



Australian Government

AVILIC0003 Licence to operate a commercial aeroplane

Release: 2

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Modification History

Release 2. This is the second release of this unit of competency in the AVI Aviation Training Package. Performance Criteria 13.1 and 13.2, amended 'incipient spin' to 'wing drop at the stall'.

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 obtain a commercial pilot licence (aeroplane) in compliance with relevant regulatory requirements of the Civil Aviation Safety Authority (CASA) and national operating standards.

It addresses the following competency standards in the Civil Aviation Safety Regulations (CASRs) Part 61 Manual of Standards Instrument:

Common standards

- communicate in the aviation environment
- perform pre- and post-flight actions and procedures
- operate aeronautical radio
- manage fuel
- manage passengers and cargo
- non-technical skills 1 (manage a safe flight)
- non-technical skills 2 (recognise, direct and manage threats and errors).

Navigation and instrument flying standards

- navigate aircraft
- radio navigation en route
- full instrument panel manoeuvres
- limited instrument panel manoeuvres
- operate at a controlled aerodrome
- operate at non-towered aerodromes
- operate in controlled airspace
- operate in Class G airspace.

Aircraft rating standards: aeroplane category

- control aeroplane on the ground
- take-off aeroplane
- control aeroplane in normal flight
- land aeroplane
- aeroplane advanced manoeuvres

- manage abnormal situations – single engine aeroplanes.

This unit addresses aviation non-technical skills and knowledge requirements (mental, social and personal-management abilities) for commercial pilots and contributes to safe and effective performance in complex aviation operational environments.

This unit also addresses aviation technical skills and knowledge requirements (physical, mental and task-management abilities) related to commercial pilot duties and contributes to safe and effective performance in complex aviation operational environments.

Operations are conducted as part of commercial or 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.

Pre-requisite Unit

Not applicable.

Competency Field

LIC – Licensing

Unit Sector

Not applicable.

Elements and Performance Criteria

ELEMENTS

Elements describe the essential outcomes.

1 Communicate in an aviation environment

2 Perform pre- and post-flight actions and

PERFORMANCE CRITERIA

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

1.1 Effective face-to-face communication techniques are applied in accordance with general English language principles

1.2 Aeronautical radio is operated using appropriate operational communication aviation phraseology and terminology

2.1 Pre-flight actions and procedures are completed

procedures

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| | 2.2 | Pre-flight inspection is performed |
| | 2.3 | Post-flight actions and procedures are completed |
| 3 | Operate aeronautical radio | |
| | 3.1 | Radio equipment is operated |
| | 3.2 | Radio/telephone equipment malfunctions are managed |
| | 3.3 | Aircraft transponder is operated during normal, abnormal and emergency situations |
| 4 | Manage fuel | |
| | 4.1 | Fuel plan requirements are determined |
| | 4.2 | Fuel system is managed |
| | 4.3 | Aircraft refuelling procedures are correctly completed |
| 5 | Manage passengers and cargo | |
| | 5.1 | Passengers are managed |
| | 5.2 | Passengers are aided and assisted as required |
| | 5.3 | Cargo is managed |
| 6 | Manage a safe flight | |
| | 6.1 | Effective lookout is maintained |
| | 6.2 | Situational awareness is maintained |
| | 6.3 | Situations are assessed and effective decisions made |
| | 6.4 | Task priorities are set and tasks managed |
| | 6.5 | Effective communications and interpersonal relationships are maintained |
| 7 | Recognise, direct and manage threats and errors | |
| | 7.1 | Threats are recognised and managed |
| | 7.2 | Errors are recognised and managed |
| | 7.3 | Undesired aircraft states are recognised and managed |
| 8 | Navigate aircraft | |
| | 8.1 | Documents and flight plans are prepared |
| | 8.2 | Airspace procedures are complied with while navigating |

- 8.3** Departure procedures are conducted
 - 8.4** Aircraft is navigated en route to waypoint or destination
 - 8.5** Aircraft is navigated at low level and in reduced visibility
 - 8.6** Lost procedure is performed as required
 - 8.7** Diversion procedure is performed as required
 - 8.8** Instrument navigation systems are used to navigate under visual flight rules (VFR) or instrument flight rules (IFR)
 - 8.9** Arrival procedures are executed
- 9 Control aeroplane on the ground**
 - 9.1** Aircraft engine is started and stopped
 - 9.2** Aeroplane is taxied
- 10 Take-off aeroplane**
 - 10.1** Pre-take-off procedures are carried out
 - 10.2** Aeroplane take-off is conducted
 - 10.3** Cross-wind aeroplane take-off is conducted
 - 10.4** After take-off procedures are carried out
 - 10.5** Short field aeroplane take-off is performed using appropriate procedures
- 11 Control aeroplane in normal flight**
 - 11.1** Aeroplane is climbed
 - 11.2** Straight and level flight is maintained
 - 11.3** Aeroplane is descended
 - 11.4** Aeroplane is turned
 - 11.5** Aeroplane is controlled at slow speeds
 - 11.6** Aeroplane circuits and approaches are performed
 - 11.7** Local area airspace procedures are confirmed as required and applied
- 12 Land aeroplane**
 - 12.1** Aeroplane is landed

