Name of Assessed Person: **Registration:**

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance					
1. **Verify the defect.**	a. Hydro-mechanical systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Pneumatic systems**(As per Enterprise Requirements(E14 or E15))**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Flight control systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Engine and engine systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

1.1 Available information from flight crew, such as flight phase, aircraft configuration, and so on; maintenance documentation both current and previous history; is used as necessary, to assist in fault determination.

1.2 Inspection of the affected system is carried out to check both physical integrity and correct operation.

1.3 Information gained from Central Maintenance Systems is verified against physical integrity and correct operation, where applicable, while observing all relevant work health and safety (WHS) requirements.

1.4 The effects on a system from interfaces/integration with other systems are taken into account.

UNIT MEA323_A:	**Perform advanced troubleshooting in aircraft mechanical maintenance**				
1. Cont'd **Verify the defect.**	e. Propeller or rotor systems **(ONLY REQUIRED IF UNDERTAKING Propellers (MEA307 AND MEA315), Rotors (MEA308 and MEA316)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

1.1 Available information from flight crew, such as flight phase, aircraft configuration, and so on; maintenance documentation both current and previous history; is used as necessary, to assist in fault determination.

1.2 Inspection of the affected system is carried out to check both physical integrity and correct operation.

1.3 Information gained from Central Maintenance Systems is verified against physical integrity and correct operation, where applicable, while observing all relevant work health and safety (WHS) requirements.

1.4 The effects on a system from interfaces/integration with other systems are taken into account.

Name of Assessed Person: **Registration:**

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance					
2. **Isolate the defect.**	a. Hydro-mechanical systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Pneumatic systems**(As per Enterprise Requirements(E14 or E15))**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Flight control systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Engine and engine systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 Logical processes, including the application of basic principles and system knowledge and known facts, are used to augment maintenance manual fault diagnosis guides to ensure efficient and accurate troubleshooting.

2.2 Specialist advice is obtained, where required and/or available, to assist with the troubleshooting process.

2.3 Faults are located and the causes of the defects are clearly identified and correctly recorded in maintenance documentation, including any other systems disturbed, where required.

Name of Assessed Person: **Registration:**

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance					
2. Cont'd **Isolate the defect.**	e. Propeller or rotor systems **(ONLY REQUIRED IF UNDERTAKING Propellers (MEA307 AND MEA315), Rotors (MEA308 and MEA316)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

2.1 Logical processes, including the application of basic principles and system knowledge and known facts, are used to augment maintenance manual fault diagnosis guides to ensure efficient and accurate troubleshooting.

2.2 Specialist advice is obtained, where required and/or available, to assist with the troubleshooting process.

2.3 Faults are located and the causes of the defects are clearly identified and correctly recorded in maintenance documentation, including any other systems disturbed, where required.

Name of Assessed Person: **Registration:**

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance					
3. **Determine defect rectification requirements.**	a. Hydro-mechanical systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Pneumatic systems**(As per Enterprise Requirements(Only required for E14 or E15))**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Flight control systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Engine and engine systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

3.1 Defect rectification requirements are determined and the necessary repair action initiated once verification and isolation of the defect are confirmed.

UNIT MEA323_A:	**Perform advanced troubleshooting in aircraft mechanical maintenance**				
3. Cont'd **Determine defect rectification requirements.**	e. Propeller or rotor systems **(ONLY REQUIRED IF UNDERTAKING Propellers (MEA307 AND MEA315), Rotors (MEA308 and MEA316)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

3.1 Defect rectification requirements are determined and the necessary repair action initiated once verification and isolation of the defect are confirmed.

Name of Assessed Person: **Registration:**

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance					
4. Verify defect rectification.	a. Hydro-mechanical systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	b. Pneumatic systems**(As per Enterprise Requirements(E14 or E15))**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	c. Flight control systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No
	d. Engine and engine systems	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

4.1 Defect is rectified in accordance with approved maintenance data.

4.2 All systems disturbed or accessed during troubleshooting are restored, as applicable, using maintenance manuals, repair schemes or approved maintenance data while observing relevant WHS procedures.

4.3 All checks required by approved maintenance data to ensure correct operation of all disturbed systems are performed.

Name of Assessed Person: **Registration:**

UNIT MEA323_A:	**Perform advanced troubleshooting in aircraft mechanical maintenance**				
4. Cont'd **Verify defect rectification.**	e. Propeller or rotor systems **(ONLY REQUIRED IF UNDERTAKING Propellers (MEA307 AND MEA315), Rotors (MEA308 and MEA316)**	No. of Entries	1	2	3
		Tail / Job No.			
		LAME Sign.			
		Date			
		Simulated	Yes No	Yes No	Yes No

Performance Criteria:

4.1 Defect is rectified in accordance with approved maintenance data.

4.2 All systems disturbed or accessed during troubleshooting are restored, as applicable, using maintenance manuals, repair schemes or approved maintenance data while observing relevant WHS procedures.

4.3 All checks required by approved maintenance data to ensure correct operation of all disturbed systems are performed.

Name of Assessed Person: **Registration:**

Certification of Underpinning Knowledge and Skills to advanced troubleshooting in aircraft mechanical maintenance

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 e) 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 Implementation Guide).

UNIT MEA323_A: Perform advanced troubleshooting in aircraft mechanical maintenance	**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). **CERT IV in AEROSKILLS (MECHANICAL)**	
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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