



Australian Government

**Assessment Requirements for MEA230 Test
and troubleshoot fixed wing aircraft
automatic flight control systems and
components**

Release: 2

Assessment Requirements for MEA230 Test and troubleshoot fixed wing aircraft automatic flight control systems and components

Modification History

Release 2. Equivalent to MEA230 Test and troubleshoot fixed wing aircraft automatic flight control systems and components with amended prerequisite name.

Performance Evidence

Evidence required to demonstrate competency in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria under the specified conditions of assessment, and must include:

- applying relevant WHS practices
- using approved maintenance documentation and aircraft publications relating to the automatic flight control system being maintained
- recognition of system and component defects/external damage, correct installation, connection of plugs, terminations, and attaching hardware (including cabling/harnesses) and security in:
 - flight director components and interface
 - flight control components and interface
 - automatic throttle components and interface (where applicable to the enterprise)
 - automatic pilot system and interface
- applying logic processes, taking and interpreting system measurements, using test equipment and appropriate wiring diagrams and manuals to accurately and effectively isolate malfunctions in the above systems
- performing system testing to isolate system malfunctions and assess post-maintenance serviceability.

It is essential that system testing procedures, cleanliness requirements and safety precautions applicable to the automatic flight control system being maintained are fully observed, understood and complied with. Ability to interpret inspection procedures and specifications (allowable limits) and apply them in practice across a range of inspection, testing and troubleshooting applications (including the timely involvement of supervisors or other trades) is critical.

Evidence of transferability of skills and knowledge related to testing and troubleshooting is essential. This is to be demonstrated through application across a range of aircraft automatic flight control systems and components listed in the Assessment Conditions.

Knowledge Evidence

Evidence required to demonstrate competency in this unit must be relevant to and satisfy all of the requirements of the elements and performance criteria and include knowledge of:

- component attachment methods
- explaining the basic layout (block diagram level), function and operation of:
 - flight director components and interface
 - flight control components and interface
 - automatic throttle components and interface
 - automatic pilot system and interface
 - flight management system interface
 - navigation system interfaces
- explaining basic principles/functions, relating to the above systems and associated with:
 - basic AC and DC circuit theory
 - digital fundamentals
 - analogue fundamentals
 - fixed wing flight theory
 - inner and outer loop control
 - fixed wing flight control system (mechanical, hydraulic and electro-mechanical types, trim and stabilisation)
 - flight control modes/channels
- WHS requirements
- system and component maintenance requirements and troubleshooting procedures
- relevant maintenance manuals
- relevant regulatory requirements and standard procedures.

Assessment Conditions

- Competency should be assessed in the workplace or simulated workplace using tools and equipment specified in the maintenance manuals. It is also expected that applicable general and special purpose tools, and test and ground support equipment would be used where appropriate.
- The application of testing procedures should clearly indicate knowledge of system operation, the relationship of individual components and the links with other systems (if applicable) within the limits of the aircraft/system fault-finding guide before undertaking any action. The work plan should take account of applicable safety and quality requirements in accordance with the industry and regulatory standards.
- The following conditions of assessment represent the requirements of the Regulators (ADF and CASA) and maintenance stakeholders and must be rigorously observed.
- 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 the following groups:
 - automatic pilot
 - flight director
 - automatic trim
 - yaw damper

- automatic throttle and automatic landing (may be omitted where 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 (for details refer to the Companion Volume Assessment Guidelines).
- Assessors must satisfy the requirements of the National Vocational Education and Training Regulator (Australian Skills Quality Authority, or its successors).
- Where the unit is to be used for CASA licensing purposes the Assessor must also meet the criteria specified in the CASR Part 147 Manual of Standards.
-

Links

Companion Volume implementation guides are found in VETNet -

<https://vetnet.gov.au/Pages/TrainingDocs.aspx?q=ce216c9c-04d5-4b3b-9bcf-4e81d0950371>