

No. 908

28 September 2007

**SOUTH AFRICAN QUALIFICATIONS AUTHORITY (SAQA)**

In accordance with Regulation 24(c) of the National Standards Bodies Regulations of 28 March 1998, the Standards Generating Body (SGB) for

Aerospace Operations

registered by Organising Field 10, Physical, Mathematical, Computer and Life Sciences, publishes the following Qualification and Unit Standards for public comment.

This notice contains the titles, fields, sub-fields, NQF levels, credits, and purpose of the Qualification and Unit Standards. The full Qualification and Unit Standards can be accessed via the SAQA web-site at www.saqqa.org.za. Copies may also be obtained from the Directorate of Standards Setting and Development at the SAQA offices, SAQA House, 1067 Arcadia Street, Hatfield, Pretoria.

Comment on the Qualification and Unit Standards should reach SAQA at the address below and **no later than 26 October 2007**. All correspondence should be marked **Standards Setting – Aerospace Operations** and addressed to

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SOUTH AFRICAN QUALIFICATIONS AUTHORITY

QUALIFICATION:
National Diploma: Flight Dispatch

SAQA QUAL ID	QUALIFICATION TITLE		
59256	National Diploma: Flight Dispatch		
ORIGINATOR		PROVIDER	
SGB Aerospace Operations			
QUALIFICATION TYPE	FIELD	SUBFIELD	
National Diploma	10 - Physical, Mathematical, Computer and Life Sciences	Physical Sciences	
ABET BAND	MINIMUM CREDITS	NQF LEVEL	QUAL CLASS
Undefined	248	Level 5	Regular-Unit Stds Based

PURPOSE AND RATIONALE OF THE QUALIFICATION**Purpose:**

The purpose of the qualification is to provide learners and education and training providers with the standards required to satisfy the challenges of participating effectively in the flight dispatch environment. The qualification will be useful to both new entrants into the service, and existing workers in the sector. For those who have been in the workplace for a long time, this qualification can be used in the recognition of prior learning process to assess and recognise workplace skills acquired without the benefit of formal education and training. For the new entrant, this qualification will give them the opportunity to orient themselves within a new sector, and to develop and balance their practical skills with the essential knowledge needed to earn a formal qualification in flight operations without formal education becoming an impassable barrier. For education and training providers, this qualification provides guidance for the development of appropriate learning programmes and assessment documentation.

For employers, this qualification enables skills gaps to be identified and addressed ensuring that a safe and efficient flight dispatch environment is supported and maintained. The combination of learning outcomes that comprise this qualification will provide the qualifying learner with vocational knowledge and skills appropriate to the context of flight operations. The learner will have an understanding of the flight dispatch environment and how he or she should operate within the legislative, safety and quality systems which govern it. It will also equip learners with a foundation for further academic development, opportunities for gainful employment and reward for contributions to society.

The Qualification aims to equip learners to produce flight dispatch information and monitor operational situations and flight progress in order to ensure the safe and efficient completion of a flight by:

- Demonstrating an understanding of safe practices in the field of aviation.
- Analysing and applying meteorological and aeronautical information in the flight operations environment.
- Generating flight operational documentation.
- Disseminating all required flight operational data.
- Providing operational and strategic support to flight crew.

Rationale:

This qualification is aimed at people who work or intend to work within a flight operations environment. Typical candidates will be either career flight dispatchers or persons wishing to progress from other areas of flight operations in to flight dispatch work or from flight dispatch into other areas of flight operations. In the past many practitioners in the flight operations area were denied mobility of employment, as a result of a lack of formal qualifications. The introduction of a unit standards-based National Diploma in Flight Dispatch will allow learners access to such mobility. This qualification will also facilitate the development of a professional community of Flight Dispatchers who are able to contribute towards a safe and efficient flight dispatch environment through the application of enhanced knowledge and skills relating to the production of flight dispatch information to aircrew and the provision of in-flight tactical support. The competencies contained in this qualification are essential for social and economic transformation, empowerment and upliftment within the flight operations environment, whilst simultaneously improving the skills base of the aerospace industry. This qualification facilitates further learning in the aerospace operations environment as well as ensuring compatibility and compliance with international regulations and standards and industry best practice.

