

<b>Title</b>	<b>Conduct helicopter hoisting operations</b>		
<b>Level</b>	5	<b>Credits</b>	?
<b>Purpose</b>	People credited with this unit standard are, for helicopter hoisting operations, able to: prepare, perform, respond to emergencies and abnormal situations, and conclude hoisting operations.		
<b>Classification</b>	Aviation > Aircraft Operation		
<b>Available grade</b>	Achieved		
<b>Entry information</b>			
<b>Critical health and safety prerequisites</b>	Industry requirements are that the candidate must meet the eligibility requirements of the Civil Aviation Act 1990.		

**Comment [SH1]:** Is the level correct or should this be level 4?

**Comment [SH2]:** How many credits? How long does it take someone to become competent to carry out this task?

**Explanatory notes**

- 1 Definitions, abbreviations, and acronyms used in this unit standard are to be found in:
  - a Civil Aviation Rules Part 1 published by the Civil Aviation Authority of New Zealand, PO Box 31441, Lower Hutt 5040, or on the CAA website at <http://www.caa.govt.nz>; and
  - b *Aeronautical Information Publication (AIP)* published by Aeronautical Information Management, PO Box 294, Wellington 6140.
- 2 All references to the CAA refer specifically to the Civil Aviation Authority of New Zealand.
- 3 Industry standards and recommended practices are those set in place by the CAA.
- 4 Industry texts may include but are not limited to – helicopter flight manuals, relevant equipment manuals, CAA Rules, CAA Advisory Circulars, New Zealand Defence Force (NZDF) Policy, operator exposition.
- 5 Tasks may be undertaken in Day VFR and Night VFR. Night VFR environment may include unaided and aided utilising night vision devices.
- 6 Emergency procedures may be real or simulated.

**Comment [SH3]:** Should this say **must**, which will require the winch operator to be able to carry out the winching operations in both day and night VFR – should it even refer to VFR?

Would a winch operator use NVGs?

**Outcomes and evidence requirements**

**Outcome 1**

Prepare for helicopter hoisting operations.

### Evidence requirements

- 1.1 Helicopter safety hazards are identified using established procedures in accordance with industry texts and standards.
- 1.2 Aircraft power availability is calculated in accordance with industry texts and standards.
- 1.3 Wind speed and direction are determined in accordance with industry texts and standards.
- 1.4 Approach and overshoot paths are determined in accordance with industry texts and standards.
- 1.5 Hoisting location and surrounds are checked for suitability in accordance with industry texts and standards.
- 1.6 Hoist is prepared and checked for correct operation in accordance with industry texts and standards.
- 1.7 Hoisting operation plan is developed and communicated to other crew members in accordance with industry texts and standards.
- Range hoisting operation may include but is not limited to – personnel and stores transfer, hi-line, helicopter in-flight refuelling.
- 1.8 Hoisting equipment is prepared and checked as required in accordance with industry texts and standards.
- Range may include but is not limited to – single rescue sling, double lift harness, rescue litter, hi-line transfer equipment, emergency slings, rope harness sling, rescue net, extension strop, rescue strop, transfer equipment and message bag, stretchers.

### Outcome 2

Perform helicopter hoisting operations.

### Evidence requirements

- 2.1 Helicopter is directed to hoisting point in accordance with industry texts and standards.
- 2.2 Hoisting accessories are attached to the hoist hook and checked in accordance with industry texts and standards.
- 2.3 Downwind checks are conducted in accordance with organisational policy and procedures

- 2.4 Commentary on the progress of hoisting operation is maintained as per established procedures in accordance with industry texts and standards.
- 2.5 Passengers/stores are attached/removed, monitored, retrieved/dispatched and secured in accordance with industry texts and standards.
- 2.6 Hoist is operated in accordance with industry texts and standards.

**Outcome 3**

Respond to helicopter hoisting emergencies and abnormal situations.

Range: emergency and abnormal situations may include but are not limited to – hoist equipment malfunction, communication equipment failure, aircraft system failure, operator incapacitation, hoistee incapacitation, fouled cable, fouled hoist, runaway hoist, intercom system failure during hoisting operation, electrical/mechanical failure, aircraft malfunction.

**Comment [SH4]:** Is this term used in NZ to describe the person at the end of the wire (not necessarily the wireman)?

**Evidence requirements**

- 3.1 Hoist emergencies are identified, communicated and diagnosed as per established procedures in accordance with industry texts and standards.
- 3.2 Emergency and/or remedial actions are undertaken in accordance with industry texts and standards.

**Outcome 4**

Conclude helicopter hoisting operations.

**Evidence requirements**

- 4.1 Hoisting equipment and/or accessories are removed from the hoist hook and stowed in accordance with industry texts and standards.
- 4.2 Hoist is secured and checked in accordance with industry texts and standards.
- 4.3 Aircraft maintenance documentation is completed in accordance with industry texts and standards.

<b>Planned review date</b>	31 December 2019
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1		N/A

**Accreditation and Moderation Action Plan (AMAP) reference**

0169

This AMAP can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Please note**

Providers must be granted consent to assess against standards (accredited) by NZQA, or an inter-institutional body with delegated authority for quality assurance, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be granted consent to assess against standards by NZQA before they can register credits from assessment against unit standards. Providers and Industry Training Organisations, which have been granted consent and which are assessing against unit standards must engage with the moderation system that applies to those standards.

Consent requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

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**Comments on this unit standard**

Please contact the ServiceIQ [qualifications@serviceiq.org.nz](mailto:qualifications@serviceiq.org.nz) if you wish to suggest changes to the content of this unit standard.