



Australian Government

Department of Education, Employment and Workplace Relations

AVIW5022A Coordinate the removal of disabled aircraft

Revision Number: 1

AVIW5022A Coordinate the removal of disabled aircraft

Modification History

Not applicable.

Unit Descriptor

Unit Descriptor

This unit involves the skills and knowledge required to coordinate the removal of an aircraft which has become disabled on or near the aerodrome movement area. Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Application of the Unit

Application of the Unit

This unit applies to aerodromes that operate across a variety of operational contexts within the Australian aviation industry.

The work must be carried out in accordance with applicable operational standards as required by CASA when coordinating the removal of a disabled aircraft.

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

Work is performed under limited supervision.

This unit is nominally packaged at Diploma level.

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 Coordinate the removal of a disabled aircraft	1.1 Appropriate clearances (if relevant and necessary) are obtained prior to the removal process 1.2 Established removal procedures are followed 1.3 Removal activities are coordinated with aircraft owner and relevant regulatory bodies 1.4 The need for recovery equipment is determined and its source identified 1.5 Escort services on the airside are provided if required 1.6 Airport organisations and others likely to be affected by the removal are notified 1.7 An appropriate location to which to move the aircraft and a route to that location is established
2 Maintain operational facilities	2.1 A serviceability inspection is carried out to determine which areas can be restored to operative service 2.2 Infringement of the Obstacle Limitation Surfaces (OLS) and any changes to declared distances are determined 2.3 Visual aids are provided, installed and removed when no longer required 2.4 Notice to Airman (NOTAM) action is initiated/cancelled if and when necessary 2.5 A serviceability check of the area is carried out
3 Document and record the removal process	3.1 Records of meetings are minuted 3.2 Photographs of the removal process are taken 3.3 Appropriate log book entries are made 3.4 All necessary reports are prepared

Required Skills and Knowledge

REQUIRED KNOWLEDGE AND SKILLS

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

Required knowledge:

- Procedures for operating electronic communications equipment
- Requirements for completing relevant documentation
- Types and uses of visual aids
- Typical defects that can occur and related action that should be taken
- Steps involved in planning the work activities
- Procedures to be followed in the event of an emergency
- Relevant sections of national and state or territory regulatory requirements
- Declared distances for aircraft operations
- Declared OH&S and environmental procedures and regulations
- Procedures for managing and controlling hazardous situations when carrying out work activities
- Visual inspection procedures
- Standard Operating Procedures (SOPs) for the removal of a disabled aircraft
- Aerodrome serviceability standards
- Types of removal equipment available
- Obstacle Limitation Surfaces applicable to that aerodrome
- Communication equipment checks

Required skills:

- Calculate declared distances that are defined by CASA
- Conduct serviceability inspections of aerodrome and Obstacle Limitation Surfaces
- Communicate effectively with others when coordinating disabled aircraft removal
- Read and interpret instructions, regulations, procedures and other information relevant to disabled aircraft removal
- Interpret and follow operational instructions and prioritise work
- Complete documentation related to removal of disabled aircraft
- Operate electronic communication equipment to required protocol
- Work collaboratively with others when coordinating the removal of disabled aircraft
- 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 coordinating the removal of disabled aircraft in accordance with regulatory requirements and workplace

REQUIRED KNOWLEDGE AND SKILLS

procedures

- Implement contingency plans for unexpected events that may arise when coordinating the removal of disabled aircraft
- Apply precautions and required action to minimise, control or eliminate hazards that may exist when coordinating the removal of disabled aircraft
- 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, others, or damage to goods or equipment
- Select and use required personal protective clothing and equipment conforming to industry and OH&S standards
- Implement OH&S procedures and relevant regulations

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.

