft cargo high loader to load cargo into an aircraft.

Performance criteria

3.1 Load transfer controls are identified.

Range may include but is not limited to – raise or lower the rear platform, raise or lower bridge (forward platform), control ULDs on the rear platform, control ULDs on the bridge, rotate ULDs, select manual or auto operation of side and end stops, switch on the rear floodlight, set up the wings, tilt the bridge, extend or retract cab.

3.2 Load is transferred safely from dollies onto the loader.

Range may include but is not limited to – load type, safety of other personnel, avoid damage.

3.3 Load is transferred safely from the loader into the aircraft in accordance with aircraft type.

Range may include but is not limited to – aircraft settling monitored, height and tilt settings adjusted, no contact with door surrounds.

Outcome 4

Operate an aircraft cargo high loader to unload cargo from an aircraft.

Performance criteria

4.1 Load is transferred safely from the aircraft onto the loader in accordance with aircraft type.

Range may include but is not limited to – aircraft settling monitored, height and tilt settings adjusted, no contact with door surrounds.

4.2 Load is transferred safely from the loader onto dollies.

Range may include but is not limited to – dolly's alignment, load type, safety of other personnel, not operating bridge and lower deck at same time.

4.3 Travel path and procedure for leaving the aircraft is followed.

Range may include but is not limited to – anti-collision lights, other equipment in area, other personnel in area, departing speed, remained clear of restricted areas, lifting decks fully lowered.

Planned review date	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	16 October 2009	31 December 2018
Review	2	16 March 2017	31 December 2024
Review	3	27 October 2022	N/A

Consent and Moderation Requirements (CMR) reference	0125
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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.