



**Australian Government**

**Assessment Requirements for AVIH0016  
Navigate aircraft under night visual flight  
rules**

**Release: 1**

# Assessment Requirements for AVIH0016 Navigate aircraft under night visual flight rules

## Modification History

Release 1. This is the first release of this unit of competency in the AVI Aviation Training Package.

## Performance Evidence

Evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria on at least one occasion and include:

- adapting to differences in equipment and operating environment in accordance with standard operating procedures (SOPs)
- applying air safety practices and regulations
- applying altimetry procedures to all stages of a night visual flight
- applying operational requirements that apply to planning a flight on the basis of conducting an area navigation (RNAV) global navigation satellite system (GNSS) procedure at the destination
- applying relevant aeronautical knowledge
- applying relevant legislation and workplace procedures
- calculating heading to steer to intercept a new or original track to or from a non-directional beacon (NDB)
- calculating heading to steer to intercept desired inbound track before reaching an NDB
- calculating lowest safe altitude (LSALT) for a night visual flight for a route published on a chart
- calculating LSALT when uncertain of position
- calculating relative bearing that will indicate a desired track to or from an NDB has been intercepted, given the intercept heading
- calculating the heading to steer to intercept a new or original track to or from a very high frequency (VHF) omni directional radio range (VOR)
- calculating track to and from an NDB given heading and relative bearings
- communicating effectively with others
- completing relevant documentation
- determining NDB station passage, abeam NDB station, NDB bearing the aircraft is on, track error and/or drift experienced, from an automatic direction finder (ADF) relative bearing indications
- determining off-track distance experienced from VOR and distance measuring equipment (DME) cockpit indications
- determining route for night visual flight with respect to:
  - forecast weather
  - controlled airspace, including prohibited, restricted and danger (PRD) areas

- specified route limitations
- airways operational requirements
- availability of published routes
- en route alternate aerodromes
- navigation aids
- rated coverage
- radio communication
- determining scalloping, VOR station passage, abeam VOR station, VOR radial the aircraft is on, track error and/or drift experienced, from VOR cockpit indications
- determining flight calculations, including:
  - time made good (TMG)
  - ground speed (GS)
  - estimated time of arrival (ETA)
  - time and distance to waypoint (WPT)
  - wind velocity (WV) in-flight
- determining whether a flight may proceed based on route, aircraft equipment and NVFR navigation requirements
- identifying and correctly using equipment required when navigating an aircraft under NVFR
- implementing contingency plans
- implementing work health and safety (WHS)/occupational health and safety (OHS) procedures and relevant regulations
- interpreting DME or global positioning system (GPS) arrival information
- interpreting typical GPS navigational displays latitude/longitude, distance and bearing to waypoint, course deviation indications (CDI)
- implementing aviation risk management processes to minimise, control or eliminate hazards that may exist while navigating an aircraft under NVFR
- maintaining compliance with regulatory requirements
- maintaining interception and maintenance of GNSS defined tracks
- managing abnormal operations and emergency procedures in control area (CTA), control zone (CTR), or Class G airspace and at non-controlled aerodromes
- modifying activities depending on workplace contingencies, situations and environments
- monitoring and anticipating operational problems and hazards and taking appropriate action
- monitoring work activities in terms of planned schedule
- operating electronic communications equipment to required protocol
- performing DME procedures, including:
  - fixing position, given cockpit instrument indications utilising two VHF VOR stations
  - fixing position, given instrument indications utilising combinations of VOR, - NDB and DME
  - fixing position, given relative bearing indications utilising two NDB stations
- performing NDB approaches, including:
  - calculating heading to steer to intercept a new or original track to or from an NDB
  - calculating heading to steer to intercept desired inbound track before reaching an NDB

