



Australian Government

Department of Education, Employment and Workplace Relations

AVIY5026A Perform standard arrival route (STAR)

Revision Number: 1

AVIY5026A Perform standard arrival route (STAR)

Modification History

Not applicable.

Unit Descriptor

Unit Descriptor

This unit involves the skills and knowledge required to conduct a procedural arrival from an inbound route. This includes tracking via a STAR published in Aeronautical Information Publication (AIP), to a position from which an approach and landing can be made at the destination aerodrome. Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Application of the Unit

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Work must be carried out in compliance with the relevant licence and aircraft rating requirements of the Civil Aviation Safety Authority (CASA); relevant airspace control requirements and Instrument Flight Rules (IFR); and aircraft control principles, regulations, safety codes, protocols and procedures required to perform standard arrival route (STAR) as part of commercial aircraft activities.

Use for ADF Aviation is to be in accordance with relevant Defence Orders and Instructions and applicable CASA compliance.

Operations are conducted across a variety of operational contexts within the Australian aviation industry.

Work is performed under limited supervision.

This unit of competency is packaged at AQF V.

Licensing/Regulatory Information

Not applicable.

Pre-Requisites

Not applicable.

Employability Skills Information

Employability Skills This unit contains employability skills.

Elements and Performance Criteria Pre-Content

Elements describe the essential outcomes of a unit of competency. Performance criteria describe the required performance needed to demonstrate achievement of the element. Assessment of performance is to be consistent with the evidence guide.

Elements and Performance Criteria

ELEMENT

PERFORMANCE CRITERIA

- | | |
|---|---|
| 1 Prepare for IMC arrival | <ul style="list-style-type: none"> 1.1 Applicable aerodrome weather, airfield conditions and traffic information is obtained and applied 1.2 Descent/approach checks and briefs are completed 1.3 Approach and landing configurations are established appropriate for the runway and meteorological condition |
| 2 Conduct IMC arrival using a STAR | <ul style="list-style-type: none"> 2.1 Current chart for the STAR to be flown is selected and navigation systems are configured 2.2 Approach applicable to the runway being used for the landing is correctly executed 2.3 Aircraft is correctly manoeuvred from an inbound route, to a fix at or near the destination aerodrome, using navigation aids and transition to an approach as instructed by Air Traffic Control (ATC) 2.4 Obstacle clearance minima are maintained IAW AIP and/or ATC instructions 2.5 Aircraft is manoeuvred within the tolerance specified in AIP 2.6 ATC instructions amending STAR procedure are correctly implemented |

Required Skills and Knowledge

REQUIRED KNOWLEDGE AND SKILLS

This describes the essential knowledge and skills and their level required for this unit.

Required knowledge:

- Methodologies for input, monitoring and amendment of FMS/NAV system data
- STAR procedures and limitations
- Pilot's responsibilities when STAR clearance is given or cancelled
- Instrument approach procedure or visual approach at end of STAR
- STAR radio procedures
- Loss of radio communication during STAR
- Procedures for abnormal operations and/or emergencies during STAR, including navigation aid failure

Required skills:

- Interpret STAR charts
- Manipulate FMS /NAV system data
- Adjust for deviation in aircraft vertical profile
- Communicate effectively with others when performing STAR
- Read and interpret instructions, regulations, procedures and other information relevant to performing STAR
- Interpret and follow operational instructions and prioritise work
- Complete documentation related to performing STAR
- Operate electronic communication equipment to required protocol
- Work collaboratively with others when performing STAR
- Adapt appropriately to cultural differences in the workplace, including modes of behaviour and interactions with others
- Promptly report and/or rectify any identified problems that may occur when performing STAR in accordance with regulatory requirements and workplace procedures
- Implement contingency plans for unexpected events that may arise when performing STAR
- Apply precautions and required action to minimise, control or eliminate hazards that may exist while performing STAR
- Monitor and anticipate operational problems and hazards and take appropriate action
- Monitor work activities in terms of planned schedule
- Modify activities dependent on differing workplace contingencies, situations and environments
- Work systematically with required attention to detail without injury to self, or others, or damage to goods or equipment
- Adapt to differences in equipment and operating environment in accordance with standard

REQUIRED KNOWLEDGE AND SKILLS

operating procedures

- Select and use required personal protective clothing and equipment conforming to industry and OH&S standards
- Implement OH&S procedures and relevant regulations
- Identify and correctly use equipment required to perform STAR

Evidence Guide

EVIDENCE GUIDE

The Evidence Guide provides advice on assessment and must be read in conjunction with the performance criteria, required knowledge and skills, the range statement and the assessment guidelines for this Training Package.

