

AA TT PRO 01a

Name of Assessed Person: Registration:

UNIT MEA312: Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components									
			No. of Entries		1	2	2		3
	a. Elevator, Aileron and Rudder Primary Flight Control Systems and	Tail / Job No.							
		LAME Sign.							
		Associated Trim Systems	Date						
1.		Simulated	Yes	No	Yes	No	Yes	No	
		b. Speed Brake, Spoiler, Flap And High Lift Systems	No. of Entries	-	1	2	2		3
			Tail / Job No.						
Inspect Fixed Wing Flight Control Systems and	b.		LAME Sign.						
Components			Date						
Components			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	:	1	2	2		3
		Ailarans Flaustors Budders Trim Tabs Chand Brakes Chailars	Tail / Job No.						
	С.	c. Ailerons, Elevators, Rudders, Trim Tabs, Speed Brakes, Spoilers, Flaps and Slats	LAME Sign.						
			Date						
				Yes	No	Yes	No	Yes	No

- 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 applicable maintenance manual.
- 1.2 Fixed wing *Flight control systems and components* are visually or physically checked for signs of defects in accordance with applicable maintenance manual while observing all relevant work health and safety (WHS) requirements.



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UNIT MEA312: Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components									
1. Cont'd Inspect Fixed Wing Flight			No. of Entries	1		2		(1)	8
			Tail / Job No.						
	d.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
Control Systems and		e. Mechanical Flight Control Components (Cables, Pulleys, Guides,	No. of Entries	1		2		3	3
Components	e.		Tail / Job No.						
		Fairleads, Tension Regulators, Control Rods, Bellcranks, Torque Tubes, Chains, Sprockets, Control Sticks, Wheels or Columns, Trim	LAME Sign.						
		Wheels or Handles and Rudder Pedals)	Date						
		Wheels of Harraies and Raddel Feduls)	Simulated	Yes	No	Yes	No	Yes	No

- 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 applicable maintenance manual.
- 1.2 Fixed wing *Flight control systems and components* are visually or physically checked for signs of defects in accordance with applicable maintenance manual while observing all relevant work health and safety (WHS) requirements.



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UNIT MEA312: Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components									
			No. of Entries	1	L	2)	3	3
		Flouritar Ailaran and Buddar Briman, Flight Control Systems and	Tail / Job No.						
	a.	Elevator, Aileron and Rudder Primary Flight Control Systems and Associated Trim Systems	LAME Sign.						
		Associated Trim Systems	Date						
2.			Simulated	Yes	No	Yes	No	Yes	No
		Speed Brake, Spoiler, Flap And High Lift Systems	No. of Entries	1	L	2	2	3	3
			Tail / Job No.						
Test Fixed Wing Flight Control			LAME Sign.						
Systems		Date							
		S	Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	<u>L</u>	2)	3	3
		Ailarans Flavators Buddars Trim Tahs Spand Brakes Spailars	Tail / Job No.						
	ι.	c. Ailerons, Elevators, Rudders, Trim Tabs, Speed Brakes, Spoilers, Flaps and Slats	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

- 2.1 Powered controls of the aircraft and system are prepared, in accordance with maintenance manual, for the application of electrical and hydraulic power.
- 2.2 Power is applied, if necessary, and system is functionally tested, in accordance with applicable maintenance manual, for malfunction or evidence of incorrect rigging.
- 2.3 System rigging is performed in accordance with applicable maintenance manual.



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UNIT MEA312: Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components									
		d. Actuators - Mechanical, Hydraulic, Pneumatic or Electric e. Mechanical Flight Control Components (Cables, Pulleys, Guides,	No. of Entries	1		2		3	3
			Tail / Job No.						
	d.		LAME Sign.						
			Date						
2. Cont'd Test Fixed Wing Flight Control			Simulated	Yes	No	Yes	No	Yes	No
Systems			No. of Entries	1		2		3	3
Systems	e.		Tail / Job No.						
		Fairleads, Tension Regulators, Control Rods, Bellcranks, Torque Tubes, Chains, Sprockets, Control Sticks, Wheels or Columns, Trim	LAME Sign.						
		Wheels or Handles and Rudder Pedals)	Date						
		vinces of fluridies and fludder reddisj	Simulated	Yes	No	Yes	No	Yes	No

- 2.1 Powered controls of the aircraft and system are prepared, in accordance with maintenance manual, for the application of electrical and hydraulic power.
- 2.2 Power is applied, if necessary, and system is functionally tested, in accordance with applicable maintenance manual, for malfunction or evidence of incorrect rigging.
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Name of Assessed Person: Registration:

