

**Name of Assessed Person:**

**Registration:**

**UNIT MEA359: Inspect and repair aircraft wooden structures**

<b>1. Inspect aircraft wooden structure.</b>	a. Inspect and/or test drainage and water and dirt collection points	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Inspect and/or test fabric covered plywood surfaces	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Inspect and/or test single and double plywood skin	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 defect reports, where relevant, are used to identify specific inspection requirements.
- 1.2 Appropriate preparation and access to the aircraft structure is undertaken to allow for proper inspection and testing in accordance with maintenance documentation.
- 1.3 Aircraft wooden structure is visually or physically checked for signs of deterioration, deformation defects or damage in accordance with maintenance documentation and approved 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).
- 1.4 Damage or defects are assessed against damage or wear limits specified by structural repair manual or other approved data to determine if repair or replacement is required.

Name of Assessed Person:

Registration:

**UNIT MEA359: Inspect and repair aircraft wooden structures**

<b>1. Cont'd Inspect aircraft structure.</b>	d. Inspect and/or test structural timbers and bolt holes	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Inspect and/or test glued joint strength	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Inspect and/or test glue lines	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 defect reports, where relevant, are used to identify specific inspection requirements.
- 1.2 Appropriate preparation and access to the aircraft structure is undertaken to allow for proper inspection and testing in accordance with maintenance documentation.
- 1.3 Aircraft wooden structure is visually or physically checked for signs of deterioration, deformation defects or damage in accordance with maintenance documentation and approved 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).
- 1.4 Damage or defects are assessed against damage or wear limits specified by structural repair manual or other approved data to determine if repair or replacement is required.

**Name of Assessed Person:**

**Registration:**

**UNIT MEA359: Inspect and repair aircraft wooden structures**

<b>1. Cont'd Inspect aircraft structure.</b>	g. Inspection techniques must include visual inspection, physical checks, mensuration and alignment	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 defect reports, where relevant, are used to identify specific inspection requirements.
- 1.2 Appropriate preparation and access to the aircraft structure is undertaken to allow for proper inspection and testing in accordance with maintenance documentation.
- 1.3 Aircraft wooden structure is visually or physically checked for signs of deterioration, deformation defects or damage in accordance with maintenance documentation and approved 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).
- 1.4 Damage or defects are assessed against damage or wear limits specified by structural repair manual or other approved data to determine if repair or replacement is required.

**Name of Assessed Person:**

**Registration:**

**UNIT MEA359: Inspect and repair aircraft wooden structures**

<b>2. Repair aircraft wooden structures.</b>	a. Load carrying structural timbers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Plywood skin	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

**Performance Criteria:**

- 2.1 Extent of damage is correctly assessed to assist in determining repair procedure.
- 2.2 Structure is supported and prepared in accordance with the applicable maintenance manual to ensure personal safety and freedom from damage.
- 2.3 Appropriate repair scheme is identified in accordance with structural repair manual and/or approved data.
- 2.4 Specialist advice is obtained in establishing an approved repair scheme where a standard repair scheme cannot be identified or damage is beyond limits.
- 2.5 All materials and equipment required are organised.
- 2.6 Structural repairs are performed in accordance with approved repair scheme ensuring that aircraft standard practices are used and process requirements are carried out while observing all relevant WHS requirements, including the use of MSDS and items of PPE.
- 2.7 Finishing scheme is restored while observing all relevant WHS requirements, including the use of MSDS and items of PPE.
- 2.8 Work area is cleaned of all waste material or contaminants.
- 2.9 Components are adjusted, where necessary, to operate within prescribed specifications.
- 2.10 Required maintenance/repair documentation is completed and processed in accordance with standard enterprise procedures.
- 2.11 Where required, repaired components or assemblies are tagged, sealed and packaged or cradled in accordance with specified procedures.

**Name of Assessed Person:**

**Registration:**

**UNIT MEA359: Inspect and repair aircraft wooden structures**

<b>2. Cont'd Repair aircraft wooden structures.</b>	c. Spars and ribs	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Refinishing of structure after repair using approved finishing scheme	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

**Performance Criteria:**

- 2.1 Extent of damage is correctly assessed to assist in determining repair procedure.
- 2.2 Structure is supported and prepared in accordance with the applicable maintenance manual to ensure personal safety and freedom from damage.
- 2.3 Appropriate repair scheme is identified in accordance with structural repair manual and/or approved data.
- 2.4 Specialist advice is obtained in establishing an approved repair scheme where a standard repair scheme cannot be identified or damage is beyond limits.
- 2.5 All materials and equipment required are organised.
- 2.6 Structural repairs are performed in accordance with approved repair scheme ensuring that aircraft standard practices are used and process requirements are carried out while observing all relevant WHS requirements, including the use of MSDS and items of PPE.
- 2.7 Finishing scheme is restored while observing all relevant WHS requirements, including the use of MSDS and items of PPE.
- 2.8 Work area is cleaned of all waste material or contaminants.
- 2.9 Components are adjusted, where necessary, to operate within prescribed specifications.
- 2.10 Required maintenance/repair documentation is completed and processed in accordance with standard enterprise procedures.
- 2.11 Where required, repaired components or assemblies are tagged, sealed and packaged or cradled in accordance with specified procedures.

**Name of Assessed Person:**

**Registration:**

**Certification of Underpinning Knowledge and Skills to Inspect and Repair Aircraft Wooden Structures**

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 all of the groups listed in the assessment conditions a) to g) that are applicable to the enterprise. 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).

<b>UNIT MEA359: Inspect and repair aircraft wooden structures</b>	<b>Date/ MTO Stamp</b>
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).  <p style="text-align: center;"><b>107, 154, 155, 156, 157, 158</b></p>	
Evidence has been confirmed of the knowledge requirements for this unit as delivered by a CASR 147 Approved Organisation.  <p style="text-align: center;"><b>OR</b></p> 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:** \_\_\_\_\_