Aviation AUSTRALIA	Trade Unit Certification Sheets	AA TT PRO 01a

Registration:

			No. of Entries		L	2			3
			Tail / Job No.						
	a. Navigation Radar	LAME Sign.							
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	-	L	2		3	3
	b.		Tail / Job No.						
			LAME Sign.						
			Date						
1. Prepare for Troubleshooting			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	-	L	2		3	3
		c. Radio Altimeter (RADALT)	Tail / Job No.						
	с.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	-	L	2		3	3
			Tail / Job No.						
	d.	Distance Measuring Equipment (DME)	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

1.1 Relevant maintenance documentation and modification status, including system defect reports where relevant, are used to identify unserviceability.

Name of Assessed Person:

Aviation	
AUSTRALIA	

Registration:

			No. of Entries	1	-	2		3	3
			Tail / Job No.						
	e.	ATC Transponder	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2		1	3
	f.		Tail / Job No.						
		Automatic dependent surveillance-broadcast (ADS-B)	LAME Sign.						
			Date						
1. Cont'd Prepare for Troubleshooting			Simulated	Yes	No	Yes	No	Yes	N
		g. Doppler L	No. of Entries	1	-	2		(1)	3
			Tail / Job No.						
	g.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	N
			No. of Entries	1	-	2		1	3
			Tail / Job No.						
	h.	Traffic Alert and Collision Avoidance (ACAS)	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	N

1.1 Relevant maintenance documentation and modification status, including system defect reports where relevant, are used to identify unserviceability.

Aviation	Trade Unit Certification Sheets	AA TT PRO 01a
Name of Assessed Person:	Registration	n:

UNIT MEA232: Test and Tro	ubleshoot Aircraft Pulse Systems and Components							
	No.		1		2		2 3	
		Tail / Job No.						
1. Cont'd Prepare for Troubleshooting	i.Displays, Indicators, Control Boxes, Antennae, Waveguides,publeshootingTransmitters and Receivers, Line Replaceable Units	LAME Sign.						
		Date						
		Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:		•	•				•	
1.1 Relevant maintenance do	cumentation and modification status, including system defect reports where r	elevant, are used	to ide	ntify ι	unserv	iceab	ility.	

Aviation AUSTRALIA	Trade Unit Certification Sheets	AA TT PRO 01a

Registration:

UNIT MEA232: Test and Tro	ubles	hoot Aircraft Pulse Systems and Components							
			No. of Entries	1			2	~~,	3
			Tail / Job No.						
	a.	Navigation Radar	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1			2	,	3
	b. We		Tail / Job No.						
		Weather Radar	LAME Sign.						
2.		No. of E Tail / Jol	Date						
			Simulated	Yes	No	Yes	No	Yes	No
Test / Adjust Pulse Systems			No. of Entries	1			2	,	3
			Tail / Job No.						
	c.		LAME Sign.						
-			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1			2	3	
			Tail / Job No.						
	d.	Distance Measuring Equipment (DME)	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 *Pulse System* is functionally tested, in accordance with maintenance manual, for evidence of serviceability or malfunction while observing all relevant work health and safety (WHS) requirements.

2.3 System calibration or adjustments are performed in accordance with maintenance manual, as appropriate.

Aviation Trade

ΑΑ ΤΤ

PRO 01a

Name of Assessed Person:

Registration:

UNIT MEA232: Test and Tro	oubles	shoot Aircraft Pulse Systems and Components					
			No. of Entries	1	2	3	}
			Tail / Job No.				
	e. ATC Transponder LAM	LAME Sign.					
			Date				
		Simulated	Yes No	Yes No	Yes	No	
	f.		No. of Entries	1	2	3	3
			Tail / Job No.				
		Automatic dependent surveillance-broadcast (ADS-B)	LAME Sign.				
			Date				
2. Cont'd Test / Adjust Pulse Systems			Simulated	Yes No	Yes No	Yes	No
	Tail / .	No. of Entries	1	2	3	3	
		Tail / Job No.					
		LAME Sign.					
			Date				
			Simulated	Yes No	Yes No	Yes	No
			No. of Entries	1	2	3	3
			Tail / Job No.				
	h.	Traffic Alert and Collision Avoidance (ACAS).	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 *Pulse System* is functionally tested, in accordance with maintenance manual, for evidence of serviceability or malfunction while observing all relevant work health and safety (WHS) requirements.
- 2.3 System calibration or adjustments are performed in accordance with maintenance manual, as appropriate.