Critical aspects for assessment and evidence required to demonstrate competency in this unit

- The evidence required to demonstrate competency in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria of this unit and include demonstration of applying:
 - the underpinning knowledge and skills
 - relevant legislation and workplace procedures
 - other relevant aspects of the range statement

Context of and specific resources for assessment

- Performance is demonstrated consistently over a period of time and in a suitable range of contexts
- Resources for assessment include:
 - a range of relevant exercises, case studies and/or other simulated practical and knowledge assessment, and/or
 - access to an appropriate range of relevant operational situations in the workplace
 - In both real and simulated environments, access is required to:
 - relevant and appropriate materials and equipment, and
 - applicable documentation including workplace procedures, regulations, codes of practice and operation manuals

Method of assessment

- Assessment of this unit must be undertaken by a registered training organisation
- As a minimum, assessment of knowledge must be conducted through appropriate written/oral tests
- Practical assessment must occur:
 - through activities in an appropriately simulated environment at the registered training organisation, and/or
 - in an appropriate range of situations in the workplace

Range Statement

RANGE STATEMENT

The range statement relates to the unit of competency as a whole. It allows for different work environments and situations that may affect performance.

- Tasks may be undertaken in:
- IMC
 - VMC with simulated IMC conditions
- Performance may be demonstrated in:
- single engine aircraft
 - multi engine aircraft
 - synthetic training device approved by the appropriate authority
 - variable air traffic conditions
 - variable weather conditions
 - variable flight situations
 - abnormal situations
 - classes of airspace as designated by the Civil Aviation Safety Authority
- Aircraft may include:
- fixed wing
 - helicopter
 - other commercial or military aircraft
- Crew may include:
- single pilot
 - multi crew
- Instruments may be:
- flight instruments suitable for instrument flight
 - head up display suitable for instrument flight
- Limitations may be imposed by:
- local noise abatement requirements and curfews
 - airspace endorsements
- Classes of airspace may be:
- as designated by the regulator
 - restricted and danger areas
 - military control zones
 - Air Defence Identification Zones
- Navigation aids may include:
- ADF (Automatic Direction Finder)
 - VOR (VHF Omni-directional Radio Range)
 - DME (Distance Measuring Equipment)
 - RADAR
 - GPS (Global Positioning System)
 - FMS (Flight Management Systems)
 - Moving Map Displays
 - TACAN
 - INS
- Conditions may include:
- a method of simulating IMC
 - simulated icing conditions

RANGE STATEMENT

- moderate turbulence
 - simulated hazardous weather
 - Autopilot/Flight Director
 - FMS/ other NAV system
 - simulation of emergency and abnormal procedures
 - company procedures
 - enterprise procedures
 - organisational procedures
 - established procedures
 - standard operating procedures
 - relevant sections of Civil Aviation Safety Regulations and Civil Aviation Orders
 - in Defence context, relevant Defence Orders and Instructions
 - Flight Manual/Pilot's Operating Handbook (POH)
 - Manual of Standards - Pilot Licensing (MOS-PL)
 - Aeronautical Information Publication (AIP)
 - En Route Supplement Australia (ERSA)
 - charts
 - operations manuals
 - approved checklists
 - workplace procedures and instructions and job specification
 - induction and training materials
 - conditions of service, legislation and industrial agreements including workplace agreements and awards
 - relevant Civil Aviation Safety Regulations and Civil Aviation Orders
 - in Defence context, relevant Defence Orders and Instructions
 - relevant state/territory OH&S legislation
 - relevant state/territory environmental protection legislation
 - relevant Australian Standards
 - relevant licence and aircraft rating requirements of the Civil Aviation Safety Authority (CASA) such as:
 - Manual of Standards
 - relevant Defence documentation such as:
 - Defence Orders and Instructions
 - approved curricula and training documentation
- Dependent on the type of organisation concerned and the local terminology used, workplace procedures may include:
- Information/documents may include:
- Applicable regulations and legislation may include:
- Performance includes tolerances specified in either of:

Unit Sector(s)

Not applicable.

Competency field

Competency Field Y - Aircraft Operation and Traffic Management