

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

1. Inspect pressurisation control systems and components	a. Cabin Altimeters	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Differential pressure indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Cabin rate of climb indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Pressure controllers (manual and automatic)	No. of Entries	1	2	3
Tail / Job No.					
LAME Sign.					
Date					
Simulated		Yes No	Yes No	Yes No	

Performance Criteria:

- 1.1 Relevant maintenance documentation and modification status, including system defect reports, where relevant, are used to identify specific inspection requirements.
- 1.2 Isolation tags are checked and aircraft configured for safe system inspection and operation in accordance with the applicable maintenance manual.
- 1.3 Pressurisation control systems and components are visually or physically checked for external signs of defects in accordance with applicable maintenance manual while observing all relevant work health and safety (WHS) requirements.
- 1.4 Defects are correctly identified and reported.

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

1. Cont'd Inspect pressurisation control systems and components	e. Safety switches	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

- 1.1 Relevant maintenance documentation and modification status, including system defect reports, where relevant, are used to identify specific inspection requirements.
- 1.2 Isolation tags are checked and aircraft configured for safe system inspection and operation in accordance with the applicable maintenance manual.
- 1.3 Pressurisation control systems and components are visually or physically checked for external signs of defects in accordance with applicable maintenance manual while observing all relevant work health and safety (WHS) requirements.
- 1.4 Defects are correctly identified and reported.

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

2. Test/adjust pressurisation control systems and components	a. Cabin Altimeters	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Differential pressure indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Cabin rate of climb indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Pressure controllers (manual and automatic)	No. of Entries	1	2	3
Tail / Job No.					
LAME Sign.					
Date					
Simulated		Yes No	Yes No	Yes No	

Performance Criteria:

- 2.1 Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation.
- 2.2 Pressurisation control systems are functionally tested in accordance with maintenance manual for evidence of serviceability or malfunction.
- 2.3 System calibration or adjustments are performed in accordance with maintenance manual, as appropriate.

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

2. Cont'd Test/adjust pressurisation control systems and components	e. Safety switches	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

- 2.1 Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation.
- 2.2 Pressurisation control systems are functionally tested in accordance with maintenance manual for evidence of serviceability or malfunction.
- 2.3 System calibration or adjustments are performed in accordance with maintenance manual, as appropriate.

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

3. Troubleshoot pressurisation control systems	a. Cabin Altimeters	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Differential pressure indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Cabin rate of climb indicators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Pressure controllers (manual and automatic)	No. of Entries	1	2	3
Tail / Job No.					
LAME Sign.					
Date					
Simulated		Yes No	Yes No	Yes No	

Performance Criteria:

- 3.1 Available information from maintenance documentation, inspection and test results is used, where necessary, to assist in fault determination.
- 3.2 Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate troubleshooting to line replacement level.
- 3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
- 3.4 Pressurisation control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required, in accordance with standard enterprise procedures.
- 3.5 Rectification requirements are determined.

**** Note: Troubleshooting:** involves the use of fault finding charts or similar, to line replacement level.

Name of Assessed Person:

Registration:

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components

3. Cont'd Troubleshoot pressurisation control systems	e. Safety switches	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

- 3.1 Available information from maintenance documentation, inspection and test results is used, where necessary, to assist in fault determination.
- 3.2 Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate troubleshooting to line replacement level.
- 3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
- 3.4 Pressurisation control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required, in accordance with standard enterprise procedures.
- 3.5 Rectification requirements are determined.

**** Note: Troubleshooting:** involves the use of fault finding charts or similar, to line replacement level.

Name of Assessed Person:

Registration:

Certification of Underpinning Knowledge and Skills to Inspect, test and troubleshoot aircraft pressurisation control systems and components

A person cannot be assessed as competent until it can be demonstrated to the satisfaction of the workplace assessor that the relevant elements and performance criteria of the unit of competency are being achieved under routine supervision on at least one (1) component from each of Groups a) to c) listed in the range statement. This shall be established via the records in the Log of Industrial Experience and Achievement or, where appropriate, an equivalent Industry Evidence Guide (for details refer to the Companion Volume Implementation Guide).

UNIT MEA219: Inspect, test and troubleshoot aircraft pressurisation control systems and components	Date/ MTO Stamp
Evidence has been confirmed of the attainment of the following pre-requisite units of competency (as they are related to attainment of the elements of competency specified in this unit). <p style="text-align: center;">208, 246</p>	
Evidence has been confirmed of the knowledge requirements for this unit as delivered by a CASR 147 Approved Organisation. <p style="text-align: center;">OR</p> Assessment has been conducted to determine that the underpinning knowledge and skills have been achieved in accordance with the Competency Unit.	

Certification of Unit Completion

I certify that I have reviewed the certification of the elements for this competency unit and that all of the competency unit requirements have been met.

Signed: _____ Assessor No. _____ MTO: _____ Date: _____

Name of Assessed Person:

Registration:

This Page Intentionally Left Blank