

Registration:

UNIT MEA309: Inspect, Tes	t and	Troubleshoot Aircraft Hydro-Mechanical and Landing Gear Systems an	d Components						
			No. of Entries	1	-	2	2		3
	a.	Hydraulic systems - hydraulic accumulators, filters, reservoirs,	Tail / Job No.						
		valves, pumps, motors, actuators, regulators, and direct reading	LAME Sign.						
		gauges	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2	2		3
			Tail / Job No.						
	b.	Hydraulic system rigid and flexible pipelines, hoses, and fittings	LAME Sign.						
			Date						
1. Inspect hydro meshanisal			Simulated	Yes	No	Yes	No	Yes	No
Inspect hydro-mechanical systems and components.			No. of Entries	1	-	2	2		3
systems and components.	 Fuel systems - filters, valves, pumps, and rigid and flexible storage cells/tanks 	Tail / Job No.							
		LAME Sign.							
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2	2	:	3
			Tail / Job No.						
	d.	Fuel system rigid and flexible pipelines, hoses, and fittings	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

Performance Criteria:

1.1 Isolation tags already attached to the system or related systems are checked and aircraft configured for safe system inspection and operation in accordance with specified procedures.

1.2 Hydro-mechanical system and system components are visually or physically checked for external signs of defects in accordance with specified procedures 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).



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			No. of Entries	1	L	-	2		3
			Tail / Job No.						
	a.	Retraction Systems (may be omitted if not applicable to enterprise)	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
			Tail / Job No.						
	b.	Steering Systems (may be omitted if not applicable to enterprise)	LAME Sign.						
2		Date							
2. Inspect Landing Gear Systems			Simulated	Yes	No	Yes	No	Yes	No
and Components.			No. of Entries	1	L	2	2		3
	c Brake Systems, including anti-skid where applicable <i>(may be</i>)	Tail / Job No.							
		LAME Sign.							
		onnited if not applicable to enterprise,	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2	3	3
			Tail / Job No.						
	d.	Wheel Assemblies, Skids and Floats	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

Performance Criteria:

- 2.1 Isolation tags already attached to the system or related systems are checked and aircraft configured, including jacking where necessary, for safe system inspection and operation in accordance with specified procedures.
- 2.2 Landing gear system and system components are visually or physically checked for external signs of defects in accordance with specified procedures while observing all relevant WHS requirements, including the use of MSDS and PPE

** Note: Coverage of Retraction, Steering and Brake Systems, Brake Units and Struts / Oleos are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats



Registration:

			No. of Entries	1	L	2	2	3	3
			Tail / Job No.						
	e.	Brake Units (may be omitted if not applicable to enterprise)	LAME Sign.						
2. Cont'd			Date						
		Simulated	Yes	No	Yes	No	Yes	No	
nspect Landing Gear Systems nd Components.		f. Struts/ Oleos (may be omitted if not applicable to enterprise)	No. of Entries	1	<u>_</u>	2	2	3	3
			Tail / Job No.						
	f.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

inspection and operation in accordance with specified procedures.

2.2 Landing gear system and system components are visually or physically checked for external signs of defects in accordance with specified procedures.

** Note: Coverage of Retraction, Steering and Brake Systems, Brake Units and Struts / Oleos are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats



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UNIT MEA309: Inspect, Tes	t and	Troubleshoot Aircraft Hydro-Mechanical and Landing Gear Systems and	d Components				
			No. of Entries	1	2		3
			Tail / Job No.				
	a.	Hydraulic Systems and Components	LAME Sign.				
			Date				
			Simulated	Yes No	Yes No	Yes	No
		No. of Entries	1	2		3	
			Tail / Job No.				
	b.	Fuel Systems and Components	LAME Sign.				
3. Test Under mechanical and			Date				
			Simulated	Yes No	Yes No	Yes	No
Test Hydro-mechanical and Landing Gear Systems			No. of Entries	1	2		3
Landing Gear Systems		Tail / Job No.					
		LAME Sign.					
			Date				
			Simulated	Yes No	Yes No	Yes	No
			No. of Entries	1	2	3	3
			Tail / Job No.				
	d.	Steering Systems (may be omitted if not applicable to enterprise)	LAME Sign.				
			Date				
			Simulated	Yes No	Yes No	Yes	No

Performance Criteria:

3.1 The aircraft and hydro-mechanical systems are correctly prepared, in accordance with specified procedures, for the application of power.

3.2 Power is applied, and system functionally tested, in accordance with specified procedures, for evidence of malfunction or leaks.

3.3 System calibration or adjustments are performed in accordance with specified procedures.

** Note: Coverage of Retraction, Steering and Brake Systems are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats

		Trade Unit Certification Sheets	AA TT PRO 01a
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Registration:

3. Cont'd			No. of Entries Tail / Job No.		1	2	2	3	3
Test Hydro-mechanical and Landing Gear Systems	e. Brake Systems, including anti-skid where applicable (may be	LAME Sign.							
		omitted if not applicable to enterprise)	Date						
			Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:									

3.3 System calibration or adjustments are performed in accordance with specified procedures.

** Note: Coverage of Retraction, Steering and Brake Systems are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats



Registration:

			No. of Entries	1	L	12	2	(1)	3
			Tail / Job No.						
	a.	Hydraulic Systems and Components	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	14	2	(1)	3
			Tail / Job No.						
	b.	Fuel System and Components	LAME Sign.						
			Date						
4. Prepare for Troubleshooting			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L		2	(1)	3
		Tail / Job No.							
		LAME Sign.							
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	12	<u>)</u>	(1)	3
			Tail / Job No.						
	d.	Steering Systems (may be omitted if not applicable to enterprise)	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

4.1 Relevant maintenance documentation and modification status, including system defect/ service difficulty reports where relevant, are interpreted to identify an unserviceability.