Aviation	Trade Unit Certification Sheets	AA TT PRO 01a
Name of Assessed Person:	Registration	:

		No. of Entries	1	L		2	3	3
2. Cont'd Test / Adjust Pulse Systems	i Dianteur Indianteur Control Deuro Antonnos Maurovidos	Tail / Job No.						
	i. Displays, Indicators, Control Boxes, Antennae, Waveguides, Transmitters and Receivers, Line Replaceable Units	LAME Sign.						
		Date						
		Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:	·		•		•		•	

- 2.2 *Pulse System* is functionally tested, in accordance with maintenance manual, for evidence of serviceability or malfunction while observing all relevant work health and safety (WHS) requirements.
- 2.3 System calibration or adjustments are performed in accordance with maintenance manual, as appropriate.

Aviation Australia	Trade Unit Certification Sheets	AA TT PRO 01a

UNIT MEA232: Test and Tro	oubles	hoot Aircraft Pulse Systems and Components							
			No. of Entries		L	2	2	,	3
			Tail / Job No.						
	a.	Navigation Radar	LAME Sign.						
			Date						
		Si	Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries		L	2	2	···,	3
		Weather Radar	Tail / Job No.						
	b.		LAME Sign.						
			Date						
3.			Simulated	Yes	No	Yes	No	Yes	No
Troubleshoot Pulse Systems	c. Radio Altimeter (RADALT) No. of Entries Date	Radio Altimeter (RADALT)	No. of Entries		L	2	2	···,	3
			Tail / Job No.						
			LAME Sign.						
			Simulated	Yes	No	2 3			
			No. of Entries	-	L	2	2		3
			Tail / Job No.						
	d.	Distance Measuring Equipment (DME)	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 guides and logic processes are used to ensure efficient and accurate *Troubleshooting* to line replaceable level.

3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.

3.4 Pulse system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.

3.5 Rectification requirements are determined.

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

1.000				
	VI	-7	11	
			1	
AUS	TRAL	_IA		

Registration:

UNIT MEA232: Test and Tre	oubles	shoot Aircraft Pulse Systems and Components							
UNIT MEA232: Test and Tre	oubles	shoot Aircraft Pulse Systems and Components							
			No. of Entries	1	L	-	2		3
			Tail / Job No.						
	e.	ATC Transponder	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L		2		3
			Tail / Job No.						
	f.	Automatic dependent surveillance-broadcast (ADS-B)	LAME Sign.						
			Date						
3. Cont'd			Simulated	Yes	No	Yes	No	Yes	No
Troubleshoot Pulse Systems		g. Doppler	No. of Entries	1	L	4	2		3
			Tail / Job No.						
	g.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	<u>L</u>	2	2		3
			Tail / Job No.						
	h. Traffic Alert and Collision Avoidance (ACAS).	LAME Sign.							
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:									

	Trade Unit Certification Sheets	AA TT PRO 01a

Registration:

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components

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 guides and logic processes are used to ensure efficient and accurate *Troubleshooting* to line replaceable level.

3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.

3.4 Pulse system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.

3.5 Rectification requirements are determined.

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

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components									
		No. of Entries	1	2	<u>)</u>	3	\$		
2. Constitut	. Diselana Indiantara Cantral Danas Antonnas Manasidas	Tail / Job No.							
3. Cont'd Troubleshoot Pulse Systems	 Displays, Indicators, Control Boxes, Antennae, Waveguides, Transmitters And Receivers, Line Replaceable Units 	LAME Sign.							
Troubleshoot Pulse Systems	Transmitters And Receivers, Line Replaceable Onits	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 guides and logic processes are used to ensure efficient and accurate *Troubleshooting* to line replaceable level.

3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.

3.4 Pulse system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.

3.5 Rectification requirements are determined.

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

	Aviation AUSTRALIA	Trade Unit Certification Sheets	AA TT PRO 01a
Name	of Assessed Person:	Registration	ו:

Confirmation of Underpinning Knowledge and Skills to Test and Troubleshoot Aircraft Pulse 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 three (3) of the systems in Groups (a to h) and at least one item from (Group i). 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 MEA232: Test and Troubleshoot Aircraft Pulse 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).	
226, 246	
Evidence has been confirmed of the knowledge requirements for this unit as delivered by a CASR 147 Approved Organisation.	
OR	
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.	МТО:	Date:	
Approved by: Technical Training Manager	13/01/2025 Uncontrolled if Printed		R: 4	Page: 10 of 10