

<b>Title</b>	<b>Demonstrate knowledge of flight planning for an airline transport pilot licence (helicopter)</b>		
<b>Level</b>	<b>6</b>	<b>Credits</b>	<b>6</b>

<b>Purpose</b>	People credited with this unit standard are able, for an airline transport pilot licence (helicopter), to demonstrate knowledge of: flight planning terminology; route selection; navigation plan preparation; fuel planning; and enroute diversion calculations.
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<b>Classification</b>	Aviation > Aircraft Operation
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<b>Available grade</b>	Achieved
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### Guidance Information

- 1 This unit standard is aligned with the relevant parts of the prescribed syllabi of the Civil Aviation Authority of New Zealand (CAA) for Subject No 41 for an airline transport pilot licence (helicopter). Credit will be awarded upon meeting the requirements of the CAA-approved assessment or examination.
- 2 An airline transport pilot licence permits the holder to conduct aircraft operations as pilot-in-command in an aircraft requiring a co-pilot.
- 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 For the purpose of this unit standard, *knowledge* refers to knowledge, understanding, and application of the subject matter.

- 9 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 (helicopter).
- 10 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 knowledge of flight planning terminology for an airline transport pilot licence (helicopter).

#### Performance criteria

- 1.1 Flight planning definitions, terminology and abbreviations are defined.

### Outcome 2

Demonstrate knowledge of route selection for an airline transport pilot licence (helicopter).

#### Performance criteria

- 2.1 Factors to be considered in route selection are described.

### Outcome 3

Demonstrate knowledge of navigation plan preparation for an airline transport pilot licence (helicopter).

#### Performance criteria

- 3.1 TAS, climb speeds, descent speeds, and the respective time allowances are derived.

- 3.2 Meteorological information is interpreted.

Range may include but is not limited to – reports, area forecasts, meteorological reports, trend forecasts, aerodrome forecasts, SIGMET.

- 3.3 Flight plan calculations for an IFR cross-country flight are demonstrated.

Range may include but is not limited to – top of climb point, level cruise portion, top of descent point, TAS, tracks.

**Outcome 4**

Demonstrate knowledge of fuel planning for an airline transport pilot licence (helicopter).

**Performance criteria**

4.1 Fuel calculations are derived.

Range includes but is not limited to – fuel capacities, useable fuel, standard fuel flows, standard fuel allowances, fuel flow for a given leg/flight.

**Outcome 5**

Demonstrate en route diversion calculations for an airline transport pilot licence (helicopter).

**Performance criteria**

5.1 En route diversion calculations are demonstrated.

Range may include but is not limited to – time and distance to the point of no return (PNR), time and distance to the critical point/equi-time point (CP/ETP), position following diversion off track.

<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	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

<b>Consent and Moderation Requirements (CMR) reference</b>	0028
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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](mailto:qualifications@ringahora.nz) if you wish to suggest changes to the content of this unit standard.