Title	**Demonstrate flying skills for an airline transport pilot licence (aeroplane)**		
Level	**6**	**Credits**	**35**

Purpose	People credited with this unit standard are able, for an airline transport pilot licence (aeroplane), to demonstrate: on-the-ground preparation; pre-flight procedures; pre-take-off and take-off procedures; in-flight procedures; descent, approach and landing procedures; and accuracy in aircraft flying procedures.

Classification	Aviation > Aircraft Operation

Available grade	Achieved

Guidance Information

1 The 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. To undertake this assessment, the candidate must present a current CPL (A), appropriate evidence of current written examination credits¸ including any Knowledge Deficiency Reports, a logbook certifying requisite flight experience, proof of identity, a current instrument rating, a Class 1 Medical Certificate and hold a rating for the type of aircraft used in the flight test.

2 This unit standard is aligned with the relevant parts of the prescribed syllabi of the CAA for an airline transport pilot licence (aeroplane). Credit will be awarded upon meeting the requirements of the CAA-approved assessment or examination.

3 An airline transport pilot licence permits the holder to conduct aircraft operations as pilot-in-command in an aircraft requiring a co-pilot.

4 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.

5 Evidence presented for assessment against this unit standard must be in accordance with industry texts and standards.

6 Aircraft, equipment, and facilities required for the flight test must be in accordance with the requirements of CAA Advisory Circular 61-7 Appendix IV.

7 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.

8 Industry standards and recommended practices are those set in place by the CAA.

9 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.

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 an airline transport pilot licence (aeroplane).

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.

Outcomes and performance criteria

Outcome 1

Demonstrate on-the-ground preparation for an airline transport pilot licence (aeroplane).

Performance criteria

1.1 Personal factors are demonstrated.

Range includes but is not limited to – fitness to fly, grooming, deportment, punctuality, personal presentation, up-to-date and certified pilot's logbook, current CPL(A), appropriate examination credits, any KDRs, AIP Vol 1 to 3.

1.2 Licensing, privileges and currency requirements of an airline transport pilot are described.

1.3 Meteorological information is obtained, interpreted and analysed.

Range may include but is not limited – route forecasts, SIGWX, wind and temperature charts, TAFs, METARs and SPECIs, SIGMETs.

1.4 Meteorological information is used to make a sound decision about whether or not to proceed with the flight.

1.5 Application of the meteorological information to the flight is demonstrated.

1.6 Operational data is obtained, interpreted, and analysed.

Range may include but is not limited to – NOTAMs, AIP Supplements, AIP Volume 2 to 3, appropriate charts, Jeppesen charts.

1.7 A sound decision is demonstrated based on the operational data and the GPS RAIM prediction.

1.8 Flight planning is demonstrated.

Range may include but is not limited to – conditions of nominating an alternate; take-off, en-route, circling and approaching minimums; application of IFR cruising levels with due regard to icing levels.

1.9 Knowledge and application of fuel requirements and management are demonstrated.

Range CAR Part 121 or CAR Part 125, IFR, fuel quantity on board, endurance calculations.

1.10 Aircraft performance and limitations are interpreted and determined.

Range includes but is not limited to – calculating take-off and landing distances, calculating maximum weights and appropriate speeds, making a sound decision on whether the required performance is within the aircraft's capability.

1.11 Aircraft loading is determined.

Range aircraft weight limitations, aircraft centre of gravity limitation, distribution of passengers, distribution of fuel, distribution and securing of baggage.

1.12 Aircraft airworthiness and documentation are explained, and the airworthiness of the aircraft is evaluated.

Range Airworthiness Certificate, aircraft technical log, aircraft flight manual, associated operations manual documentation, airworthiness state.

Outcome 2

Demonstrate pre-flight procedures for an airline transport pilot licence (aeroplane).

Performance criteria

2.1 External pre-flight inspection is demonstrated.

2.2 Cockpit preparation procedures are demonstrated.

Range includes but is not limited to – FMS initialisation, data insertion and confirmation.

2.3 Crew is briefed.

Range brief may include but is not limited to – environment of open interactive communication, safety and operational issues, potential problems, duties of crew, cabin crew, operational guides for automated systems.

Outcome 3

Demonstrate pre-take-off and take-off procedures for an airline transport pilot licence (aeroplane).

Performance criteria

3.1 Engine start is demonstrated.

Range may include but is not limited to – recognition of requirement for supplementary start, actions required for abnormal start or fire.

3.2 Taxi is demonstrated.

Range may include but is not limited to – brake check, instrument serviceability check, control of taxiing speed, hazard recognition and avoidance, positioning of controls for wind conditions, parking the aircraft at the holding point.

3.3 Pre-take-off and pre-departure preparation are demonstrated.

Range may include but is not limited to – cabin secure; obtaining clearances; flight crew pre-take-off briefing (including go/no-go criteria); limitations for crosswind, cloud base, and visibility.

