



Australian Government

AVIY5034 Conduct a 2D non-directional beacon instrument approach

Release: 1

AVIY5034 Conduct a 2D non-directional beacon instrument approach

Modification History

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

Application

This unit involves the skills and knowledge required to conduct a 2D instrument approach using the non-directional beacon (NDB) procedure, in compliance with relevant regulatory requirements of the Civil Aviation Safety Authority and national operating standards.

It includes selecting approach and determining applicable minima, and monitoring aid signal integrity. It also includes conducting initial approach, holding pattern, instrument approach, and missed approach procedures.

This unit addresses aviation technical skill requirements (physical, mental and task-management abilities) related to aircraft operational duties of flight crew, and contributes to safe and effective performance in complex aviation operational environments.

Operations are conducted as part of recreational, commercial and military aircraft activities across a variety of operational contexts within the Australian aviation industry.

Work is performed independently or under limited supervision within a single-pilot or multi-crew environment.

Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Use for Defence Aviation is to be in accordance with relevant Defence Orders, Instructions, Publications and Regulations.

Pre-requisite Unit

Not applicable.

Competency Field

Y – Aircraft Operation and Traffic Management

Unit Sector

Not applicable.

Elements and Performance Criteria

ELEMENTS

PERFORMANCE CRITERIA

Elements describe the essential outcomes.

Performance criteria describe the performance needed to demonstrate achievement of the element.

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|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Select approach and determine applicable minima | <p>1.1 Current instrument approach and landing (IAL) chart for the NDB approach to be flown is selected</p> <p>1.2 IAL is reviewed and briefed to flight crew in relation to directing entry to the approach, lowest safe altitude (LSALT) or minimum safe altitude (MSA) is maintained prior to entry and tracks, distances, timing and descent limitations are maintained for the approach</p> <p>1.3 Fuel availability and latest divert time procedures are enacted as required</p> |
| 2 Monitor aid signal integrity | <p>2.1 NDB to be used for selected approach is tuned and identified</p> <p>2.2 Morse code identification and NDB indications are monitored throughout selected approach to ensure signal integrity</p> |
| 3 Conduct initial approach | <p>3.1 Altimeter is set to appropriate QNH</p> <p>3.2 Aircraft is manoeuvred to holding fix on an inbound track and at or above route MSA or LSALT is maintained in accordance with aeronautical information publication (AIP) requirements, using the NDB</p> |
| 4 Conduct holding pattern | <p>4.1 Aircraft holding pattern from the holding fix at or above LSALT or MSA is entered in accordance with specified sector entry</p> <p>4.2 Holding pattern is performed in accordance with AIP, using the NDB</p> |
| 5 Conduct instrument approach procedure | <p>5.1 Altimeter QNH is updated and set prior to approach commencement</p> <p>5.2 Instrument approach is conducted in accordance with tolerances specified in AIP using the NDB</p> <p>5.3 Landing runway is identified</p> <p>5.4 After establishing visual reference, a visual circling or runway approach is conducted for a landing on selected runway, in accordance with AIP</p> |

- 6 Conduct missed approach procedure**
- 6.1 Conditions requiring a missed approach are recognised and missed approach is initiated
 - 6.2 Aircraft is manoeuvred to missed approach point (MAPt)
 - 6.3 Missed approach procedure is conducted in accordance with the IAL chart
 - 6.4 Obstacle clearance in instrument meteorological conditions (IMC) is maintained

Foundation Skills

Foundation skills essential to performance are explicit in the performance criteria of this unit of competency.

Range of Conditions

Range is restricted to essential operating conditions and any other variables essential to the work environment.

Unit Mapping Information

This unit replaces and is equivalent to AVIY5034A Perform non-directional beacon (NDB) instrument approach.

Links

Companion Volume implementation guides are found in VETNet -

<https://vetnet.education.gov.au/Pages/TrainingDocs.aspx?q=4725260a-0af3-4daf-912b-ef1c2f3e5816>