UNIT MEA312: Inspect, Test	and ⁻	Troubleshoot Aircraft Fixed Wing Flight Control Systems and Compone	ents						
		Florester Alleren and Budder Driman, Flight Central Systems and	No. of Entries		L	2	2	;	3
			Tail / Job No.						
	a. Elevator, Aileron and Rudder Primary Flight Control Systems and Associated Trim Systems LAME Sign.								
		Associated Trim Systems	Date						
		Simulated Yes	Yes	No	Yes	No	Yes	No	
		s. Speed Brake, Spoiler, Flap And High Lift Systems	No. of Entries	-	L	2	2	;	3
			Tail / Job No.						
3. Prepare for Troubleshooting	b.		LAME Sign.						
rrepare for froubleshooting			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	-	L	2	2	;	3
	_	Ailarans Elavators Buddars Trim Tahs Spand Brakes Spailars	Tail / Job No.						
	ι.	c. Ailerons, Elevators, Rudders, Trim Tabs, Speed Brakes, Spoilers, Flaps and Slats	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

Performance Criteria:

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

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



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			No. of Entries	1	2	3			
3. Cont'd		d. Actuators - Mechanical, Hydraulic, Pneumatic or Electric e. Mechanical Flight Control Components (Cables, Pulleys, Guides,	Tail / Job No.						
	d.		LAME Sign.						
			Date						
			Simulated	Yes No	Yes No	Yes No			
Prepare for Troubleshooting			No. of Entries	1	2	3			
	e.		Tail / Job No.						
		Fairleads, Tension Regulators, Control Rods, Bellcranks, Torque Tubes, Chains, Sprockets, Control Sticks, Wheels or Columns, Trim	LAME Sign.						
		Wheels or Handles and Rudder Pedals)	Date						
		wheels of Hahales and Naddel 1 edals)	Simulated	Yes No	Yes No	Yes No			

Performance Criteria:

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

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



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			No. of Entries	1	_	2)		3	
4.		Floreston, Allower and Budden Drives on Flight Control Customes and	Tail / Job No.							
	a.	Elevator, Aileron and Rudder Primary Flight Control Systems and Associated Trim Systems	LAME Sign.							
		Associated Tilli Systems	Date							
			Simulated	Yes	No	Yes	No	Yes	No	
		b. Speed Brake, Spoiler, Flap And High Lift Systems L	No. of Entries	1	_	2) -		3	
			Tail / Job No.							
Troubleshoot Fixed Wing	b.		LAME Sign.							
Flight Control Systems			Date							
			Simulated	Yes	No	Yes	No	Yes	No	
			No. of Entries	1	_	2)		3	
	_	Ailarans Flavators Budders Trim Tahs Speed Brakes Speilers	Tail / Job No.							
	C.	Ailerons, Elevators, Rudders, Trim Tabs, Speed Brakes, Spoilers, Flaps and Slats	LAME Sign.							
	riaps and stats	i iaps and siats	Date							
			Simulated	Yes	No	Yes	No	Yes	No	

Performance Criteria:

- 4.1 Available information from maintenance documentation and inspection and test results is used, where necessary, to assist in fault determination.
- 4.2 Maintenance manual fault diagnosis guide and logical processes are used to ensure efficient and accurate troubleshooting to line replacement level.
- 4.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
- 4.4 Fixed wing flight control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.
- 4.5 Fault rectification requirements are determined to assist in planning the repair.

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



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UNIT MEA312: Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components									
4. Cont'd		d. Actuators - Mechanical, Hydraulic, Pneumatic or Electric e. Mechanical Flight Control Components (Cables, Pulleys, Guides,	No. of Entries	1	2	3			
			Tail / Job No.						
	d.		LAME Sign.						
			Date						
			Simulated	Yes No	Yes No	Yes No			
Troubleshoot Fixed Wing Flight Control Systems			No. of Entries	1	2	3			
Tight Control Systems	e.		Tail / Job No.						
		Fairleads, Tension Regulators, Control Rods, Bellcranks, Torque Tubes, Chains, Sprockets, Control Sticks, Wheels or Columns, Trim	LAME Sign.						
		Wheels or Handles and Rudder Pedals)	Date						
		Wheels of Hahares and Naddel Tedals)	Simulated	Yes No	Yes No	Yes No			

- 4.1 Available information from maintenance documentation and inspection and test results is used, where necessary, to assist in fault determination.
- 4.2 Maintenance manual fault diagnosis guide and logical processes are used to ensure efficient and accurate troubleshooting to line replacement level.
- 4.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
- 4.4 Fixed wing flight control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.
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^{**} Note: Troubleshooting: involves the use of fault finding charts or similar, to line replacement level.



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Trade Unit Certification Sheets

AA TT PRO 01a

Date / MTO Stamp

Name of Assessed Person: Registration:

Inspect Test and Troubleshoot Aircraft Fixed Wing Flight Control Systems and Components

Assessor No.

Certification of Underpinning Knowledge and Skills to Inspect, Test and Troubleshoot Aircraft Fixed Wing Flight Control 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 of the unit of competency are being achieved under routine supervision on at least one (1) item of each group listed in the assessment conditions a) to e). 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).

ONT WEAST2. Hispect, rest and troubleshoot America trixed wing riight control systems and components	Date/ Wil O Stainp
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).	
305	
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 uni	t requirements have been met.

Signed:

MTO:

R: 3

Date:



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Registration:

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