Name of Assessed Person: **Registration:**

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components					
1. Prepare for Troubleshooting	a. Navigation Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Weather Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Radio Altimeter (RADALT)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Distance Measuring Equipment (DME)	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 unserviceability.

Name of Assessed Person: **Registration:**

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components					
1. Cont'd Prepare for Troubleshooting	e. ATC Transponder	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Automatic dependent surveillance-broadcast (ADS-B)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	g. Doppler	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	h. Traffic Alert and Collision Avoidance (ACAS)	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 unserviceability.

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components								
1. Cont'd **Prepare for Troubleshooting**	i. Displays, Indicators, Control Boxes, Antennae, Waveguides, Transmitters and Receivers, Line Replaceable Units	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 unserviceability.

Name of Assessed Person: **Registration:**

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components					
2. Test / Adjust Pulse Systems	a. Navigation Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Weather Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Radio Altimeter (RADALT)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Distance Measuring Equipment (DME)	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 ***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.

Name of Assessed Person: **Registration:**

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

Name of Assessed Person: **Registration:**

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components								
2. Cont'd **Test / Adjust Pulse Systems**	i. Displays, Indicators, Control Boxes, Antennae, Waveguides, Transmitters and Receivers, Line Replaceable Units	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 ***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.

Name of Assessed Person: **Registration:**

UNIT MEA232: Test and Troubleshoot Aircraft Pulse Systems and Components					
3. Troubleshoot Pulse Systems	a. Navigation Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Weather Radar	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Radio Altimeter (RADALT)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Distance Measuring Equipment (DME)	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 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.

Name of Assessed Person: **Registration:**

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

Name of Assessed Person: **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

3. Cont'd Troubleshoot Pulse Systems	i. Displays, Indicators, Control Boxes, Antennae, Waveguides, Transmitters And Receivers, Line Replaceable Units	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 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.

Name of Assessed Person: **Registration:**

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.** _____ **MTO:** _____ **Date:** _____