

Title	Operate an aircraft hi-lift cabin service vehicle		
Level	3	Credits	7

Purpose	People credited with this unit standard are able to: carry out safety checks; drive an aircraft hi-lift cabin service vehicle and dock with an aircraft; and undock a hi-lift cabin service vehicle from an aircraft.
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Classification	Aviation > Ramp Operations
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Available grade	Achieved
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Prerequisites	Persons seeking credit for this unit standard must hold a current Airside Driving Permit.
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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 Range
Vehicle type may include – cleaning truck, catering truck, disabled passenger lifter (Ambulift).

Outcomes and performance criteria

Outcome 1

Carry out safety checks.

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, tyres, lights.

1.2 Condition of vehicle is physically checked.

Range may include but is not limited to – tyre pressure and condition, brake operation, fluid levels, fuel/charge level, steering operation, gear lever operation, lights, horn, FOD bin.

1.3 Any faults and malfunctions to the vehicle are identified and reported.

Outcome 2

Drive an aircraft hi-lift cabin service vehicle and dock with an aircraft.

Performance criteria

2.1 Vehicle controls are identified and used.

Range 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 Travel path and procedure for approaching an aircraft is followed.

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

2.4 Procedure for docking with an aircraft is followed in accordance with aircraft type.

Range may include but is not limited to – brake tests, use of stabilisers, height adjustments, alignment with aircraft, use of guide person.

2.5 Procedure for safe opening of aircraft doors is described and followed in accordance with aircraft type.

Range may include but is not limited to – use of fall arrest systems, deployment of safety barriers, door opening procedures.

Outcome 3

Undock a hi-lift cabin service vehicle from an aircraft.

Performance criteria

3.1 Vehicle is undocked from the aircraft.

Range may include but is not limited to – aircraft doors closed, door surrounds checked for damage, safety barriers retracted, loading deck cleared and lowered.

3.2 Procedures and travel path when leaving the aircraft are followed.

This unit standard is expiring. Assessment against this standard must take place by the last date for assessment set out below.

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	31 December 2024

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>.