This qualification includes learning related to Special Operations and Special Rules Areas include Extended Twin Operations/Long Range Operations (ETOPS/LROPS), Decompression, Reduced Vertical Separation Minima (RVSM), Minimal Navigational Performance Specifications (MNPS), Decision Point Procedure (DPP), Re-dispatch Decision Point (RDP), non-normal aircraft configurations, Random Navigation (RNAV), Least Time Track and Mach Number Technique.

RECOGNIZE PREVIOUS LEARNING?

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LEARNING ASSUMED IN PLACE

Learners accessing this Qualification will have demonstrated competence in:

- Communication skills, NQF Level 4 or equivalent.
- Mathematics at NQF Level 4 or equivalent.
- Geography at or equivalent to NQF Level 4
- Physical science at or equivalent to NQF Level 4.
- Computer Literacy at or equivalent to NQF Level 3.

Access to the Qualification:

This Qualification is open to anyone with access to learning opportunities and exposure in the areas reflected in the exit level outcomes and unit standards, bearing in mind, the learning assumed to be in place.

QUALIFICATION RULES

The Qualification is made up of a combination of learning outcomes from Fundamental, Core and Elective components, totalling 248 credits.

Fundamental:

- There are 74 credits for the Fundamental component. All the Fundamental Unit Standards are compulsory.

Core:

- 134 credits have been allocated to the Core Unit Standards. All the Core Unit Standards are compulsory.

Electives:

- The elective component consists of individual unit standards from which the learner must choose unit standards totalling a minimum of 40 credits.

EXIT LEVEL OUTCOMES

1. Demonstrate an understanding of safe practices in the field of aviation.
2. Analyse and apply meteorological and aeronautical information in the flight operations environment.
3. Generate flight operational documentation.
4. Disseminate flight operational data.
5. Provide operational and strategic support to flight crew.

ASSOCIATED ASSESSMENT CRITERIA

Associated Assessment Criteria for Exit Level Outcome 1:

- Knowledge and understanding of the legal framework is demonstrated as applicable to flight dispatch.
- Non-compliant scenarios/situations are identified and evaluated in order to take appropriate actions for the completion of a flight.
- The impact of non-standard events, aircraft configurations and/or factors of operational significance is determined in order to take appropriate actions for the completion of a flight.
- The human factors that can affect and influence rational decision-making are identified, in order to take appropriate actions for the completion of a flight.

Associated Assessment Criteria for Exit Level Outcome 2:

- Information is sourced and selected for the planned operation.
 - Range: Operation refers to route and time of a planned flight.
- Information is analysed and applied in order to make informed decisions regarding the planning of all phases of the flight.
- Information related to the planned operation is presented to the flight crew in accordance with Standard Operating Procedure.

Associated Assessment Criteria for Exit Level Outcome 3:

- An operational flight plan is compiled in accordance with the applicable international and national regulations.
 - Range: International and national regulations include but are not limited to those prescribed by:
 - Current South African legislation.
 - FAA (Federal Aviation Authority).
 - EASA (European Aviation Safety Authority).
 - DGAC (French Civil Aviation Authority).
 - CAA-SA (Civil Aviation Authority South Africa).
 - ICAO (International Civil Aviation Organisation).
 - IATA (International Air Transport Association).
 - IOSA (IATA Operational and Safety Audit).
 - An operational flight plan is compiled in terms of optimising the route.
- Range: Route optimising includes but is not limited to:
 - The evaluation of navigation fee.
 - Fuel costs.
 - Aircraft flight time related costs.
 - Cruise speed constraints.

- Flight time considerations as dictated crew flight and duty limits.
 - Slot and aero-political constraints.
 - Aircraft type speed limitations and payload restrictions. Also taken into account are the aircraft non-standard configurations.
 - Special en-route limits.
 - Depressurisation.
 - Suitability of en-route alternate aerodromes.
 - The rules governing Extended Twin Operations (ETOPS).
 - Long Range Operations (LROPS).
 - Reduced Vertical Separation Minima (RVSM).
 - Minimum Navigational Performance Specifications (MNPS) operations.
 - Re-dispatch Decision Point (RDP).
 - Decision Point Procedure (DPP).
- An operational flight plan is compiled considering the aircraft technical status and/or serviceability.
 - The produced operational flight plan is assessed to determine the impact of environmental factors on the aircraft take off, en route and landing performance.
 - The produced operational flight plan is assessed in terms of compliance with the aircraft manufacturer's structural and performance limitations.

