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| Title | Demonstrate cross-country navigation skills (day) for a commercial pilot licence (helicopter) | | |
| Level | 5 | Credits | 10 |

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| Purpose | People credited with this unit standard are able, for a commercial pilot licence (helicopter) to demonstrate: pre-flight preparation procedures for cross-country flying (day); in-flight procedures; turning point procedures; enroute landing; diversion procedures; airmanship procedures; and post-flight procedures. |
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| Classification | Aviation > Aircraft Operation |
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| Available grade | Achieved |
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| Entry information | |
| Critical health and safety prerequisites | Industry requirements are that the candidate must meet the eligibility requirements of the Civil Aviation Act 1990 and the Civil Aviation Rules Part 61 for a commercial pilot licence. |

Explanatory notes

- 1 The test 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 3555, Wellington 6140, and their subsequent amendments. This unit standard is aligned with the relevant parts of the prescribed syllabi of the CAA for a commercial pilot licence. Credit will be awarded on meeting the requirements of the CAA-approved assessment or examination.
- 2 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>.
- 3 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.
- 4 Industry standards and recommended practices are those set in place by the CAA.

- 5 Industry texts may include but are not limited to – aircraft flight manuals, CAA Rules, CAA Advisory Circulars, CAA Flight Test Standards Guides, operator exposition.
- 6 This unit standard is to be assessed against a Commercial Pilot Licence (Helicopter) cross-country flight test (day) as specified in Advisory Circular 61-5.

Outcomes and evidence requirements

Outcome 1

Demonstrate pre-flight preparation procedures for cross-country flying (day) for a commercial pilot licence (helicopter).

Evidence requirements

- 1.1 Map preparation is demonstrated in accordance with industry texts and standards.
- 1.2 Flight log preparation is demonstrated in accordance with industry texts and standards.

Range includes but is not limited to – track, heading, distance, ground speed, estimated time interval, fuel calculations.
- 1.3 Flight plan requirements are demonstrated in accordance with industry texts and standards.
- 1.4 Air Traffic Service procedures are prepared for in accordance with industry texts and standards.
- 1.5 Weather data, NOTAMs, and AIP supplements are obtained and correctly interpreted in accordance with industry texts and standards.
- 1.6 Fuel planning is calculated in accordance with industry texts and standards.
- 1.7 Aircraft loading is calculated in accordance with the aircraft flight manual and industry standards.
- 1.8 Aircraft performance factors are calculated in accordance with industry texts and standards.

Range includes but is not limited to – take-off and landing distance calculations, enroute requirements.
- 1.9 Pre-flight external and internal inspection is completed in accordance with the aircraft flight manual and industry standards.

Outcome 2

Demonstrate in-flight procedures for a commercial pilot licence (helicopter).

Evidence requirements

- 2.1 Pre-departure systems checks are demonstrated in accordance with the aircraft flight manual and industry standards.
- 2.2 Departure procedures are demonstrated in accordance with the aircraft flight manual and industry standards.
- 2.3 Navigation is demonstrated in accordance with the aircraft flight manual and industry standards.
- Range includes but is not limited to – position reporting, log keeping, track and ETA correction, TAS checks, map reading, high level and low level navigation.
- 2.4 Position and time are regularly recorded in accordance with industry texts and standards.
- 2.5 Communication to obtain flight information is demonstrated in accordance with the aircraft flight manual and industry standards.
- 2.6 Navaids are used in accordance with the aircraft flight manual and industry standards.
- 2.7 Tracking techniques are demonstrated in accordance with industry texts and standards.
- 2.8 Flying accuracy is demonstrated in accordance with the aircraft flight manual and industry standards.
- 2.9 ETA is revised in accordance with the aircraft flight manual and industry standards.

Outcome 3

Demonstrate turning point procedures for a commercial pilot licence (helicopter).

Evidence requirements

- 3.1 ETA is achieved in accordance with the aircraft flight manual and industry standards.
- 3.2 Turning points are identified in accordance with industry texts and standards.

Outcome 4

Demonstrate enroute landing for a commercial pilot licence (helicopter).

Evidence requirements

4.1 Enroute landing is demonstrated in accordance with industry texts and standards.

Range circuit, approach, landing, take-off.

Outcome 5

Demonstrate diversion procedures for a commercial pilot licence (helicopter).

Evidence requirements

5.1 Decision to carry out a diversion is made in accordance with the aircraft flight manual and industry standards.

5.2 Track and distance are estimated in accordance with the aircraft flight manual and industry standards.

5.3 ETA revision is demonstrated in accordance with the aircraft flight manual and industry standards.

5.4 Fuel for the diversion is calculated in accordance with the aircraft flight manual and industry standards.

5.5 Away landing is demonstrated in accordance with the aircraft flight manual and industry standards.

Outcome 6

Demonstrate airmanship procedures for a commercial pilot licence (helicopter).

Evidence requirements

6.1 Pilot judgement is applied in accordance with industry texts and standards.

Range includes but is not limited to – flight as a whole, confidence, handling of aircraft, decision making.

6.2 Lookout and general airmanship are demonstrated in accordance with industry texts and standards.

6.3 Radiotelephony procedures are demonstrated in accordance with industry texts and standards.

6.4 Lost procedures are demonstrated in accordance with industry texts and standards.

6.5 In-flight emergency procedures are demonstrated in accordance with the aircraft flight manual and industry standards.

Range includes but is not limited to – diversion, precautionary landings, engine failure, radio failure, electrics failure, fire, actions in the event of becoming lost.

Outcome 7

Demonstrate post-flight procedures for a commercial pilot licence (helicopter).

Evidence requirements

7.1 Post-flight procedures are carried out in accordance with the aircraft flight manual and industry standards.

Range includes but is not limited to – engine shutdown, secure aircraft, aircraft inspection, complete documentation, terminate flight plan, terminate SAR watch, logbook certified.

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| Planned review date | 31 December 2021 |
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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 2011 |
| Revision | 2 | 9 December 2010 | 31 December 2011 |
| Revision | 3 | 15 April 2011 | 31 December 2018 |
| Review | 4 | 20 October 2016 | N/A |

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| Consent and Moderation Requirements (CMR) reference | 0169 |
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Please note

Providers must be granted consent to assess against standards (accredited) by NZQA, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be granted consent to assess against standards by NZQA before they can register credits from assessment against unit standards.

Providers and Industry Training Organisations, which have been granted consent and which are assessing against unit standards must engage with the moderation system that applies to those standards.

Requirements for consent to assess and an outline of the moderation system that applies to this standard are outlined in the Consent and Moderation Requirements (CMR). The CMR also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

Comments on this unit standard

Please contact ServiceIQ qualifications@serviceiq.org.nz if you wish to suggest changes to the content of this unit standard.