



Australian Government

AVIY5037 Conduct a 2D distance measuring equipment global navigation satellite system instrument approach

Release: 1

AVIY5037 Conduct a 2D distance measuring equipment global navigation satellite system 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 distance measuring equipment (DME) or global navigation satellite system (GNSS) procedures, in compliance with relevant regulatory requirements of the Civil Aviation Safety Authority and national operating standards.

It includes selecting and preparing for approach, using appropriate tracking aid and distance information, and monitoring aid signal integrity. It also includes conducting 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.

1 Select and prepare for approach

- 1.1 Current instrument approach and landing (IAL) chart for the DME/GNSS approach to be flown is selected
- 1.2 Instrument approach and missed approach procedures are planned
- 1.3 Minimum descent altitude (MDA) is determined
- 1.4 Sector entry to approach and holding pattern is selected, reviewed and briefed to flight crew as appropriate
- 1.5 Minimum altitude, lowest safe altitude (LSALT) or minimum safe altitude (MSA) prior to approach entry, is reviewed and briefed to flight crew in relation to tracks, distances and descent limitations
- 1.6 Applicable approach minima for aircraft performance category and runway to be used, is selected
- 1.7 Holding or diversion action if visual reference is not established, is reviewed and briefed
- 1.8 Fuel availability and latest divert time is selected as required
- 1.9 Altimeter is set to appropriate QNH

2 Use appropriate tracking aid and distance information, and monitor aid signal integrity

- 2.1 Distance measuring equipment (DME) is tuned and identified
- 2.2 Reference way-point (WPT) for GNSS to be used for tracking inbound, is selected
- 2.3 Distance indication is checked
- 2.4 Approach aid is monitored throughout approach to ensure signal integrity
- 2.5 DME or GNSS is used to provide distance indications for descent via the distance/altitude steps of the approach
- 2.6 Availability of receiver autonomous integrity monitoring (RAIM) is ensured before descending below LSALT or MSA

- | | |
|--|---|
| 3 Conduct approach procedure | 3.1 Initial approach is conducted not below the specified limiting altitude for the distance/altitude descent steps |
| | 3.2 Arrival procedure is conducted while descending on the specified track or sector in accordance with aeronautical information publication (AIP) requirements |
| | 3.3 Landing runway is identified |
| | 3.4 Runway or circling approach for a landing is conducted after visual reference is established |
| 4 Conduct missed approach procedure | 4.1 Conditions requiring a missed approach are recognised and missed approach is initiated |
| | 4.2 Aircraft is manoeuvred to missed approach point (MAPt) |
| | 4.3 Missed approach procedure is conducted in accordance with the IAL chart |
| | 4.4 Obstacle clearance in instrument meteorological 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 AVIY5037A Perform distance measuring equipment (DME) global positioning system (GPS) arrival.

Links

Companion Volume implementation guides are found in VETNet -

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