



Australian Government

Department of Education, Employment and Workplace Relations

MEA233C Inspect, test and troubleshoot aircraft inertial navigation and reference systems and components

Release: 1

MEA233C Inspect, test and troubleshoot aircraft inertial navigation and reference systems and components

Modification History

Not applicable.

Unit Descriptor

Unit descriptor	This unit is part of the Avionic Certificate IV AME training pathway. It covers the competencies required to inspect, test and troubleshoot inertial navigation and reference systems and components of fixed and rotary 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 inertial navigation and reference systems and components. Applications include fixed and rotary wing aircraft.
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Licensing/Regulatory Information

Not applicable.

Pre-Requisites

Prerequisite units		
	MEA207C	Remove and install aircraft electronic system components
	MEA246C	Fabricate and/or repair aircraft

Prerequisite units	
	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
1. Inspect inertial navigation and reference systems and components.	1.1. Isolation tags are checked and aircraft configured for safe system inspection and operation in accordance with the applicable maintenance manual. 1.2. Inertial navigation and reference system components are visually or physically checked for external signs of defects in accordance with applicable maintenance manual. 1.3. Defects are correctly identified and reported.
2. Test/adjust inertial navigation and reference systems and components.	2.1. Aircraft and system are prepared in accordance with applicable maintenance manual for the application of power/system operation. 2.2. Inertial navigation and reference system is functionally tested, in accordance with maintenance manual, for evidence of serviceability or malfunction. 2.3. System calibration or adjustments are performed in accordance with maintenance manual, as appropriate
3. Prepare for troubleshooting.	3.1. Relevant maintenance documentation and modification status, including system defect reports, where relevant, are used to identify an unserviceability.
4. Troubleshoot inertial navigation and reference systems	4.1. Available information from maintenance documentation, inspection and test results is used, where necessary, to assist in fault determination. 4.2. Maintenance manual fault diagnosis guides and logic processes are used to ensure efficient and accurate <i>troubleshooting</i> . 4.3. Specialist advice is obtained, where required, to assist with the troubleshooting process. 4.4. Inertial navigation and reference system faults are located and the causes of the faults are clearly identified and correctly recorded in maintenance documentation, where required. 4.5. Determine rectification requirements.

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
- The use of approved maintenance documentation and aircraft publications relating to inertial navigation and reference systems being maintained
- Recognition of system and component defects/external damage, correct installation, connection of plugs, terminations, attaching hardware (including cabling/harnesses) and security in inertial navigation and reference system components
- Applying logic processes, take and interpret system measurements, use test equipment and appropriate wiring diagrams and manuals to isolate system malfunctions
- Performing system functional tests and checks to isolate system faults and assess post maintenance serviceability

Required knowledge

Look for evidence that confirms knowledge of:

- Component attachment methods
- Connection of hardware
- The basic layout (block diagram level), function and operation of inertial navigation and reference systems
- The operating principles of inertial navigation and reference systems:
 - terminology
 - fundamental principles of inertial navigation
 - two degree of freedom systems
 - semi-analytical systems
 - strapdown systems
 - ring laser gyroscopes
- The various methods of navigation and how they are used by both aircraft conventional and electronic navigational instruments and systems.
- Maintenance requirements and troubleshooting procedures
- Relevant OHS practices
- Relevant maintenance manuals
- Relevant regulatory requirements and standard procedures

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 inertial navigation and reference 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 inertial navigation and reference 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 an inertial navigation and reference 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 an inertial navigation system and at least one major system component/line replaceable unit. 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</p>	<p>Competency should be assessed in the workplace or</p>

EVIDENCE GUIDE	
assessment	simulated workplace using tools and equipment specified 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	
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.	
Troubleshooting	<i>Troubleshooting</i> involves the use of fault finding charts or similar, to line replacement level.
Application	Application of this unit may relate to: <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		