Associated Assessment Criteria for Exit Level Outcome 4:

- The flight operational data is communicated to all role players according to prescribed specifications.
 - Range: Specifications include but are not limited to National and international Standards.
- Received confirmation or rejection is analysed in order to take necessary corrective action.
- Disseminated data documentation is archived in accordance with all relevant regulations.

Associated Assessment Criteria for Exit Level Outcome 5:

- Progress of flight is monitored for conformance against the produced flight plan.
- Evolving conditions en-route are monitored in order to keep the flight crew informed.
- Emergency notification procedures are described and related responses are activated in a simulated scenario.
- Any deviations from the planned flight are identified, alternative solutions analysed and assessed and the most suitable intervention selected.
 - Range: Analysis includes but is not limited to verification for accuracy, currency and precedence.
 - Range: Selection takes into account added value based on available information.

Integrated Assessment:

The importance of integrated assessment is to confirm that the learner is able to demonstrate applied competence (practical, foundational and reflexive) and ensure that the purpose of this Qualification is achieved. Both formative and summative assessment methods and strategies are used to ensure that Exit Level outcomes and the purpose of this Qualification are achieved.

Formative assessment is an on-going process which is used to assess the efficacy of the teaching and learning process. It is used to plan appropriate learning experiences to meet the learner's needs. Feedback from assessment informs both teaching and learning. If the learner has met the assessment criteria then s/he has achieved the Exit Level Outcomes of the Qualification.

Summative assessment is concerned with the judgement of the learning in relation to the Exit Level Outcomes of the Qualification. Such judgement must include integrated assessment(s)

which test the learners' ability to integrate the larger body of knowledge, skills and attitudes, which are represented by the Exit Level Outcomes.

Integrated assessment must be designed to achieve the following:

- An integration of the achievement of the Exit Level Outcomes in a way that reflects a comprehensive approach to learning and shows that the purpose of the Qualification has been achieved.
- Judgement of learner performance to provide evidence of applied competence or capability.

INTERNATIONAL COMPARABILITY

The purpose of the international comparability is to ensure the measure in which this Qualification will meet the training standards for ICAO signatories. South Africa as a signatory to ICAO is obliged to comply with ICAO Standards and Recommended Practices (ISARPS). Thus the comparison is made with the ICAO standards and not with training offered by individual countries.

The following countries are examples of signatories to ICAO and thus this Qualification is indirectly compared to training provided in these countries:

- Singapore.
- United Kingdom.
- Germany.
- United States of America.
- Canada.
- Australia.
- New Zealand.
- United Arab Emirates.
- Kenya.
- Egypt.
- Mauritius.
- Seychelles.
- Reunion.
- Brazil.

There is currently no qualification available in the SADC community, which satisfactorily addresses the international requirement for relevant formal skills and competency development within the International Civil Aviation Flight Technical Support and Flight Dispatch environments.

Certain member states have Dispatcher licensing requirements and programmes in line with ICAO requirements. However, where licensing is not a requirement ICAO prescribes that training for Dispatchers should be conducted as if it were a requirement. Currently South African Flight Dispatchers are not required to be licensed. However, the SACAA is in the process of formulating ICAO compliant regulations in respect of licensing.

Aircraft manufacturers generally provide training in performance and weight and balance so as to ensure the correct operation of their aircraft. Due to our remote geographic location, South Africa has on occasion been requested to provide training and operational support to other SADC airlines.

The requirement for Dispatcher training and licensing is articulated at length in the following and amongst other relevant documentation:

- International Civil Aviation Organisation (ICAO) Annexes 1 and 6.
- ICAO Doc 7192 Part D 1998, curriculum for Flight Dispatcher Training.
- Transport Canada.

- Federal Aviation Authority (FAA) Code of Federal Regulations (CFR) Part 121.
- International Air Transport Association (IATA) Operational Safety Audit Standards (IOSA).
- European Aviation Safety Association (EASA) Joint Aviation Authority (JAA) JAR-OPS.

