

AA TT PRO 01a

Name of Assessed Person: Registration:

UNIT MEA310: Inspect, Test	and T	roubleshoot Aircraft Pneumatic Systems and Components							
			No. of Entries	1	L	2	<u>)</u>		3
			Tail / Job No.						
	a.	De-icing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
		Air Cycle Air Conditioning Systems	No. of Entries	1	L	2	2		3
1.			Tail / Job No.						
Inspect Pneumatic Systems			LAME Sign.						
and Components			Date						
		Simulated	Yes	No	Yes	No	Yes	No	
			No. of Entries	1	<u>L</u>	2	2		3
	_	Processing Systems (may be emitted if not applicable to	Tail / Job No.						
	c. Pressurisation Systems (may be omitted if not applicable to enterprise)	LAME Sign.							
		Date							
			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 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.



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			No. of Entries		L	2	<u>)</u>		3
			Tail / Job No.						
	d.	Fire extinguishing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
1. Cont'd		Filters, Valves, Pumps, Motors, Actuators, Regulators	Tail / Job No.						
Inspect Pneumatic Systems	e.		LAME Sign.						
and Components			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1		2	2		3
	t	Causes (Direct Boading) Tomporature Soncore Proceurication	Tail / Job No.						
	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	LAME Sign.							
		Controllers, Temperature Controllers	Date						
			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 specified procedures.
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			No. of Entries	1	L	2	<u>)</u>		3
	_	Heat Evahangers Dressure Vessels Condensers Compressers	Tail / Job No.						
	g.	Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	LAME Sign.						
		Expansion furbilles, flumumers	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	_	2	2		3
1. Cont'd		Rigid and Flexible Pipelines, Hoses and Fittings	Tail / Job No.						
Inspect Pneumatic Systems	h.		LAME Sign.						
and Components			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	_	2	2		3
			Tail / Job No.						
	i.	i. Ducting	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

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			No. of Entries	1	•	2	<u>)</u>		3
			Tail / Job No.						
	a.	De-icing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2	2		3
2.		Tail / Job No.							
Test Pneumatic Systems		Air Cycle Air Conditioning Systems	LAME Sign.						
			Date						
		Simulated	Yes	No	Yes	No	Yes	No	
			No. of Entries	1	-	2	2		3
		Drossuvisation Systems (may be emitted if not applicable to	Tail / Job No.						
	c. Pressurisation Systems (may be omitted if not applicable to enterprise)		LAME Sign.						
		enterprisej	Date						
			Simulated	Yes	No	Yes	No	Yes	No

- 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.



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			No. of Entries		L	2	<u>)</u>		3
			Tail / Job No.						
	d.	Fire extinguishing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
2. Cont'd	e. Filters, Valves, Pumps, Motors, Actuators, Regulators		Tail / Job No.						
Test Pneumatic Systems		LAME Sign.							
		Date							
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries		L	2	2		3
	t	Causes (Direct Boading) Temperature Sensors Prossurication	Tail / Job No.						
1	f.	Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	LAME Sign.						
		controllers, reimperature controllers	Date						
			Simulated	Yes	No	Yes	No	Yes	No

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UNIT MEA310: Inspect, Test	and T	roubleshoot Aircraft Pneumatic Systems and Components							
			No. of Entries	1	•	2	<u>)</u>		3
	_	Heat Evebongers Prossure Vessels Condensers Compressers	Tail / Job No.						
	g.	Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	LAME Sign.						
		Expansion ruibilies, numumers	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2	2		3
2. Cont'd		Rigid and Flexible Pipelines, Hoses and Fittings	Tail / Job No.						
Test Pneumatic Systems	h.		LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	-	2)		3
			Tail / Job No.						
	i.	Ducting	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

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			No. of Entries	1		2)	;	3
			Tail / Job No.						
	a.	De-icing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
	b.		No. of Entries	1	-	2	2	;	3
3.			Tail / Job No.						
Prepare for Troubleshooting			LAME Sign.						
Prepare for froubleshooting			Date						
	S	Simulated	Yes	No	Yes	No	Yes	No	
			No. of Entries	1		2)	;	3
	_	Proceurisation Systems (may be emitted if not applicable to	Tail / Job No.						
	c. Pressurisation Systems (may be omitted if not applicable to enterprise)	LAME Sign.							
		enterprisej –	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.



