Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
1. Prepare for Troubleshooting	a. Automatic Pilot	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Flight Director	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Automatic Trim	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 systems defect reports, where relevant, are used to identify unserviceability.

Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
1. Cont'd **Prepare for Troubleshooting**	d. Yaw Damper	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Automatic Throttle and Automatic Landing **(may be omitted where not applicable to the enterprise)**	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 systems defect reports, where relevant, are used to identify unserviceability.

Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
2. Test / Adjust Automatic Flight Control System	a. Automatic Pilot	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Flight Director	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Automatic Trim	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation.
2.2 Automatic flight control system is functionally tested in accordance with maintenance manual for evidence of serviceability or malfunction while observing all relevant work health and safety (WHS) requirements.
2.3 System calibration or adjustments are performed in accordance with maintenance manual as appropriate.

Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
2. Cont'd **Test / Adjust Automatic Flight Control System**	d. Yaw Damper	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Automatic Throttle and Automatic Landing **(may be omitted where not applicable to the enterprise)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation.
2.2 Automatic flight control system is functionally tested in accordance with maintenance manual for evidence of serviceability or malfunction while observing all relevant work health and safety (WHS) requirements.
2.3 System calibration or adjustments are performed in accordance with maintenance manual as appropriate.

Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
3. Troubleshoot Automatic Flight Control System	a. Automatic Pilot	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Flight Director	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Automatic Trim	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

3.1 Available information from maintenance documents and inspection and test results is used, where necessary, to assist in fault determination.
3.2 Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate ***Troubleshooting*** to line replacement level.
3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
3.4 Automatic flight control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.
3.5 Rectification requirements are determined.

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

Name of Assessed Person: **Registration:**

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control Systems and Components					
3. Cont'd Troubleshoot Automatic Flight Control System	d. Yaw Damper	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	e. Automatic Throttle and Automatic Landing **(may be omitted where not applicable to the enterprise)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

3.1 Available information from maintenance documents and inspection and test results is used, where necessary, to assist in fault determination.
3.2 Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate ***Troubleshooting*** to line replacement level.
3.3 Specialist advice is obtained, where required, to assist with the troubleshooting process.
3.4 Automatic flight control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required.
3.5 Rectification requirements are determined.

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

Name of Assessed Person: **Registration:**

Confirmation of Underpinning Knowledge and Skills to Test and Troubleshoot Fixed Wing Aircraft Automatic 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 and performance criteria of the unit of competency are being achieved under routine supervision on at least one item from each of Groups a) to d) ***(Group e) may be omitted where the listed systems are not applicable to the enterprise)*** as listed in the Range Statement. 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).

UNIT MEA230: Test and Troubleshoot Fixed Wing Aircraft Automatic Flight Control 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). **225, 246**	
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 unit requirements have been met.

Signed: _____ **Assessor No.** _____ **MTO:** _____ **Date:** _____

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