Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
1. Inspect Pneumatic Systems and Components	a. De-icing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Air Cycle Air Conditioning Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Pressurisation Systems ***(may be omitted if not applicable to enterprise)***	No. of Entries	1	2	3
		Tail / Job No.			
		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 ***Pneumatic system*** is visually or physically checked for external signs of defects in accordance with specified procedures while observing all relevant work health and safety (WHS) requirements.

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
1. Cont'd Inspect Pneumatic Systems and Components	d. Fire extinguishing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Filters, Valves, Pumps, Motors, Actuators, Regulators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	No. of Entries	1	2	3
		Tail / Job No.			
		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 ***Pneumatic system*** is visually or physically checked for external signs of defects in accordance with specified procedures while observing all relevant work health and safety (WHS) requirements.

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
1. Cont'd Inspect Pneumatic Systems and Components	g. Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	h. Rigid and Flexible Pipelines, Hoses and Fittings	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	i. Ducting	No. of Entries	1	2	3
		Tail / Job No.			
		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 ***Pneumatic system*** is visually or physically checked for external signs of defects in accordance with specified procedures while observing all relevant work health and safety (WHS) requirements.

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
2. Test Pneumatic Systems	a. De-icing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Air Cycle Air Conditioning Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Pressurisation Systems ***(may be omitted if not applicable to enterprise)***	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 The aircraft and pneumatic systems are correctly prepared, in accordance with specified procedures, for the application of power.
2.2 Power is applied and system functionally tested, in accordance with specified procedures, for evidence of malfunction or leaks.
2.3 System calibration or adjustments are performed in accordance with specified procedures.

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
2. Cont'd Test Pneumatic Systems	d. Fire extinguishing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Filters, Valves, Pumps, Motors, Actuators, Regulators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 The aircraft and pneumatic systems are correctly prepared, in accordance with specified procedures, for the application of power.
2.2 Power is applied and system functionally tested, in accordance with specified procedures, for evidence of malfunction or leaks.
2.3 System calibration or adjustments are performed in accordance with specified procedures.

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
2. Cont'd Test Pneumatic Systems	g. Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	h. Rigid and Flexible Pipelines, Hoses and Fittings	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	i. Ducting	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 The aircraft and pneumatic systems are correctly prepared, in accordance with specified procedures, for the application of power.
2.2 Power is applied and system functionally tested, in accordance with specified procedures, for evidence of malfunction or leaks.
2.3 System calibration or adjustments are performed in accordance with specified procedures.

Name of Assessed Person: **Registration:**

UNIT MEA310:	**Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components**				
3. Prepare for Troubleshooting	a. De-icing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Air Cycle Air Conditioning Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Pressurisation Systems ***(may be omitted if not applicable to enterprise)***	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

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

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
3. Cont'd Prepare for Troubleshooting	d. Fire extinguishing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Filters, Valves, Pumps, Motors, Actuators, Regulators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

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

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
3. Cont'd Prepare for Troubleshooting	g. Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	h. Rigid and Flexible Pipelines, Hoses and Fittings	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	i. Ducting	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

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

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
4. Troubleshoot Pneumatic Systems	a. De-icing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Air Cycle Air Conditioning Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Pressurisation Systems ***(may be omitted if not applicable to enterprise)***	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		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 Pneumatic 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 or adjustment.

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

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
4. Cont'd Troubleshoot Pneumatic Systems	d. Fire extinguishing Systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Filters, Valves, Pumps, Motors, Actuators, Regulators	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		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 Pneumatic 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 or adjustment.

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

Name of Assessed Person: **Registration:**

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic Systems and Components					
4. Cont'd Troubleshoot Pneumatic Systems	g. Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	h. Rigid and Flexible Pipelines, Hoses and Fittings	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	i. Ducting	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		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 Pneumatic 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 or adjustment.

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

Name of Assessed Person: **Registration:**

Certification of Underpinning Knowledge and Skills to Inspect, Test and Troubleshoot Aircraft Pneumatic 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 this unit of competency are being achieved under routine supervision on each type of system and on at least one (1) component of each group listed in the assessment conditions a) to i) that are applicable to the enterprise. ***(Group c) may be omitted where they are not 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.

UNIT MEA310: Inspect, Test and Troubleshoot Aircraft Pneumatic 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). **303**	
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 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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