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			No. of Entries		L	2	<u>)</u>		3
			Tail / Job No.						
	d.	Fire extinguishing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
		e. Filters, Valves, Pumps, Motors, Actuators, Regulators	No. of Entries	1	L	2	2		3
3. Cont'd			Tail / Job No.						
Prepare for Troubleshooting	e.		LAME Sign.						
Prepare for froubleshooting			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
f.	ŧ	Causes (Direct Boading) Tomporature Soncore Proceurication	Tail / Job No.						
	1.	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	LAME Sign.						
		Controllers, Temperature Controllers	Date						
			Simulated	Yes	No	Yes	No	Yes	No

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UNIT MEA310: Inspect, Test	and T	roubleshoot Aircraft Pneumatic Systems and Components							
			No. of Entries	1	L	2	<u>)</u>		3
		Heat Fisher and December Vessels Condenses Communication	Tail / Job No.						
	g.	Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	LAME Sign.						
		Expansion ruibines, numumers	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2)		3
2 Cant/d	h. Rigid and Flexible Pipelines, Hoses and Fittings LA Di	Rigid and Flexible Pipelines, Hoses and Fittings	Tail / Job No.						
3. Cont'd Prepare for Troubleshooting			LAME Sign.						
Prepare for froubleshooting			Date						
		Simulated	Yes	No	Yes	No	Yes	No	
			No. of Entries	1	L	2	2		3
			Tail / Job No.						
	i.	i. Ducting	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

Performance Criteria:

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			No. of Entries	1	L	2	<u>)</u>		3
			Tail / Job No.						
	a.	De-icing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	_	2	2		3
4.		Tail / Job No.							
Troubleshoot Pneumatic		Air Cycle Air Conditioning Systems	LAME Sign.						
Systems			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	_	2	<u> </u>		3
		Processing Systems (may be emitted if not applicable to	Tail / Job No.						
	c. Pressurisation Systems (may be omitted if not applicable to enterprise)	LAME Sign.							
		enterprise	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)



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			No. of Entries		L	2	2		3
			Tail / Job No.						
	d.	Fire extinguishing Systems	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
4. Cont'd	e. Filters, Valves, Pumps, Motors, Actuators, Regulators	Filters, Valves, Pumps, Motors, Actuators, Regulators	Tail / Job No.						
Troubleshoot Pneumatic			LAME Sign.						
Systems		Date							
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	2		3
	£ .	Courses (Direct Booding) Tomporature Consers Processisation	Tail / Job No.						
	1.	f. Gauges (Direct Reading), Temperature Sensors, Pressurisation Controllers, Temperature Controllers	LAME Sign.						
		Controllers, Temperature Controllers	Date						
			Simulated	Yes	No	Yes	No	Yes	No

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			No. of Entries	1	<u>L</u>	2	2		3
		Heat Fredrey Company November Company Company	Tail / Job No.						
	g.	Heat Exchangers, Pressure Vessels, Condensers, Compressors, Expansion Turbines, Humidifiers	LAME Sign.						
		expansion furbines, numumers	Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	L	2	<u>)</u>		3
4. Cont'd			Tail / Job No.						
Troubleshoot Pneumatic	h.	Rigid and Flexible Pipelines, Hoses and Fittings	LAME Sign.						
Systems			Date						
			Simulated	Yes	No	Yes	No	Yes	No
			No. of Entries	1	<u>L</u>	2	2		3
			Tail / Job No.						
	i.	i. Ducting	LAME Sign.						
			Date						
			Simulated	Yes	No	Yes	No	Yes	No

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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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