Name of Assessed Person: **Registration:**

UNIT MEASTR0002: Modify and Repair Aircraft Composite Material Structure and Components					
1. **Plan Repair / Modification.**	a. Pre-Preg Materials Hot Cure (Performed on one of Carbon Graphite, Kevlar, Fibreglass, or Aluminium)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Cold Cure or Wet Lay-Up (using either Fibreglass or Carbon Graphite)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Core Materials (using one of Aluminium, Nomex, or Foam)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

1.1 Extent of damage is correctly assessed to assist in determining repair procedure.
1.2 Structure is supported and prepared in accordance with the applicable maintenance manual to ensure personnel safety and freedom from damage.
1.3 Appropriate modification or repair scheme is identified in accordance with structural repair manual and/or approved data.
1.4 Specialist advice is obtained in establishing an approved repair scheme where a standard repair scheme cannot be identified or damage criteria is out of limits
1.5 All materials and equipment required are organised

Name of Assessed Person: **Registration:**

UNIT MEASTR0002: Modify and Repair Aircraft Composite Material Structure and Components					
2. **Prepare Components for Hot Bonding.**	a. Pre-Preg Materials Hot Cure (Performed on one of Carbon Graphite, Kevlar, Fibreglass, or Aluminium)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Core Materials (using one of Aluminium, Nomex, or Foam)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 Components are prepared in accordance with applicable process specification while observing all relevant work health and safety (WHS) requirements, including the use of material safety data sheets (MSDS) and items of personal protective equipment (PPE).
2.2 Bagging is checked to ensure vacuum seal is correct.
2.3 Temperature probes are placed appropriately to provide accurate measurement.
2.4 Equipment is checked for serviceability to ensure safety in application
2.5 Heat blanket is laid on component or repair in a manner that ensures even temperature distribution.

Name of Assessed Person: **Registration:**

UNIT MEASTR0002: Modify and Repair Aircraft Composite Material Structure and Components					
3. **Repair / Modify Components using Hot Bond.**	a. Pre-Preg Materials Hot Cure (Performed on one of Carbon Graphite, Kevlar, Fibreglass, or Aluminium)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Core Materials (using one of Aluminium, Nomex, or Foam)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

3.1 Hot bonding equipment is operated in accordance with equipment manufacturer's procedures.
3.2 Vacuum and temperature recordings are monitored, including checking of hot and cold spots on trailing and leading temperature probes, to ensure specifications are met.
3.3 Curing cycle and recording of operating cycle data are monitored as required by approved procedures to ensure specifications are met
3.4 Blemishes are sealed, potted or filled, where necessary, in accordance with applicable process specification.
3.5 Component assemblies, including test pieces, requiring further or special treatment are made ready for the appropriate processes.
3.6 Required maintenance documentation is accurately completed and correctly processed.
3.7 Completed assemblies are tagged, sealed or packaged as required.

Name of Assessed Person: **Registration:**

UNIT MEASTR0002: Modify and Repair Aircraft Composite Material Structure and Components					
4. **Repair / Modify Components using Cold Cure.**	a. Cold Cure or Wet Lay-Up (using either Fibreglass or Carbon Graphite)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Core Materials (using one of Aluminium, Nomex, or Foam)	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

4.1 Lay up of materials is checked to confirm that components meet required specifications while observing all relevant WHS requirements, including the use of MSDS and items of PPE.
4.2 Curing cycle is regularly monitored to ensure required specifications are met.
4.3 Components are checked for blemishes or delamination in accordance with quality procedures.
4.4 Component assemblies requiring further or special treatment are made ready for the appropriate processes.
4.5 Required maintenance documentation is completed and processed in accordance with standard enterprise procedures.
4.6 Completed assemblies are tagged, sealed or packaged as required.

Name of Assessed Person: **Registration:**

Confirmation of Underpinning Knowledge and Skills to Repair / Modify Aircraft Composite Material Structure / 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 using materials from each of:

- pre-preg materials hot cure (performed on one of carbon graphite, kevlar, fibreglass or aluminium)
- cold cure or wet lay-up (using either fibreglass or carbon graphite)
- core materials (using one of aluminium, nomex or foam).

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 MEASTR0002: Modify and Repair Aircraft Composite Material Structure 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). **STR0001**	
Evidence has confirmed the underpinning knowledge requirements for these units have been delivered by a CASR Part-147 Approved Organisation **OR** Examinations have been conducted to determine the underpinning knowledge have been achieved to meet the requirements for the Unit of Competency.	

Certification of Unit Completion

I certify that at the time of this review the candidates' evidence of experiences for the application of skills and knowledge meets the requirements specified in the elements and criteria for this unit of competency.

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

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