The deficiencies inherent in the non-application of the ICAO and IOSA Standards are highlighted when IATA member airlines seek to enter into code share agreements with other IATA member carriers. IOSA Standards address and stress at length both adherence to these training and qualification standards and the administration of such training and certification. Non-compliance on the part of a carrier being subjected to audit will negate any code share agreement being concluded.

The IOSA Standards encapsulate not only all the relevant ICAO, FAA and JAA standards and regulations but include all that which is considered by the international aviation community to be reflective of best practice, even that which exceeds the statutory requirements in some cases. European Union States, particularly the Western States, are increasingly introducing ICAO compliant training at industry level.

This Qualification complies with the ICAO specifications as set out in Document 7192 part D3, which has the following subject matter:

- IATA Operations Control Flight Operations - Phase 1.
- Navigation - General.
- Aviation Meteorology.
- Radio and Radio Aids.
- Weight and Balance.
- Principles of Flight.
- Aircraft Performance.
- Flight Planning.
- Extended Twin Operations (ETOPS).
- Human Factors (Dispatcher Resource Management/Crew Resource Management).
- IATA Dangerous Goods Regulations.
- Restricted Radio Telephony Licence.
- Minimum Navigation Performance Specifications (MNPS).
- Reduced Vertical Separation Minima (RVSM).
- Alarm Notification.
- Emergency Planning.
- Air Operators Certificate.
- Categorisation of Airfield Rescue and Fire Fighting Services.
- Company Operations Manual.
- IATA Airport Handling Manual Ground Handling Agreements.
- Slot Allocation and Flow Control.
- Euro Control.

Plus:

- Organisational Ab-initio Training Programmes.
- Organisational Structured On-the-job Training, Coaching and Mentoring.
- Organisational Computerised Flight Planning.
- Organisational Annual Competency Checks.
- Organisational Recurrent Training.
- Organisational Route and Flight Deck Familiarisation Flights.

Conclusion:

As an imperative to both attaining and maintaining international comparability in the context of civil aviation industry related training and qualification, the establishment of a suitable and relevant qualification is well justified. All the contents shown above are either contained in the South African Qualification as Unit Standards or Specific Outcomes within specific Unit Standards. It must also be noted that some of the above content is also found in the learning assumed to be in place.

The South African Qualification places more emphasis on 'Communication' than does the ICAO standards. This is evident in our Fundamental component.

ARTICULATION OPTIONS

Horizontal articulation can be found in the following Qualifications:

- ID 49950: National Certificate: Navigation, NQF Level 5.
- ID 58023: National Diploma: Aircraft Piloting, NQF Level 5.
- ID 58581: National Certificate: Air Traffic Services Support, NQF Level 5.
- ID 58580: National Certificate in Aerodrome Control, NQF Level 5.
- ID 49853: National Diploma in Defensive Mission Control, NQF Level 5.

Vertical articulation can be found in the following Qualifications:

- Bachelor of Science: Aviation Management, NQF Level 6.
- Bachelor of Administration: Aviation Management, NQF Level 6.
- Bachelor of Commerce: Aviation Management, NQF Level 6.
- ID 58579: National Diploma: Aircraft Traffic Control, NQF Level 6.

MODERATION OPTIONS

- This Qualification will be internally assessed and externally moderated by a moderator registered by the relevant accredited ETQA or an ETQA that has a Memorandum of Understanding with the accredited ETQA. Providers should establish or refine existing moderation procedures and systems at their institutions with a view to aligning them with the requirements of the relevant ETQA.
- The learner's performance/results should be moderated by one or more external moderators. Moderators should report not only on the standard of achievement but also on the validity and reliability of the assessment strategies, design and criteria in relation to the purpose and Exit Level Outcomes of the Qualification.
- Moderators must be competent at the level of the Qualification and registered with the relevant accredited ETQA to ensure that the standard is consistent. Moderators must also be registered assessors with the relevant ETQA. A relevant accredited ETQA will monitor and quality assure moderation and assessment according to the guidelines in the Qualification.

