

Title	Demonstrate knowledge and readiness for airline multi-crew flying operations		
Level	6	Credits	35

Purpose	People credited with this unit standard are able to demonstrate: knowledge of multi-crew airline flying operations, multi-crew skills for airline flying operations.
----------------	--

Classification	Aviation > Aircraft Operation
-----------------------	-------------------------------

Available grade	Achieved
------------------------	----------

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 with multi-engine instrument rules privilege.

Explanatory notes

- 1 The simulated air operations requirements covered by this unit standard must be demonstrated in accordance with the Civil Aviation Rules Part 121 and/or Part 125 and other relevant rules, published by the Civil Aviation Authority of New Zealand, PO Box 3555, Wellington 6140, and their subsequent amendments.
- 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 – Civil Aviation Act 1990, aircraft flight manuals, CAA Rules, CAA Advisory Circulars, operator exposition.
- 6 The flying operations for this unit standard may be simulated. The simulation must be of a standard that reflects the environment of an aircraft, and be representative of typical EFIS turboprop or jet airliner, or equivalent, as the minimum standard.

Outcomes and evidence requirements

Outcome 1

Demonstrate knowledge of multi-crew airline flying operations.

Evidence requirements

- 1.1 The physical differences between small twin engine aircraft and multi-crew airline aircraft are explained in accordance with industry texts and standards.
- Range may include but is not limited to – mass and size (greater than 5700 kg MCTOW), inertia and momentum, loading and centre of gravity range, reference speeds, physical dimensions.
- 1.2 The effects of adverse weather in multi-crew airline operations are explained in accordance with industry texts and standards.
- Range may include but is not limited to – low cloud/fog, wind shear, contaminated runways, air mass thunderstorm cycle, severe thunderstorm anatomy, microburst, weather radar, recovery techniques.
- 1.3 The application and use of key aircraft systems is explained in accordance with industry texts and standards.
- Range key aircraft systems include but are not limited to – GPWS, additional attitude indicator, weather radar, TAWS, ACAS; application may include but is not limited to – alert conditions, excessive barometric descent rate, excessive terrain closure, altitude loss after take-off and go-around, bank-angle alert.
- 1.4 The handling differences between small twin engine aircraft and multi-crew airline aircraft are explained in accordance with industry texts and standards.
- Range may include but is not limited to – turbo-prop/jet handling, turbo-prop/jet aerodynamics, multi-crew, threat and error management, SOPs, checklists.
- 1.5 The purpose and application of airline manuals are explained in accordance with industry texts and standards.
- Range may include but is not limited to – operations manual, training standards manual, ground handling manual, operator's maintenance manual, quick reference handbook (QRH), pilot's reference manual.

1.6 The principles and application of non-technical skills (NOTECHS) are explained in accordance with industry texts and standards.

Range NOTECHS may include but are not limited to – situational awareness in the cockpit, command and leadership, crew resource management, synergy, workload management, decision making, awareness of human error.

1.7 The purpose of Safety Management Systems (SMS) in a commercial airline is explained in accordance with industry texts and standards.

Range includes but is not limited to -- incidents requiring reporting under Part 12 or under company requirements.

1.8 Pilots' responsibilities within SMS in commercial airlines are demonstrated in accordance with industry texts and standards.

Range includes but is not limited to -- Occupational Safety Reports (OSRs) or equivalent.

Outcome 2

Demonstrate multi-crew skills for airline flying operations.

Evidence requirements

2.1 Flying operations and use of NOTECHS, as pilot-in-command (pilot flying), and as first officer (pilot monitoring), are demonstrated in accordance with industry texts and standards.

Range flying operations may include but are not limited to – flight management; managing autopilot; reacting to situational changes (weather, technical systems, health status of passengers, airport closure);
NOTECHS include but are not limited to – situational awareness in the cockpit, command and leadership, crew resource management, synergy, workload management, decision making, awareness of human error.

Planned review date	31 December 2021
----------------------------	------------------

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	15 April 2011	31 December 2018
Review	2	20 October 2016	N/A

Consent and Moderation Requirements (CMR) reference	0169
--	------

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.