Removal of disabled aircraft may need to occur:	• by day or night • in any weather conditions
Types of aircraft may include:	• commercial passenger aircraft • freighter aircraft • commercial charter aircraft
Situations requiring removal of disabled aircraft may include:	• a flat tyre • severe impact with the ground • impact with buildings or vehicles • acts or threats of terrorism
Procedures for facilitation of disabled aircraft removal may include:	• notification of aircraft owner • notification of regulatory authorities • coordination of the removal of the disabled aircraft including returning the aerodrome to full operations
Relevant authorities for accessing and reporting purposes include:	• aircraft owner • aerodrome operator or delegated person • NOTAM Office (Airservices Australia) • Civil Aviation Safety Authority (CASA) • Air Traffic Control (ATC) • Australian Transport Safety Bureau (ATSB) • Department of Transport and Regional Services (DOTARS) • State and Federal Police • Australian Defence Forces Command for military bases • aerodrome users
Aerodromes may include:	• certified aerodromes • registered aerodromes • military aerodromes • other
Aerodrome movement area includes:	• apron • taxiway • runway
Aerodrome surrounds may include:	• fences and gates • buildings • waterways • drainage system

RANGE STATEMENT

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| | <ul style="list-style-type: none">• areas surrounding navigational aids• Obstacle Limitation Surfaces |
| Obstacle Restriction Areas may include: | <ul style="list-style-type: none">• runway strips• clearways• taxiway strips• runway end safety areas |
| Visual aids may include: | <ul style="list-style-type: none">• wind indicator• signal circles• aerodrome lighting• markers and markings |
| Signs and notices may include: | <ul style="list-style-type: none">• authorised entry• speed restrictions• no smoking• limited access• hazard warnings• movement area guidance signs• underground electrical reticulation |
| Navigational aides may include: | <ul style="list-style-type: none">• Non Directional Beacons (NDBs)• VHF Omni-directional Radio Range (VOR)• Distance Measuring Equipment (DME)• Instrument Landing Systems (ILS) |
| Hazardous situations leading to the unserviceability of sealed movement areas may include: | <ul style="list-style-type: none">• changes or loss of runway surface frictional characteristics• excessive loose materials• potholes or cracks• unsatisfactory pavement bearing capacity• loss of runway shape• loss of visibility of markings• stripping• flooding• runway edge fretting• bird or animal activity• disabled aircraft, vehicles and equipment and associated debris• fuel and oil spills |
| Procedures for making movement and obstacle restriction areas safe may involve: | <ul style="list-style-type: none">• partial closure of the movement area• marking the unserviceable area by day or night• closing the movement area (aerodrome closure)• extinguishing lighting in the hazardous section of the movement area• contacting the aerodrome users |

RANGE STATEMENT

Serviceability markings/advice may include:	• reporting of the above by NOTAM • signal circle markers • unserviceability cross markers • unserviceability cones • displaced threshold markers • unserviceability lighting • glider markers • dumb bell markers
Suitable means of reporting will include some or all of the following:	• verbal communications • other written means of communication as is appropriate (e.g. fax) • NOTAMS
Emergency response procedures may include:	• implementing aerodrome emergency procedures • reporting to the local police service • reporting to the Australian Transport Safety Bureau
Hazards in the work areas may include:	• aircraft movements • aircraft noise • other vehicles, including heavy moving equipment and plant, in the vicinity of aircraft • personnel in the vicinity of aircraft • jet blast • fumes • dust
Dependent on the type of organisation concerned and the local terminology used, workplace procedures may include:	• company procedures • enterprise procedures • organisational procedures • established procedures • standard operating procedures (SOPs)
Information/documents may include:	• aerodrome manuals • workplace operating procedures manual • Manual of Standards - Aerodromes (part 139) • En Route Supplement Australia (ERSA) • airline timetables • induction and training manuals
Applicable regulations and legislation may include:	• sections of Civil Aviation Safety Regulations and Civil Aviation Orders pertaining to inspecting aerodromes • relevant requirements, standards and recommended practices of the International Civil Aviation Organisation (ICAO) pertaining to airport reporting • Manual of Standards - Aerodromes (part 139)

RANGE STATEMENT

- sections of the Transport Safety Investigations Act pertaining to the reporting of transport safety matters

Unit Sector(s)

Not applicable.

Competency field**Competency Field**

W - Equipment and Systems Operations