



Australian Government

Assessment Requirements for MEA312

Inspect, test and troubleshoot aircraft fixed wing flight control systems and components

Release: 1

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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 relevant WHS procedures
- using relevant maintenance documentation and aircraft manuals to:
 - recognise defects during visual inspection of fixed wing flight control systems and system components
 - rig fixed wing flight control systems
 - functionally test the operation of fixed wing flight control systems and recognise system/component malfunction or evidence of incorrect rigging
- to the extent permitted by applicable fault diagnosis guides, troubleshooting unserviceabilities in fixed wing flight control systems and clearly recording the causes of the unserviceabilities.

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 the aircraft fixed wing flight systems. It is essential that testing procedures take into account all safety precautions associated with flight control system operation, in particular where system operation/switching interrelates to other systems being maintained, and that an awareness be demonstrated of dual inspection requirements associated with work on flight controls and systems.

Ability to interpret system performance specifications (allowable limits) and apply them in practice is critical and shall be demonstrated through application across the range of systems 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:

- WHS precautions relevant to flight control system maintenance
- standard trade practices relating to tool and test/rigging equipment usage and installation/securing of system components
- flight control system layout and operation:
- theory of flight:

- airflow
- conditions of flight
- lift and forces
- drag
- wings, tailplane and vertical stabiliser
- lift augmentation (flaps, slats and slots)
- aircraft control surfaces and their function (elevator, ailerons, rudder, elevons and trim tabs)
- spoilers and speed brakes
- flight control balancing and flutter
- stability and control and flight control rigging
- mechanical system layout and operation:
 - cockpit controls
 - cables and cable tensioning
 - pulleys and fairleads
 - bellcranks
 - levers
 - control surface horns
 - screwjacks
 - push/pull rods
- powered flight controls:
 - system layout and operation
 - component construction and operation
 - electrical and instrument interfaces:
 - flaps
 - trim
 - position indication
- flight control system maintenance procedures and troubleshooting methods
- flight control system interfaces with automatic pilot systems
- relevant maintenance 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 aircraft maintenance manuals. It is also expected that applicable general-purpose tools, test and ground support equipment found in most routine situations would be used where appropriate.
- The application of ground 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.
- Assessment conditions must also provide for knowledge of dual inspection requirements to be demonstrated.
- 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 (1) item from each of:
 - elevator, aileron and rudder primary flight control systems and associated trim systems
 - speed brake, spoiler, flap and high lift systems
 - ailerons, elevators, rudders, trim tabs, speed brakes, spoilers, flaps and slats
 - actuators – mechanical, hydraulic, pneumatic or electric
 - mechanical flight control components (cables, pulleys, guides, fairleads, tension regulators, control rods, bellcranks, torque tubes, chains, sprockets, control sticks, wheels or columns, trim wheels or handles, and rudder pedals).
- 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>