

Name of Assessed Person:

Registration:

UNIT MEA321: Test and troubleshoot aircraft fixed wing flight control systems and components

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|--|---|----------------|--------|--------|--------|
| 1. Prepare for troubleshooting. | a. Ailerons, elevators, rudders, trim tabs, speed brakes, spoilers, flaps and slats | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Actuators – mechanical, hydraulic, pneumatic or electric | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Mechanical flight control components including cables, pulleys, guides, fairleads, tension regulators, control rods, bellcranks, torque tubes, chains, sprockets, control sticks (or wheels or columns), trim wheels or handles, and rudder pedals | 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 interpreted to identify an unserviceability.

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| | | | | | |
|---|---|----------------|--------|--------|--------|
| 2. Test fixed wing flight control systems. | a. Ailerons, elevators, rudders, trim tabs, speed brakes, spoilers, flaps and slats | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Actuators – mechanical, hydraulic, pneumatic or electric | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Mechanical flight control components including cables, pulleys, guides, fairleads, tension regulators, control rods, bellcranks, torque tubes, chains, sprockets, control sticks (or wheels or columns), trim wheels or handles, and rudder pedals | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

Performance Criteria:

- 2.1 Powered controls of the aircraft and system are prepared in accordance with maintenance manual for the application of electrical and hydraulic power.
- 2.2 Power is applied, if necessary, and system is functionally tested in accordance with applicable maintenance manual for malfunction or evidence of incorrect rigging while observing all relevant work health and safety (WHS) requirements.
- 2.3 System rigging is performed in accordance with applicable maintenance manual.

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|---|---|----------------|--------|--------|--------|
| 3. Troubleshoot fixed wing flight control systems. | a. Ailerons, elevators, rudders, trim tabs, speed brakes, spoilers, flaps and slats | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Actuators – mechanical, hydraulic, pneumatic or electric | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Mechanical flight control components including cables, pulleys, guides, fairleads, tension regulators, control rods, bellcranks, torque tubes, chains, sprockets, control sticks (or wheels or columns), trim wheels or handles, and rudder pedals | 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 and inspection and test results is used, where necessary, to assist in fault determination.
- 3.2 Maintenance manual fault diagnosis guide and logical 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 Fixed wing flight control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.

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Certification of Underpinning Knowledge and Skills to Test and troubleshoot aircraft fixed wing flight control systems and component

A person cannot be assessed as competent until it can be demonstrated to the satisfaction of the workplace assessor that the relevant elements of this unit of competency are being achieved under routine supervision on each type of system and on at least one (1) component of each group listed in the assessment conditions a) to c) that are applicable to the enterprise. 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 Assessment Guidelines).

| UNIT MEA321: Test and troubleshoot aircraft fixed wing flight 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;">318</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:** _____