CRITERIA FOR THE REGISTRATION OF ASSESSORS

Criteria for the registration of assessors:

- Relevant Qualification at NQF Level 6 or higher.
- Registration as an assessor with the relevant ETQA.

NOTES

UNIT STANDARDS

This qualification is not based on Unit Standards.

ID	UNIT STANDARD TITLE	LEVEL	CREDITS
Source: National Learners' Records Database	Qualification 59256	14/09/2007	Page 7

	ID	UNIT STANDARD TITLE	LEVEL	CREDITS
Fundamental	242706	Analyse problems	Level 5	4
Fundamental	120304	Analyse, interpret and communicate information	Level 5	9
Fundamental	15234	Apply efficient time management to the work of a department/division/section	Level 5	4
Fundamental	243325	Apply safety principles for flight operations	Level 5	5
Fundamental	15096	Demonstrate an understanding of stress in order to apply strategies to achieve optimal stress levels in personal and work situations	Level 5	5
Fundamental	244209	Demonstrate team resource management within a specific work environment	Level 5	10
Fundamental	120156	Demonstrate understanding of South African Aviation law, International Civil Aviation Organization rules and procedures for small commercial aeroplane operations	Level 5	10
Fundamental	120047	Demonstrate understanding of human performance and limitations in aviation	Level 5	5
Fundamental	120041	Demonstrate understanding of the principles of flight	Level 5	6
Fundamental	15238	Devise and apply strategies to establish and maintain relationships	Level 5	3
Fundamental	115823	Gather and manage information for decision-making	Level 5	5
Fundamental	12433	Use communication techniques effectively	Level 5	8
Core	244207	Apply elementary principles of aircraft navigation theory	Level 5	6
Core	252121	Calculate and adjust aircraft weight and balance parameters	Level 5	12
Core	244201	Demonstrate an understanding of the inter-relationship between aircraft flight systems, aerodrome facilities and aeronautical navigation facilities	Level 5	20
Core	120059	Demonstrate an understanding of the principles of operation and use of radio aids in air navigation	Level 5	8
Core	120157	Demonstrate understanding of aeroplane loading	Level 5	2
Core	120058	Demonstrate understanding of the principles of navigating an aircraft	Level 5	7
Core	244206	Describe elementary aerodynamic principles of flight	Level 5	5
Core	252123	Determine the optimum route for a flight	Level 5	12
Core	120042	Interpret meteorology for aviation	Level 5	7
Core	252124	Monitor a flight and analyse evolving conditions	Level 5	10
Core	252122	Produce aircraft load-sheets	Level 5	16
Core	252127	Produce operational and Air Traffic Service (ATS) flight plans	Level 5	16
Core	252120	Provide operational and strategic support for a flight	Level 5	8
Core	243278	Analyse and apply safety principles in aviation	Level 6	5
Elective	8054	Manage and implement quality assurance systems	Level 4	8
Elective	120476	Adhere to professional conduct and organisational ethics	Level 5	4
Elective	15216	Create opportunities for innovation and lead projects to meet innovative ideas	Level 5	4
Elective	15219	Develop and implement a strategy and action plans for a team, department or division	Level 5	4
Elective	15224	Empower team members through recognising strengths, encouraging participation in decision making and delegating tasks	Level 5	4
Elective	116949	Establish how a value system underpins organisational transformation	Level 5	12
Elective	117871	Facilitate learning using a variety of given methodologies	Level 5	10
Elective	15215	Identify and interpret Best Practice guidelines, and plan for and implement Best Practice within the team, department or division	Level 5	4
Elective	116926	Implement skills development as workplace learning to support organisational transformation	Level 5	12
Elective	114925	Manage learner information using an information management system	Level 5	4
Elective	15230	Monitor team members and measure effectiveness of performance	Level 5	4
Elective	13237	Optimise the quality assurance system	Level 5	6
Elective	114885	Prepare and communicate a productivity improvement plan for a functional unit	Level 5	6



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:*Provide operational and strategic support for a flight*

SAQA US ID	UNIT STANDARD TITLE		
252120	Provide operational and strategic support for a flight		
ORIGINATOR	PROVIDER		
SGB Aerospace Operations			
FIELD	SUBFIELD		
10 - Physical, Mathematical, Computer and Life Sciences	Physical Sciences		
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 5	8

SPECIFIC OUTCOME 1

Plan to brief flight deck crew and other role players.

