

Title	Demonstrate helicopter trolley take-off and landing		
Level	5	Credits	3

Purpose	People credited with this unit standard are able to demonstrate helicopter trolley take-off and landing.
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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 (helicopter).

Explanatory notes

- 1 The flying covered by this unit standard must be demonstrated in accordance with the Civil Aviation Rules Part 91 and other relevant rules, published by the Civil Aviation Authority of New Zealand (CAA), PO Box 3555, Wellington 6140, available at <http://www.caa.govt.nz/rules/rules.htm>, and their subsequent amendments.
- 2 This unit standard is aligned with the relevant parts of the prescribed syllabi of the CAA for a commercial pilot licence (helicopter).
- 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 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.
- 5 Industry standards and recommended practices are those set in place by the CAA.
- 6 Industry texts may include but are not limited to – aircraft flight manuals, CAA Rules, CAA Advisory Circulars, CAA Flight Test Standards Guides, operator exposition.

7 Definition

Trolley refers to a wheeled platform used for transporting a helicopter into and out of hangarage.

Outcomes and evidence requirements

Outcome 1

Demonstrate helicopter trolley take-off and landing.

Evidence requirements

1.1 Take-off from a trolley is demonstrated in accordance with industry texts and standards.

Range includes but is not limited to – headwind, crosswind, tailwind.

1.2 Landing on a trolley is demonstrated in accordance with industry texts and standards.

Range includes but is not limited to – headwind, crosswind, tailwind; timely, accurate.

1.3 Awareness of hazards is maintained during trolley take-off and landing in accordance with industry texts and standards.

Range may include but is not limited to – Foreign Object Debris (FOD), buildings, vehicles, personnel.

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	15 March 2012	31 December 2018
Review	2	20 October 2016	N/A

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.