**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **1.**<br>**Verify the Defect** | a. Electrical Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Electronic Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Instrument Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | d. Radio Communication and Navigation systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

1.1 Available information from flight crew such as flight phase, aircraft configuration etc., maintenance documentation both current and previous history, is used as necessary, to assist in fault determination.
1.2 Inspection of the affected system is carried out to check both physical integrity and correct operation.
1.3 Information gained from Central Maintenance Systems is verified against physical integrity and correct operation where applicable.
1.4 The effects on a system from interfaces/integration with other systems are taken into account.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **1. Cont'd**<br>**Verify the Defect** | e. Auto-flight Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

1.1 Available information from flight crew such as flight phase, aircraft configuration etc., maintenance documentation both current and previous history, is used as necessary, to assist in fault determination.
1.2 Inspection of the affected system is carried out to check both physical integrity and correct operation.
1.3 Information gained from Central Maintenance Systems is verified against physical integrity and correct operation where applicable.
1.4 The effects on a system from interfaces/integration with other systems are taken into account.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **2.**<br>**Isolate the Defect** | a. Electrical Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Electronic Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Instrument Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | d. Radio Communication and Navigation systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

2.1 Logical processes including the application of basic principles and system knowledge and known facts are used to augment maintenance manual fault diagnosis guides to ensure efficient and accurate troubleshooting.
2.2 Specialist advice is obtained, where required and/or available, to assist with the troubleshooting process.
2.3 Faults are located and the causes of the defects are clearly identified and correctly recorded in maintenance documentation including any other systems disturbed, where required.

**UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance**

| | | | | | |
|---|---|---|---|---|---|
| **2. Cont'd**<br>**Isolate the Defect** | e. Auto-flight Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

2.1 Logical processes including the application of basic principles and system knowledge and known facts are used to augment maintenance manual fault diagnosis guides to ensure efficient and accurate troubleshooting.

2.2 Specialist advice is obtained, where required and/or available, to assist with the troubleshooting process.

2.3 Faults are located and the causes of the defects are clearly identified and correctly recorded in maintenance documentation including any other systems disturbed, where required.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **3. Determine Defect Rectification Requirements** | a. Electrical Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Electronic Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Instrument Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | d. Radio Communication and Navigation systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

3.1 Defect rectification requirements are determined and the necessary repair action initiated once verification and isolation of the defect are confirmed.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **3. Cont'd Determine Defect Rectification Requirements** | e. Auto-flight Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

3.1 Defect rectification requirements are determined and the necessary repair action initiated once verification and isolation of the defect are confirmed.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **4.**<br>**Verify Defect Rectification** | a. Electrical Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | b. Electronic Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | c. Instrument Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |
| | d. Radio Communication and Navigation systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

4.1 Defect is rectified in accordance with (IAW) approved maintenance data.
4.2 All systems disturbed or accessed during troubleshooting are restored as applicable using maintenance manuals, repair schemes or approved maintenance data.
4.3 All check(s) required by approved maintenance data to ensure correct operation of all disturbed systems are performed.

**Name of Assessed Person:** **Registration:**

| UNIT MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance | | | | | |
|---|---|---|---|---|---|
| **4. Cont'd**<br>**Verify Defect Rectification** | e. Auto-flight Systems | No. of Entries | 1 | 2 | 3 |
| | | Tail / Job No. | | | |
| | | LAME Sign. | | | |
| | | Date | | | |
| | | Simulated | Yes No | Yes No | Yes No |

**Performance Criteria:**

4.1 Defect is rectified in accordance with (IAW) approved maintenance data.
4.2 All systems disturbed or accessed during troubleshooting are restored as applicable using maintenance manuals, repair schemes or approved maintenance data.
4.3 All check(s) required by approved maintenance data to ensure correct operation of all disturbed systems are performed.

**Note**

The **troubleshooting** approach should clearly demonstrate an in-depth knowledge of underpinning theory of a system, with this knowledge being used in a logical process to augment and extend the scope of the aircraft/system fault-finding guide. The fault rectification work plan should take account of applicable safety (including safe handling of heavy components) and quality requirements in accordance with the industry and regulatory standards.

**Name of Assessed Person:** **Registration:**

**Confirmation of Underpinning Knowledge and Skills to Perform Advanced Troubleshooting in Aircraft Avionic Maintenance**

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 e) 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 MEA235: Perform Advanced Troubleshooting in Aircraft Avionic Maintenance** | **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).<br><br>***All Certificate IV Units (Avionics or Mechanical)**<br><br>***Note 1: "CASA licensing requirement that competency not be sought until all of the Cert IV units have been obtained."** | |
| Evidence has been confirmed of the knowledge requirements for this unit as delivered by a CASR 147 Approved Organisation.<br><br>**OR**<br><br>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:** _____

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