



Australian Government

Department of Education, Employment and Workplace Relations

MEA219C Inspect, test and troubleshoot aircraft pressurisation control systems and components

Release: 1

MEA219C Inspect, test and troubleshoot aircraft pressurisation control systems and components

Modification History

Not applicable.

Unit Descriptor

Unit descriptor	This unit, coupled with MEA208B, is part of the Avionic Certificate IV AME training pathway, and is also part of the Mechanical Aircraft Maintenance Engineer licensing pathway. It covers the competencies required to inspect, test and troubleshoot pressurisation control systems and components of fixed wing aircraft. Where a CASA licensing outcome is sought this unit forms part of the CASA requirement for the granting of the chosen Aircraft Maintenance Engineer Licence under CASR Part 66, in accordance with the licensing provisions in Section 3, Assessment Guidelines.
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Application of the Unit

Application of the unit	This unit requires application of hand skills and the use of system/component knowledge and applicable maintenance publications and test equipment to inspect, test and troubleshoot fixed wing aircraft pressurisation control systems and components. Applications include fixed wing aircraft that have pressurisation systems.
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Licensing/Regulatory Information

Not applicable.

Pre-Requisites

Prerequisite units	
	MEA208C Remove and install pressurisation

Prerequisite units		
		control system components
	MEA246C	Fabricate and/or repair aircraft electrical components or parts

Employability Skills Information

Employability skills	This unit contains employability skills.
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Elements and Performance Criteria Pre-Content

Elements describe the essential outcomes of a unit of competency.	Performance criteria describe the performance needed to demonstrate achievement of the element. Where bold italicised text is used, further information is detailed in the required skills and knowledge section and the range statement. Assessment of performance is to be consistent with the evidence guide.
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Elements and Performance Criteria

ELEMENT	PERFORMANCE CRITERIA
<p>1. Inspect pressurisation control systems and components.</p>	<p>1.1. Relevant maintenance documentation and modification status, including system defect reports, where relevant, are used to identify specific inspection requirements.</p> <p>1.2. Isolation tags are checked and aircraft configured for safe system inspection and operation in accordance with the applicable maintenance manual.</p> <p>1.3. Pressurisation control systems and components are visually or physically checked for external signs of defects in accordance with applicable maintenance manual.</p> <p>1.4. Defects are correctly identified and reported.</p>
<p>2. Test/adjust pressurisation control systems and components.</p>	<p>2.1. Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation.</p> <p>2.2. Pressurisation control systems are functionally tested, in accordance with maintenance manual, for evidence of serviceability or malfunction.</p> <p>2.3. System calibration or adjustments are performed in accordance with maintenance manual, as appropriate</p>
<p>3. Troubleshoot pressurisation control systems.</p>	<p>3.1. Available information from maintenance documentation, inspection and test results is used, where necessary, to assist in fault determination.</p> <p>3.2. Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate <i>troubleshooting</i>.</p> <p>3.3. Specialist advice is obtained, where required, to assist with the troubleshooting process.</p> <p>3.4. Pressurisation control system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required, in accordance with standard enterprise procedures.</p> <p>3.5. Determine rectification requirements.</p>

Required Skills and Knowledge

REQUIRED SKILLS AND KNOWLEDGE

This section describes the skills and knowledge required for this unit.

Required skills

Look for evidence that confirms skills in:

- Application of relevant OHS practices
- Use of approved maintenance documentation and aircraft publications relating to the pressurisation control system being maintained
- Recognition of system and component defects/external damage, correct installation, connection of plugs, terminations, attaching hardware (including cabling/harnesses) and security in:
 - cabin altimeters, differential pressure indicators and cabin rate of climb indicators
 - pressure controllers (manual and automatic)
 - safety switches
- Applying logic processes, take and interpret system measurements, use test equipment and appropriate wiring diagrams and manuals to accurately and effectively isolate malfunctions in the listed system components
- Assisting with the performance of pressurisation system testing to isolate system malfunctions and assess post maintenance serviceability

Required knowledge

Look for evidence that confirms knowledge of:

- Component attachment methods
- The basic layout (block diagram level), function and operation of the listed components and their operation and function within the aircraft pressurisation system, including applicable interface with the outflow and safety valves:
 - cabin altimeters
 - differential pressure indicators
 - cabin rate of climb indicators
 - pressure controllers (manual and automatic)
 - safety switches
- Basic principles/functions, relating to the listed system components and associated with:
 - basic AC and DC circuit theory
 - digital fundamentals
 - analogue fundamentals
 - atmospheric conditions, properties and effect on humans
 - pressurisation terminology

REQUIRED SKILLS AND KNOWLEDGE

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| <ul style="list-style-type: none">• Pressurisation control system maintenance requirements and troubleshooting procedures• Relevant OHS practices• Relevant maintenance manuals• Relevant regulatory requirements and standard procedures |
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Evidence Guide

EVIDENCE GUIDE	
<p>The Evidence Guide provides advice on assessment and must be read in conjunction with the performance criteria, required skills and knowledge, range statement and the Assessment Guidelines for the Training Package.</p>	
<p>Overview of assessment</p>	<p>A person who demonstrates competency in this unit must be able to inspect, test and troubleshoot fixed wing aircraft pressurisation control systems and components while observing all relevant safety precautions.</p>
<p>Critical aspects for assessment and evidence required to demonstrate competency in this unit</p>	<p>The underlying skills inherent in this unit should be transferable across a range of inspection, testing and troubleshooting applications (including the timely involvement of supervisors or other trades) associated with fixed wing aircraft pressurisation control systems and components. It is essential that system testing procedures, cleanliness requirements and safety precautions applicable to the system being maintained are fully observed, understood and complied with. Ability to interpret inspection procedures and specifications (allowable limits) and apply them in practice is critical.</p> <p>Evidence of transferability of skills and knowledge related to inspection, testing and troubleshooting is essential. This is to be demonstrated through application across a pressurisation control system and its components. 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.</p> <p>A person cannot be assessed as competent until it can be demonstrated to the satisfaction of the workplace assessor that the relevant elements of the Unit of Competency are being achieved under routine supervision on a pressurisation control system and its components. This shall be established via the records in the Log of Industrial Experience and Achievement or, where appropriate, an equivalent Industry .</p>
<p>Context of and specific resources for assessment</p>	<p>Competency should be assessed in the workplace or simulated workplace using tools and equipment specified</p>

EVIDENCE GUIDE	
	in the maintenance manuals. It is also expected that general and special purpose tools, test and ground support equipment would be used where appropriate.
Method of assessment	
Guidance information for assessment	

Range Statement

RANGE STATEMENT	
<p>The range statement relates to the unit of competency as a whole. It allows for different work environments and situations that may affect performance. Bold italicised wording, if used in the performance criteria, is detailed below. Essential operating conditions that may be present with training and assessment (depending on the work situation, needs of the candidate, accessibility of the item, and local industry and regional contexts) may also be included.</p>	
Troubleshooting	<i>Troubleshooting</i> involves the use of fault finding charts or similar, to line replacement level.
Application	<p>Application of this unit may relate to:</p> <ul style="list-style-type: none"> • Scheduled or unscheduled maintenance activities • Individual or team related activities
Procedures and requirements	Refer to industry standard procedures specified by manufacturers, regulatory authorities or the enterprise

Unit Sector(s)

Unit sector	
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Competency field

Competency field	Aviation maintenance
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Co-requisite units

Co-requisite units		