** Note: Coverage of Retraction, Steering and Brake Systems are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats

AVIALIA	Trade Unit Certification Sheets	AA TT PRO 01a
Name of Assessed Person:	Pogistration	

Registration:

UNIT MEA309: Inspect, Test a	nd Tro	oubleshoot Aircraft Hydro-Mechanical and Landing Gear Systems and (Components						
			No. of Entries		1	Ĩ	2		3
4. Countrel		Drake Sustana, including anti akid whom analisahla (may be	Tail / Job No.						
4. Cont'd Prepare for Troubleshooting	e.	Brake Systems, including anti-skid where applicable (may be omitted if not applicable to enterprise)	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:4.1Relevant maintenance de identify an unserviceabil		entation and modification status, including system defect/ service diffic	ulty reports where	releva	int, ar	e intei	rprete	d to	
** Note: Coverage of Retraction	on, Ste	eering and Brake Systems are not required where the aircraft is Rotary	Wing and is fitted	l with	Skids	or Floa	ats		



Registration:

			No. of Entries	1	L	2	<u>)</u>		3
			Tail / Job No.						
	a.	Hydraulic Systems and Components	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
_			No. of Entries	1	_	2	2		3
5. Frauhlachaat Uudra			Tail / Job No.						
Troubleshoot Hydro- mechanical and Landing Gear	b.	Fuel Systems and Components	LAME Sign.						
Systems			Date						
Systems			Simulated	Yes	No	Yes	No	Yes	No
		Retraction Systems (may be omitted if not applicable to enterprise)	No. of Entries	1		2	2		3
			Tail / Job No.						
	с.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
Performance Criteria:									
5.1 Available information fr	om ma	aintenance documentation and inspection and test results is used, where	necessary, to ass	ist in fa	ault d	eterm	inatio	n.	
		gnosis guide and logical processes are used to ensure efficient and accur	ate troubleshooti	ng to li	ne rej	placen	nent le	evel.	
		where required, to assist with the troubleshooting process.							
	anding	gear system faults are located, and the causes of the faults are clearly ic	lentified and corro	ectly re	ecorde	ed in n	nainte	enance	е
5.4 Hydro-mechanical and l documentation, where	require	ed.							

** Note 1: (Coverage of Retraction, Steering and Brake Systems are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats) ** Note 2: (Troubleshooting involves the use of fault-finding charts or similar to line replacement level)



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UNIT MEA309: Inspect, Test an	d Trou	ubleshoot Aircraft Hydro-Mechanical and Landing Gear Systems and Co	omponents			
			No. of Entries	1	2	3
		Steering Systems (may be omitted if not applicable to enterprise)	Tail / Job No.			
	d.		LAME Sign.			
5. Cont'd			Date			
Troubleshoot Hydro- mechanical and Landing Gear Systems e.			Simulated	Yes No	Yes No	o Yes No
		e. Brake Systems, including anti-skid where applicable (may be omitted if not applicable to enterprise)	No. of Entries	1	2	3
			Tail / Job No.			
	e.		LAME Sign.			
			Date			
			Simulated	Yes No	Yes No	o Yes No
Performance Criteria:						

5.1 Available information from maintenance documentation and inspection and test results is used, where necessary, to assist in fault determination.

5.2 Maintenance manual fault diagnosis guide and logical processes are used to ensure efficient and accurate troubleshooting to line replacement level.

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

5.4 Hydro-mechanical and landing gear system faults are located, and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.

5.5 Fault rectification requirements are determined to assist in planning the repair or adjustment.

** Note 1: (Coverage of Retraction, Steering and Brake Systems are not required where the aircraft is Rotary Wing and is fitted with Skids or Floats)

** Note 2: (Troubleshooting involves the use of fault-finding charts or similar to line replacement level)

Trade Unit Certification Sheets	AA TT PRO 01a
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Registration:

Certification of Underpinning Knowledge and Skills to Inspect, Test and Troubleshoot Aircraft Hydro-Mechanical and Landing Gear 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 this unit of competency are being achieved under routine supervision on each type of system and on at least one (1) component from each of the following: (Groups 2a, b, c, e, f and Groups 3 to 5, c to e) may be omitted where they are not Applicable to the Enterprise).

- *Hydraulic Systems* a system and at least one component from each of the variables.
- *Fuel Systems* a system and at least one component from each of the variables.
- Landing Gear Components one each of the variables.
- **Steering systems** a system and at least one component from each of the variables.
- **Brake systems, including anti-skid, where applicable** a system and at least one component from each of the variables.

This shall be established via the records in the Log of Industrial Experience and Achievement or, where appropriate, an equivalent Industry Evidence Guide.

UNIT MEA309: Inspect, Test and Troubleshoot Aircraft Hydro-Mechanical and Landing G	ear Systems and DATE/ MTO STAMP
Components	
Evidence has been confirmed of the attainment of the following pre-requisite units of competence to attainment of the elements of competency specified in this unit).	cy (as they are related
398	
Evidence has been confirmed of the knowledge requirements for this unit as delivered by a CASR Organisation.	147 Approved
OR	
Assessment has been conducted to determine that the underpinning knowledge and skills have b accordance with the Competency Unit.	been achieved in

Certification of Unit Completion

Name of Assessed Person:

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:	
Approved by: Technical Training Manager		01/12/2023		R: 3		Page: 10 of 10
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