- 12.2 Cross-wind aeroplane landing is conducted
 - 12.3 Missed approach is conducted
 - 12.4 Recovery from missed landing is performed
 - 12.5 Short field aeroplane landing is performed using appropriate procedures
- 13 **Perform advanced manoeuvres**
 - 13.1 Stall conditions are entered and recovered, with and without power applied, from straight and level, in approach configuration, while turning, climbing, and descending and with power applied. For multi-engine aircraft recovery with full power applied is not required nor is recovery from a stall in climbing, descending or turning flight
 - 13.2 Recovery from wing drop at the stall is conducted in single engine aeroplane only
 - 13.3 Aeroplane is turned steeply
 - 13.4 Aeroplane is sideslipped, when permitted
- 14 **Operate using full instrument panel**
 - 14.1 Serviceability of flight instruments and instrument power sources is determined and monitored
 - 14.2 Full instrument panel manoeuvres are performed
 - 14.3 Upset situations and unusual aircraft attitude recovery is performed using full instrument panel
- 15 **Operate using limited instrument panel**
 - 15.1 Attitude indicator and stabilised heading indicator failures are recognised
 - 15.2 Limited instrument panel manoeuvres are performed
 - 15.3 Upset situations and unusual aircraft attitude recovery is performed using limited instrument panel
 - 15.4 Visual flight is re-established
- 16 **Navigate using radio navigation aids and systems**
 - 16.1 Radio navigation systems are operated and monitored
 - 16.2 Aircraft is navigated using navigation aids and systems
- 17 **Operate at non-towered aerodromes**
 - 17.1 Preparations for non-towered aerodrome operations are conducted

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| | 17.2 | Aircraft is taxied at non-towered aerodrome or landing area |
| | 17.3 | Non-towered aerodrome or landing area departure is performed |
| | 17.4 | Non-towered aerodrome or landing area arrival is performed |
| 18 | Operate in Class G airspace | |
| | 18.1 | Aircraft is operated in Class G airspace |
| | 18.2 | Appropriate tolerances are applied and maintained |
| | 18.3 | Aircraft radio procedures are implemented as required |
| | 18.4 | Operations are conducted in accordance with suitable charts |
| | 18.5 | Appropriate actions are performed in abnormal operations and emergencies |
| 19 | Operate at a controlled aerodrome | |
| | 19.1 | Preparations for controlled aerodrome operations are conducted |
| | 19.2 | Aircraft is taxied at controlled aerodrome |
| | 19.3 | Controlled aerodrome departure is performed |
| | 19.4 | Controlled aerodrome arrival and landing are performed |
| 20 | Operate in controlled airspace | |
| | 20.1 | Aircraft is operated in controlled airspace |
| | 20.2 | Airway clearance requirements are complied with |
| | 20.3 | Tracking and altitude tolerances are maintained when operating on an airway clearance |
| | 20.4 | Separation standards are applied between instrument and visual flights within controlled airspace |
| | 20.5 | Appropriate abnormal and emergency response actions are implemented as required |
| | 20.6 | Air traffic control (ATC) directions, instructions and requirements are adhered to within controlled airspace |

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 AVILIC0001 Licence to operate a commercial aeroplane.

Links

Companion Volume Implementation Guides are found in VETNet -

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

Assessment Requirements for AVILIC0003 Licence to operate a commercial aeroplane

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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:

- applying competence as a commercial pilot within flight tolerance standards specified by the appropriate licence authority
- applying competence in an aeroplane capable of the following characteristics:
 - cruise true airspeed of not less than 120 knots
 - fitted with one of the following powerplants:
 - turbine engine with propeller
 - piston engine with variable pitch propeller
- conducting airspace operations in:
 - class G airspace
 - controlled aerodrome
 - controlled airspace
 - non-towered aerodrome.

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:

- aircraft loading systems
- aircraft performance and landing calculations
- aircraft speed and manoeuvre limitations
- aircraft systems
- applicability of drug and alcohol regulations
- classification of operations
- commercial pilot licence (CPL) maintenance authorisations
- day visual flight rules (VFR) commercial aircraft instrument requirements
- emergency equipment requirements

- flight and duty time limits
- fuel planning and oil requirements for the flight
- global navigation satellite system (GNSS) and its use in VFR navigation
- loading and unloading fuel
- managing cargo and passengers
- normal and non-normal operation of the propeller system fitted to flight test aeroplane
- privileges and limitations of a CPL with aeroplane category rating
- requirements for an Air Operator's Certificate (AOC)
- requirements for landing areas and aerodromes
- type of information contained in an operations manual.

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 personal protective equipment (PPE) currently used in industry.

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