

<b>Title</b>	<b>Demonstrate type rating competency for an aeroplane exceeding 5700kg MCTOW</b>		
<b>Level</b>	<b>5</b>	<b>Credits</b>	<b>5</b>

<b>Purpose</b>	People credited with this unit standard are able, for type rating competence for an aeroplane exceeding 5700kg maximum certificated take-off weight (MCTOW), to demonstrate: pre-flight requirements, flight manoeuvres, instrument flight, emergency procedures, and normal and abnormal procedures.
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<b>Classification</b>	Aviation > Aircraft Operation
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Unit 26180, <i>Demonstrate technical knowledge of an aeroplane exceeding 5700kg MCTOW for a type rating</i> , or demonstrate equivalent knowledge and skills.
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### Guidance Information

- 1 The type competency demonstration flight covered by this unit standard must be demonstrated in accordance with the Civil Aviation Rules Part 61 and 91, and other relevant rules, published by the Civil Aviation Authority of New Zealand (CAA), PO Box 31441, Lower Hutt 5040, and their subsequent amendments. The standard will be granted only in respect of a rating for a type other than that used for the initial flight test.
- 2 This unit standard is aligned with the relevant parts of the prescribed syllabi of the CAA. Credit will be awarded on meeting the requirements of the CAA-approved assessment or examination.
- 3 Definitions, abbreviations, and acronyms used in this unit standard are to be found in:
  - a *Civil Aviation Rules Part 1* on the CAA website at <https://www.caa.govt.nz>; and
  - b *Aeronautical Information Publication (AIP)* published by Aeronautical Information Management (AIM), PO Box 294, Wellington 6140 or on the AIM website at <http://www.aip.net.nz>.
- 4 Evidence presented for assessment against this unit standard must be in accordance with industry texts and standards.
- 5 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.
- 6 Industry standards and recommended practices are those set in place by the CAA.

- 7 Industry texts may include but are not limited to – aircraft flight manuals, CAA Rules, CAA Advisory Circulars, CAA Flight Test Standards Guides, operator exposition, New Zealand Defence Force (NZDF) Policy.
- 8 A simulator, specifically approved by the Director of Civil Aviation for conversion to type training, may be used for all or part of the demonstration in accordance with Advisory Circular 61-10, *Pilot licences and ratings – Type ratings*.
- 9 Emergency procedures may be real or simulated.
- 10 Industry requirements are that the candidate must meet the eligibility requirements of the Civil Aviation Act 2023 and the Civil Aviation Rules Part 61 for type rating.
- 11 In accordance with the provisions of Civil Aviation Rule Part 61 for Pilot Licences and Ratings and the associated Advisory Circulars, the CAA accepts specific NZDF flight crew qualifications and associated flight experience towards a number of the prescribed eligibility requirements for the issue of a New Zealand pilot licence and associated ratings.

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## Outcomes and performance criteria

### Outcome 1

Demonstrate pre-flight requirements for a type rating for an aeroplane exceeding 5700kg MCTOW.

### Performance criteria

- 1.1 Flight documents are presented.  

Range	includes but is not limited to – aircraft flight manual, release to service, engine charts, AIP, route guide.
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- 1.2 Aircraft and engine limitations are described.  

Range	includes but is not limited to – emergency equipment, emergency procedures.
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- 1.3 Flight planning is demonstrated.
- 1.4 Aircraft loading is demonstrated.  

Range	includes but is not limited to – trim sheets, fuel requirements, fuel management.
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- 1.5 External and internal inspections are carried out and explained.  

Range	includes but is not limited to – location of critical items.
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1.6 Start-up procedures are demonstrated.

Range includes but is not limited to – start-up, after start, cockpit checks, selection of navigation and communication frequencies, taxiing, steering, instrument checks, ATS clearances.

1.7 Take-off checks are demonstrated.

Range checks include but are not limited to – engines, instruments, systems, crew briefing, radiotelephone procedures.

## Outcome 2

Demonstrate flight manoeuvres for a type rating for an aeroplane exceeding 5700kg MCTOW.

### Performance criteria

2.1 Take-off and landing are demonstrated.

Range normal, crosswind, rejected take-off, take-off with engine failure immediately after decision speed ( $V_1$ ).

2.2 Normal climb and descent manoeuvres are demonstrated.

2.3 Approach is demonstrated.

Range circling approach at minimum authorised circling altitude, missed approach from not more than 100 feet agl.

2.4 Stall onset in clean, take-off and landing configurations is demonstrated.

Range at least one stall with aircraft in turning configuration.

2.5 Steep turns are demonstrated.

Range through 360 degrees in both directions, recommended bank angle of 45 degrees.

2.6 Approach to  $V_{MCA}$  with asymmetric power is demonstrated.

2.7 Recovery from unusual attitudes and upset flight is demonstrated.

## Outcome 3

Demonstrate instrument flight for a type rating for an aeroplane exceeding 5700kg MCTOW.

### Performance criteria

3.1 Asymmetric climb and descent procedures are demonstrated.

3.2 Interception and tracking of bearings is demonstrated.

Range includes but is not limited to – predetermined bearings, airways procedures; entering, maintaining and departing from holding patterns.

3.3 Descent to minimum altitude through intermediate and approach procedures is demonstrated.

Range includes but is not limited to – ILS, VOR, non-precision radio navigation facility.

3.4 Missed approach from minimum altitude with asymmetric thrust is demonstrated.

#### Outcome 4

Demonstrate emergency procedures for a type rating for an aeroplane exceeding 5700kg MCTOW.

##### Performance criteria

4.1 Emergency procedures are demonstrated.

Range includes but is not limited to – engine fire, normal unfeathering, relight, emergency descent in pressurised aircraft, other procedures specified in aircraft flight manual.

#### Outcome 5

Demonstrate normal and abnormal procedures for a type rating for an aeroplane exceeding 5700kg MCTOW.

##### Performance criteria

5.1 Normal and abnormal procedures are demonstrated.

Range malfunctions may include but are not limited to – auto-pilot, anti-ice and de-icing systems, electrical system (including loss of flight instruments), hydraulics, pneumatics, air-conditioning, pressurisation, oxygen system, weather radar.

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<b>Planned review date</b>	31 December 2028
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	18 June 2010	31 December 2018
Revision	2	9 December 2010	31 December 2018
Review	3	20 October 2016	31 December 2027
Review	4	28 September 2023	31 December 2027
Review	5	29 May 2025	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.