- calculating relative bearing that will indicate desired track to or from an NDB has been intercepted, given the intercept heading
- calculating track to and from an NDB, given heading and relative bearings
- determining NDB station passage, abeam NDB station, NDB bearing the aircraft is on, tracking error and/or drift experienced, from automatic direction finder relative bearing indications
- fixing position, given relative bearing indications utilising two NDB stations
- performing GNSS procedures, including:
  - interpreting DME or GNSS arrival information
  - interpreting typical GNSS navigational displays, including latitude/longitude, distance and bearing to waypoint, CDI
- performing VHF VOR approaches, including:
  - calculating the heading to steer to intercept a new or original track to or from a VOR
  - determining off-track distance experienced from VOR and DME cockpit indications
  - determining scalloping, VOR station passage, abeam VOR station, VOR radial the aircraft is on, tracking error and/or drift experienced from VOR cockpit indications
  - fixing position, given cockpit instrument indications utilising two VOR stations
  - fixing position, given instrument indications utilising combinations of VOR, NDB and DME
- performing NVFR navigational functions within the parameters of authorised regulations, orders and operations manual procedures
- predicting availability of approach receiver autonomous integrity monitoring (RAIM) at destination or alternate aerodrome and limitations that apply to the prediction
- reading, interpreting and following relevant regulations, instructions, procedures, information and signs
- recognising and taking appropriate action for GNSS warnings and messages
- recognising significant variances from forecast meteorological conditions and taking appropriate actions, including issuing an air report (AIREP)
- reporting and/or rectifying problems, faults or malfunctions promptly in accordance with workplace procedures
- selecting and using required personal protective equipment (PPE) conforming to industry and WHS standards
- sourcing and interpreting aviation weather forecast products and services appropriate to flight planning and navigation procedures
- working systematically with required attention to detail without injury to self or others, or damage to goods or equipment.

## Knowledge Evidence

Evidence required to demonstrate competence in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria and include knowledge of:

- abnormal operations and emergency procedures in CTA, CTR, Class G airspace and at non-controlled aerodromes

- aerodrome landing area (ALA) or helicopter landing site (HLS) dimension and lighting requirements for fixed or rotary wing NVFR operations
- aerodrome operations where surrounding light is limited
- airways clearance requirements for entering, operating in and departing CTA and CTR, including what details to provide to air traffic control (ATC), and what details to expect from ATC
- airways clearance requirements for operating in all classes of airspace, including lead time required for flight plan submission, contents, clearance void time and read back requirement
- alternate aerodrome planning requirements
- altimetry procedures to all stages of a night visual flight
- ATC procedures relevant to NVFR operations
- ATC requirements for a change of level in CTA, including in an emergency
- compulsory reporting points for route selected
- controlled area protection
- departure, climb, transition to cruise (levelling out), cruise, change of levels, descent and visual approach procedures at night, in CTA, CTR, Class G airspace and at non-controlled aerodromes
- dimensions of the significant safety sector when calculating LSALT for a route not published on a chart
- DME, including:
  - DME or GNSS arrival information
  - DME or GNSS arrival procedures and limitations in all classes of airspace
  - pilot responsibilities when DME or GNSS arrival is conducted outside controlled airspace
  - conditions permitting descent below LSALT
  - procedure for joining circuit using a DME or GNSS arrival
  - principles of operation of DME or GNSS radio equipment
  - procedures for handling loss of radio communication during a DME or GNSS arrival
- explanation of conditions for descent below LSALT
- GNSS, including:
  - principles of operation, performance limitations and errors of a GNSS system
  - methods of position fixing using a GNSS system
  - GNSS operating procedures for typical navigational tasks using a specific type of aircraft equipment
  - GNSS operating procedures that provide safeguards against navigational errors and loss of situational awareness
  - indications of waypoint passage
  - GNSS operational and serviceability checks
  - human factor limitations associated with using GNSS equipment
  - requirements applicable to pilots and equipment for GNSS operations
  - parameters applicable to tracking tolerances, automatic waypoint sequencing, CDI sensitivity and RAIM availability
  - mode of operation required during each segment of a GNSS/NPA, conditions required to

transition to and operate in that mode, and associated CDI sensitivity and RAIM protection provided