3.4 Take-off roll is demonstrated.

Range may include but is not limited to – use of correct runway, line up checks completed, take-off path clear, smooth throttle advance to maximum allowable power, engine instrument checks, rising airspeed, recognition of go/no-go decision point, tracking runway centre line, rotating at recommended V_r, pitch attitude for recommended climb established, aircraft trimmed for the recommended climb attitude.

3.5 Rejected take-off is demonstrated.

Outcome 4

Demonstrate in-flight procedures for an airline transport pilot licence (aeroplane).

Performance criteria

4.1 Engine failure at or after V_1 is demonstrated.

4.2 Transition to instrument flight and initial climb are demonstrated.

4.3 Instrument departure procedures are demonstrated.

4.4 Climb procedures are demonstrated.

Range may include but is not limited to – IFR en-route climb procedures; maintaining required climb tracks; maintaining applicable altimeter setting; reporting position to ATS; maintaining in-flight navigation, fuel and radio log.

4.5 Cruise procedures are demonstrated.

Range may include but is not limited to – complying with IFR en-route cruise procedures; maintaining required cruise tracks; reporting position to ATS; maintaining in-flight navigation, fuel and radio log.

Outcome 5

Demonstrate descent, approach and landing procedures for an airline transport pilot licence (aeroplane).

Performance criteria

5.1 Descent, approach and landing preparation are demonstrated.

Range may include but is not limited to – obtaining weather and operational information relating to the descent, approach and landing; calculating top of descent point; reviewing and briefing on arrival procedures, approach procedures, landing procedures, ground taxi and parking procedures, missed approach procedures, holding and diversion considerations; reviewing and evaluating on endurance, fuel reserves.

5.2 Descent procedures are demonstrated.

Range may include but is not limited to – complying with IFR en-route descent procedures; maintaining required descent tracks; maintaining applicable altimeter settings; reporting position to ATS; maintaining in-flight navigation, fuel and radio log.

5.3 Holding is demonstrated.

5.4 Initial approach procedures are demonstrated.

5.5 Radar vectoring for an approach is demonstrated.

5.6 Precision approach is demonstrated.

5.7 Non-precision approach is demonstrated.

5.8 Instrument approach to circle visually for approach and landing is demonstrated.

5.9 Procedures for one engine inoperative performance are demonstrated.

5.10 Missed approach procedures are demonstrated.

5.11 Diversion procedures are demonstrated.

5.12 Landing procedures are demonstrated.

Range normal, crosswind, one engine inoperative.

5.13 Taxi to parking is demonstrated.

5.14 Engine shutdown and securing the aircraft is demonstrated.

5.15 Crew self evaluation documentation is completed.

Outcome 6

Demonstrate accuracy in aircraft flying procedures for an airline transport licence (aeroplane).

Performance criteria

6.1 Threat and error management is demonstrated.

6.2 Communications process and decision making are demonstrated.

Range may include but is not limited to – inquiry, advocacy, assertion, communications, decisions.

6.3 Team building is demonstrated.

Range may include but is not limited to – leadership, followership, concern for tasks, interpersonal relationships, group climate.

6.4 Workload management and situational awareness are demonstrated.

Range may include but is not limited to – preparation, planning, vigilance, workload distribution, distraction avoidance.

6.5 Communication with cabin crew, company, and passengers is demonstrated.

6.6 Completion of checks and use of checklists are demonstrated.

6.7 ATS procedures and compliance are demonstrated.

6.8 RTF procedures are demonstrated.

6.9 Loss of communications procedures are demonstrated.

6.10 Aircraft handling by reference to instruments is demonstrated.

6.11 Use of automation is demonstrated.

6.12 Navaid management and tracking is demonstrated.

6.13 Systems operation and procedures are demonstrated.

6.14 Management of a system malfunction is demonstrated.

6.15 The location, purpose and use of emergency equipment are explained.

6.16 Unusual attitudes (upset recovery) are demonstrated.

6.17 Management of ACAS advisories is demonstrated.

6.18 Go-round from a GPWS alert is demonstrated.

6.19 Recovery from a wind shear encounter is demonstrated.

6.20 Knowledge of flight rules is demonstrated.

Range may include but is not limited to – CAA rules pertaining to multi-crew, IFR flight in Part 125 or Part 121 air operations.

6.21 Adherence to the organisation's SOPs is demonstrated.

6.22 Lookout in VMC is demonstrated.

Replacement information	This unit standard replaced unit standard 16320.

Planned review date	31 December 2028

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	21 January 2011	31 December 2018
Review	2	20 October 2016	31 December 2027
Review	3	28 September 2023	31 December 2027
Review	4	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 if you wish to suggest changes to the content of this unit standard.