



Australian Government

AVIY0037 Operate at a controlled aerodrome

Release: 1

AVIY0037 Operate at a controlled aerodrome

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 operate at a controlled aerodrome in compliance with relevant regulatory requirements of the Civil Aviation Safety Authority (CASA) and national operating standards.

It includes conducting pre-flight preparations; taxiing aircraft; and applying aircraft departure, arrival and landing 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.

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 Performance criteria describe the performance needed to

outcomes.

demonstrate achievement of the element.

1 Conduct pre-flight preparations

- 1.1** Relevant controlled aerodrome operational information is extracted from authorised sources
- 1.2** Information is interpreted to determine appropriate departure, arrival and landing requirements
- 1.3** Special aerodrome procedures are identified as required
- 1.4** Weather forecasts and local observations are checked for operating validity for flight planned duration
- 1.5** Relevant radio and navigation aid frequencies are identified for use during all flight modes

2 Taxi aircraft at a controlled aerodrome

- 2.1** Air traffic clearances are obtained and complied with
- 2.2** Aircraft is manoeuvred to holding point as instructed and appropriate action is taken to avoid other aircraft and obstructions
- 2.3** Aerodrome ground markings are identified and appropriate action taken during aircraft taxi
- 2.4** Aerodrome lighting signals are identified and appropriate action taken to comply with ground/hover taxi requirements
- 2.5** Airport runway incursion hotspots are identified
- 2.6** Aircraft separation and lookout are maintained for other aircraft and other aerodrome obstructions, including jet blast hazards
- 2.7** Appropriate aircraft lighting is selected during aircraft taxi
- 2.8** Aircraft is taxied or air transited to runway holding point

3 Perform aircraft departure

- 3.1** Airways clearance is obtained and confirmed with air traffic services
- 3.2** Runway approaches are checked and cleared in all directions prior to entering runway
- 3.3** Aircraft transponder code and appropriate mode are selected

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| | <p>3.4 Air traffic departure instructions are complied with, and air traffic is advised of clearance instructions non-compliance as soon as possible as required</p> <p>3.5 Aircraft separation is maintained and wake turbulence conditions avoided during aircraft departure sequence</p> <p>3.6 Air traffic service is advised of departure details as required</p> <p>3.7 Airways clearance instructions are maintained within tracking and altitude tolerances, and lookout is maintained until clear of the aerodrome control zone</p> |
| <p>4 Perform arrival and landing</p> | <p>4.1 Relevant controlled aerodrome operational information is extracted from authorised sources prior to entering control area</p> <p>4.2 Local or area barometric pressure adjusted for sea level (QNH) is set</p> <p>4.3 Air traffic clearance is gained from air traffic service and appropriate transponder code is selected prior to entry to control area, and air traffic is advised of clearance instructions non-compliance as soon as possible as required</p> <p>4.4 Aircraft separation, lookout and tracking tolerances are maintained within the control area</p> <p>4.5 Wind velocity and direction are assessed to confirm clearance instructions, and appropriate circuit and landing direction</p> <p>4.6 Landing clearance is confirmed with air traffic service</p> <p>4.7 Aircraft is landed and taxi clearance from runway and landing areas is obtained</p> |

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 AVIY0005 Operate at a controlled aerodrome.

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>

Assessment Requirements for AVIY0037 Operate at a controlled aerodrome

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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:

- advising air traffic service of airways clearance instructions confirmation or non-compliance
- applying aircraft taxi or air transit procedures
- applying relevant aeronautical knowledge
- applying relevant approach and landing procedures
- applying relevant departure procedures
- applying sound airmanship skills during controlled aerodrome operations, including:
 - during taxi
 - aircraft departure
 - aircraft arrival
 - aircraft landing and dispersal
- determining aerodrome wind velocity, wind direction and appropriate circuit procedure
- identifying relevant operational information from En-route Supplement Australia (ERSA) and Notice to Airmen (NOTAM)
- interpreting weather forecasts and local observations
- obtaining and interpreting traffic information
- recognising and interpreting aerodrome ground markings
- selecting appropriate aircraft lighting configuration
- setting appropriate transponder codes control area operations
- setting local or area barometric pressure adjusted for sea level (QNH) at appropriate stages of flight.

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:

- Civil Aviation Safety Regulation (CASR) Part 61 Manual of Standards (MOS) Schedule 3 Aeronautical Knowledge relevant to aeroplane or helicopter operations at controlled aerodromes
- controlled aerodrome ground markings and lighting

- NOTAM information
- radio failure procedures
- standard radio telecommunication phraseology
- transponder codes for radio failure and emergency.

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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