



Australian Government

**Assessment Requirements for MEA339
Inspect, repair and maintain aircraft
structures**

Release: 1

Assessment Requirements for MEA339 Inspect, repair and maintain aircraft structures

Modification History

Release 1 - New unit of competency

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 all relevant WHS procedures, including the use of MSDS and selection and use of applicable items of PPE
- demonstrating appropriate cleaning procedures to enable structure inspection
- demonstrating correct inspection procedures, in particular pressurised aircraft, in accordance with aircraft and procedures manuals
- identifying damage to aircraft metallic (ferrous and non-ferrous) structures and/or components by way of impact, fatigue or the various types of corrosion
- inspecting damage and assessing composite components/structures
- identifying various aircraft metals and their basic properties
- identifying composite materials used in aircraft construction, associated safety precautions and hazards
- correctly interpreting repair scheme drawings, including third angle projection, isometric, sectional formats and hand sketches
- using appropriate hand tools and machines, including riveting equipment, drilling equipment, aligning tools and material fasteners (grip pins)
- applying correct removal, installation and repair techniques for:
 - a range of rivets (blind and solid) using hand, squeeze and pneumatic situations
 - a range of close tolerance fasteners (standard and oversize – hillocks and taper locks), including hole preparation
 - threaded devices, including internal and external thread cutting, Helicoil inserts and damaged stud replacement
 - hardware assembled by close tolerance fits using heat, cooling and force methods, including bearings, bushes and inserts
- performing a range of metal structure and composite material repair techniques, including:
 - metal scab patch, flush, splice, lap and formed section repair
 - composite external patch, scarf and stepped repairs
 - bolted repairs to composite skin
 - metal to metal and metal to composite bonding
- applying structural corrosion removal/treatment techniques
- restoring aircraft structure sealing and surface finishes.

It is essential that the procedures take into account all aircraft and personal safety precautions relating to aircraft structure.

Evidence of transferability of skills and knowledge related to inspection, testing and repair of aircraft structure is essential. This shall be demonstrated through application across a number of different aircraft components as listed in the Assessment Conditions.

Ability to interpret inspection and repair procedures and specifications and apply them in practice is critical. The application of the procedures should also clearly indicate knowledge of structural flight loads and aerodynamic requirements.

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:

- applicable WHS procedures, including the use of MSDS and PPE
- construction methods and materials used in:
 - fuselage sections
 - wing sections
 - engine nacelles and mounts
 - windows and window frames
 - doors, locks and access panels in pressurised and non-pressurised aircraft
- definition of structural terms, i.e. safe life, damage tolerant, failsafe, stress, strain, shear and cycles
- inspection requirements for metal and composite structure, including:
 - ageing aircraft inspection requirements
 - safe life structure
 - damage tolerant structure
 - fail safe structure
- potential causes of structural failure
- NDT methods and application of the various techniques
- construction methods of, and assessing common defects in, aircraft plastic transparencies
- basic constructional features of, and assessing common defects in, glass windscreens
- the various forms of structural corrosion, stating the causes and structural effects of corrosion on aircraft
- the terms associated with composite materials
- requirements for handling and storing aircraft metals and composite materials, including sealing agents, to industry standards
- means of identifying aircraft structural assembly fasteners (metal and composite) by interpretation of markings, numbering systems, size, shape and colour
- assessment of structural damage:
 - types and classes of mechanical damage
 - types of corrosion and determining the extent of damage
 - relevant documentation and manuals

- damage limits and repair schemes for metallic and non-metallic structure
- procedures for the fabrication and fitment of metal repairs:
 - scab patch
 - flush patch
 - splice
 - lap
 - formed section
- corrosion removal and passivation
- procedures for performing composite repairs:
 - external patch
 - scarf patch
 - stepped repairs
 - bolted repairs
- repair of integral fuel tanks and sealing of faying surfaces, including specific WHS and PPE requirements
- surface finishes and methods of restoration, including specific WHS and PPE requirements
- how to obtain MSDS
- relevant maintenance and structural repair manuals
- relevant regulatory requirements and standard procedures.

Assessment Conditions

- Competency should be assessed in the work environment or simulated work environment using tools and equipment specified in maintenance documentation. It is also expected that general-purpose tools and test equipment found in most routine situations would be used where appropriate.
- 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 across the variables in the Range of Conditions as follows:
 - inspection and/or testing of at least one (1) item from each of:
 - non-ferrous and ferrous alloys and composite (FRP) materials used in aircraft construction
 - structural fastening and attachment hardware and/or devices
 - seals and sealants
 - glass and moulded plastics
 - application of NDT techniques
 - doors, hinges and locking mechanisms for damage/misalignment
 - inspections applicable to each of safe life, damage tolerant and fail safe structure relevant to enterprise

- ageing aircraft inspection programs
- recognition of each type of damage:
 - impact damage
 - fatigue cracking
 - corrosion
- delamination of composites and bonded structures
- one (1) repair task from each of the following groups:
 - remove corrosion by chemical and mechanical methods
 - restore protective coatings
 - apply sealants and jointing compounds
 - freehand precision hole generation
 - remove and install structural hardware and fastening devices
 - remove and replace bushes, bearings and bearing surfaces
 - metal scab patch, flush, splice, lap and formed section repair
 - composite external patch, scarf and stepped repairs.
- This shall be established via the records in the Log of Industrial Experience and Achievement or, where applicable, 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.
- Individuals being assessed who have already attained MEA369 Inspect and maintain structures and related components of non-pressurised small aircraft, MEA370 Repair the structure of non-pressurised small aircraft and MEA371 Perform major repairs and modifications to small aircraft metal structure will have met the requirements of the Performance Criteria and Range of Conditions variables for Elements 1 to 3 for common variables.
- Those who have attained MEA410 Maintain aircraft structure/components will have met the Performance Criteria and Range of Conditions variables requirements for Element 1.
- The Log of Industrial Experience and Achievement records relating to the units listed above may be accepted as also meeting the evidence requirements for this unit in the applicable areas.

Links

Companion Volume implementation guides are found in VETNet -

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