SPECIFIC OUTCOME 2

Conduct a dispatch briefing.

SPECIFIC OUTCOME 3

Conclude the briefing.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:***Calculate and adjust aircraft weight and balance parameters***

SAQA US ID		UNIT STANDARD TITLE		
252121		Calculate and adjust aircraft weight and balance parameters		
ORIGINATOR		PROVIDER		
SGB Aerospace Operations				
FIELD		SUBFIELD		
10 - Physical, Mathematical, Computer and Life Sciences		Physical Sciences		
ABET BAND		UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined		Regular	Level 5	12

SPECIFIC OUTCOME 1

Confirm all applicable data to be used in calculation and adjustment of aircraft weight and balance in a given scenario.

SPECIFIC OUTCOME 2

Apply the rules to release the flight in accordance with aircraft weight and balance parameters in a given scenario.

SPECIFIC OUTCOME 3

Validate the aircraft loading and weight and balance calculation.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:

Produce aircraft load-sheets

SAQA US ID	UNIT STANDARD TITLE		
252122	Produce aircraft load-sheets		
ORIGINATOR		PROVIDER	
SGB Aerospace Operations			
FIELD		SUBFIELD	
10 - Physical, Mathematical, Computer and Life Sciences		Physical Sciences	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 5	16

SPECIFIC OUTCOME 1

Compile a manual loadsheet.

SPECIFIC OUTCOME 2

Generate an automated loadsheet.

SPECIFIC OUTCOME 3

Generate a Loading Instruction Report.

SPECIFIC OUTCOME 4

Calculate aircraft trim manually, according to aircraft type.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:***Determine the optimum route for a flight***

SAQA US ID		UNIT STANDARD TITLE	
252123		Determine the optimum route for a flight	
ORIGINATOR		PROVIDER	
SGB Aerospace Operations			
FIELD		SUBFIELD	
10 - Physical, Mathematical, Computer and Life Sciences		Physical Sciences	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 5	12

SPECIFIC OUTCOME 1

Assess potential routes.

SPECIFIC OUTCOME 2

Assess the impact of aircraft non-standard configuration and systems deviations on operations.

SPECIFIC OUTCOME 3

Interpret and apply operating minima.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:***Monitor a flight and analyse evolving conditions***

SAQA US ID		UNIT STANDARD TITLE	
252124		Monitor a flight and analyse evolving conditions	
ORIGINATOR		PROVIDER	
SGB Aerospace Operations			
FIELD		SUBFIELD	
10 - Physical, Mathematical, Computer and Life Sciences		Physical Sciences	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 5	10

SPECIFIC OUTCOME 1

Prepare for monitoring flight.

SPECIFIC OUTCOME 2

Perform flight following.

SPECIFIC OUTCOME 3

Analyse evolving conditions.

SPECIFIC OUTCOME 4

Finalise the flight following process.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	



SOUTH AFRICAN QUALIFICATIONS AUTHORITY

UNIT STANDARD:

Produce operational and Air Traffic Service (ATS) flight plans

SAQA US ID	UNIT STANDARD TITLE		
252127	Produce operational and Air Traffic Service (ATS) flight plans		
ORIGINATOR		PROVIDER	
SGB Aerospace Operations			
FIELD		SUBFIELD	
10 - Physical, Mathematical, Computer and Life Sciences		Physical Sciences	
ABET BAND	UNIT STANDARD TYPE	NQF LEVEL	CREDITS
Undefined	Regular	Level 5	16

SPECIFIC OUTCOME 1

Identify and acquire data to be used in the preparation of the operational flight plan.

SPECIFIC OUTCOME 2

Apply the rules to ensure safety in flight dispatching.

SPECIFIC OUTCOME 3

Determine the impact of non-standard events.

SPECIFIC OUTCOME 4

Generate the operational flight plan.

QUALIFICATIONS UTILISING THIS UNIT STANDARD

	ID	QUALIFICATION TITLE	LEVEL	STATUS	END DATE
Core	59256	National Diploma: Flight Dispatch	Level 5	Draft - Prep for P Comment	