



Australian Government

Department of Education, Employment and Workplace Relations

AVIY5025A Perform an instrument arrival

Revision Number: 1

AVIY5025A Perform an instrument arrival

Modification History

Not applicable.

Unit Descriptor

Unit Descriptor

This unit involves the skills and knowledge required to conduct an instrument arrival from an inbound route. This includes tracking to a position from which an approach and/or landing can be made at the destination aerodrome. Licensing, legislative, regulatory or certification requirements are applicable to this unit.

Application of the Unit

Application of the Unit

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 an instrument arrival 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 | 1.1 Applicable aerodrome weather, airfield conditions and traffic information is obtained and applied
1.2 Descent/approach checks and briefings are completed
1.3 Approach and landing configurations are established appropriate for the runway and meteorological condition |
| 2 Conduct IMC arrival to instrument approach point | 2.1 Ground track is maintained to ensure that the subsequent instrument approach or traffic pattern can be flown, taking into account any obstructions and Air Traffic Control (ATC) instructions
2.2 Obstacle clearance minima are maintained IAW AIP and/or ATC instructions
2.3 Existing wind conditions are verified making corrections for drift to maintain a precise ground track
2.4 Stabilised approach is maintained with the specified airspeed and rate of descent tolerances
2.5 Approach point intercepted IAW AIP requirements for commencing selected instrument approach |

Required Skills and Knowledge

REQUIRED KNOWLEDGE AND SKILLS

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

Required knowledge:

- Instrument arrival procedures and limitations
- Pilot's responsibilities during instrument arrival
- Instrument approach procedure or visual approach at end of an instrument arrival
- Instrument arrival radio procedures
- Loss of radio communication during an instrument arrival
- Procedures for abnormal operations and/or emergencies during an instrument arrival, including navigation aid failure

Required skills:

- Communicate effectively with others when performing an instrument arrival
- Read and interpret instructions, regulations, procedures and other information relevant to performing an instrument arrival
- Interpret and follow operational instructions and prioritise work
- Complete documentation related to performing an instrument arrival
- Operate electronic communication equipment to required protocol
- Work collaboratively with others when performing an instrument arrival
- 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 an instrument arrival in accordance with regulatory requirements and workplace procedures
- Implement contingency plans for unexpected events that may arise when performing an instrument arrival
- Apply precautions and required action to minimise, control or eliminate hazards that may exist while performing an instrument arrival
- 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
- Adapt to differences in equipment and operating environment in accordance with standard operating procedures
- Select and use required personal protective clothing and equipment conforming to industry and OH&S standards

REQUIRED KNOWLEDGE AND SKILLS

- Implement OH&S procedures and relevant regulations
- Identify and correctly use equipment required to perform an instrument arrival

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: | <ul style="list-style-type: none">• IMC• VMC with simulated IMC conditions |
| Performance may be demonstrated in: | <ul style="list-style-type: none">• 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: | <ul style="list-style-type: none">• fixed wing• helicopter• other commercial or military aircraft |
| Crew may include: | <ul style="list-style-type: none">• single pilot• multi crew |
| Instruments may be: | <ul style="list-style-type: none">• fitted flight instruments suitable for instrument flight• head up display suitable for instrument flight |
| Limitations may be imposed by: | <ul style="list-style-type: none">• local noise abatement requirements and curfews• airspace endorsements |
| Classes of airspace may be: | <ul style="list-style-type: none">• as designated by the regulator• restricted and danger areas• military control zones• Air Defence Identification Zones |
| Navigation aids may include: | <ul style="list-style-type: none">• 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: | <ul style="list-style-type: none">• 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
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
Information/documents may include:	• 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
Applicable regulations and legislation may include:	• 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
Performance includes tolerances specified in either of:	• 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

Unit Sector(s)

Not applicable.

Competency field

Competency Field Y - Aircraft Operation and Traffic Management