

<b>Title</b>	<b>Identify, as a flight attendant, major aircraft components</b>		
<b>Level</b>	<b>2</b>	<b>Credits</b>	<b>2</b>

<b>Purpose</b>	People credited with this unit standard are able to: demonstrate knowledge of major structural and selected subsidiary aircraft components; and communicate abnormal conditions of components that may affect safety to the flight crew using aviation industry terminology.
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<b>Classification</b>	Aviation > Flight Attendants
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Unit 21834, <i>Demonstrate knowledge of introductory aviation terminology</i> , or demonstrate equivalent knowledge and skills.
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### Guidance Information

- 1 Definition  
*Flight attendant* is used as a generic term, and therefore includes other terms used in different aviation enterprises, e.g. purser, cabin attendant, and cabin crew.
- 2 The depth of knowledge and skill required in this unit standard is to a level required for flight attendants to carry out their tasks and to communicate equipment malfunctions to flight crew accurately and without ambiguity.

### Outcomes and performance criteria

#### Outcome 1

Demonstrate knowledge of major structural and selected subsidiary aircraft components.

#### Performance criteria

- 1.1 Major and subsidiary components are identified on board an aircraft.  
 Range may include but is not limited to – fuselage, wings, tailplane, engines, propellers, flight control surfaces, flaps, ailerons, leading edge devices, spoilers, thrust reversers.

1.2 Major structural components are described in terms of their normal appearance, function, and position on board an aircraft.

Range may include but is not limited to – fuselage, wings, tailplane, fin, landing gear, engines, propellers.

1.3 Subsidiary components are described in terms of their normal appearance, function, and position on board an aircraft.

Range may include but is not limited to – flight control surfaces, flaps, ailerons, leading edge devices, spoilers, thrust reversers.

**Outcome 2**

Communicate abnormal conditions of components that may affect safety to the flight crew using aviation industry terminology.

Range abnormal conditions may include but are not limited to – loose panels, missing panels, leaks, vibration, smells, noises.

**Performance criteria**

2.1 Abnormal conditions of major structural components are communicated using aviation terminology.

Range may include but is not limited to – fuselage, wings, tailplane, fin, landing gear, engines, propellers.

2.2 Abnormal conditions of subsidiary components are communicated using aviation terminology.

Range may include but is not limited to – flight control surfaces, flaps, ailerons, leading edge devices, spoilers, thrust reversers.

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<b>Replacement information</b>	This unit standard, unit standard 9244, unit standard 21844, unit standard 21845, unit standard 21846, unit standard 25454, and unit standard 25457 were replaced by skill standard 40434.
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**This unit standard is expiring. Assessment against the standard must take place by the last date for assessment set out below.**

**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	30 January 1997	31 December 2017
Revision	2	14 May 2003	31 December 2017
Review	3	22 August 2005	31 December 2017
Review	4	12 December 2008	31 December 2017
Review	5	19 March 2015	31 December 2027
Rollover and Revision	6	30 September 2021	31 December 2027
Review	7	28 November 2024	31 December 2027

<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>.