- parameters applicable to RAIM warnings in en route, terminal and approach modes
- effect of availability or otherwise of baro-aiding on RAIM availability and prediction
- effect of satellite unserviceability on reliability of each type of prediction
- effect of each type of RAIM prediction operational requirements
- operational requirements that apply to planning a flight on the basis of conducting an area navigation RNAV (GNSS) procedure at the destination
- factors that may adversely affect the conduct of a GNSS/NPA and suitable pilot procedures to minimise such effects
- operating procedures for GNSS equipment that reduce or eliminate errors due to any of these factor
- human factors and physiological limitations for conducting NVFR operations
- loss of radio communication procedures in CTA, CTR, Class G airspace and at non-controlled aerodromes
- maximum permissible time interval in between ATC transmissions during radar vectoring
- methods of establishing and calculating LSALT, including:
  - from published charts
  - for route not published
  - position uncertainty
- minimum NVFR aircraft equipment requirements
- navigation requirements for a night visual flight using radio, self-contained or long-range navigation systems
- navigation requirements for a night visual flight using visual reference to ground and water
- navigation requirements for night visual flight with respect to time interval between fixes, accuracy of time reference, and accuracy and procedures in track-keeping
- navigation route requirements for NVFR:
  - forecast weather
  - CTA
  - PRD
  - engine out performance for multi-engine aircraft
  - specified route limitations
  - airways operational requirements
  - availability of published routes
  - en route
  - alternate aerodromes
  - navigation aids
  - rated coverage
  - radio communication
- navigation tolerance for a night visual flight avoiding CTA
- NDB, including:

- effects of coastal refraction, night error, thunderstorms, mountainous areas, types of terrain and altitude of aircraft on NDB indications or range
- methods of selecting and using the most appropriate NDB for tracking during navigation
- NDB position fixing, tracking techniques, procedures and limitations
- operation of VHF aerodrome lighting pilot activated lighting (PAL)
- pre-flight altimeter accuracy check for a night visual flight
- principles of operations, limitations and errors for NVFR radio navigation systems
- privileges and limitations of NVFR rating
- procedures of night visual flight in all classes of airspace when diverting from track due to navigation or weather
- radar emergency procedures, including loss of radio communication, radar failure, transponder emergency codes and aircraft emergencies
- radar services that are provided by ATC
- radar vectoring procedures, including radio procedures and phraseologies
- radio procedures in CTA, CTR, Class G airspace and at non-controlled aerodromes
- requirements and procedure for a diversion to an alternate aerodrome
- requirements for departure and descent for clearance from terrain
- requirements for positive radio fixing and the most precise track guidance
- separation provisions between NVFR flights, and IFR and VFR flights in the various classes of CTA
- separation provisions between NVFR flights, and instrument flight rules (IFR) and VFR flights in General Aviation Aerodrome Procedures (GAAP) CTR
- VHF VOR, including:
  - VOR instrument settings required to provide command indications when flying on given tracks both to and from the VOR
  - VOR tracking techniques, procedures and limitations.

## Assessment Conditions

Assessors must hold credentials specified within the Standards for Registered Training Organisations current at the time of assessment.

Assessment must satisfy the Principles of Assessment and Rules of Evidence and all regulatory requirements included within the Standards for Registered Training Organisations current at the time of assessment.

Assessment must occur in workplace operational situations. Where this is not appropriate, assessment must occur in simulated workplace operational situations that reflect workplace conditions.

Assessment processes and techniques must be appropriate to the language, literacy and numeracy requirements of the work being performed and the needs of the candidate.

Resources for assessment must include access to:

- a range of relevant exercises, case studies and/or simulations
- acceptable means of simulation assessment

- applicable documentation, including workplace procedures, regulations, codes of practice and operation manuals
- relevant materials, tools, equipment and PPE currently used in industry.

## **Links**

AVI Training Package Companion Volume Implementation Guide available on VET Net: - <https://vetnet.gov.au/Pages/TrainingDocs.aspx?q=4725260a-0af3-4daf-912b-ef1c2f3e5816>