

Title	Carry out aircraft software loading		
Level	4	Credits	5

Purpose	People credited with this unit standard are able to: prepare to carry out aircraft software loading; locate discrepancies in aircraft software loading; restore airworthiness of aircraft software loading; and complete the maintenance task for aircraft software loading.
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Classification	Aeronautical Engineering > Avionic Maintenance
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Available grade	Achieved
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Guidance Information

- 1 All tasks must be carried out in accordance with enterprise procedures.
- 2 **Definition**
Enterprise procedures – procedures used by the organisation carrying out the work and applicable to the tasks being carried out. Examples are – standard operating procedures, safety procedures, equipment operating procedures, codes of practice, quality management practices and standards, procedures to comply with legislative and local body requirements.
- 3 Maintenance activities are those usually carried out on an aircraft in a hangar.
- 4 The scope of the system that this unit standard relates to is described in the applicable chapters of ATA iSpec 2200.

Outcomes and performance criteria

Outcome 1

Prepare to carry out aircraft software loading.

Performance criteria

- 1.1 Task is determined by reviewing maintenance documentation.
- 1.2 Resources are obtained and checked for serviceability or status.

Range	may include but is not limited to – publications, tools, equipment, safety equipment.
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- 1.3 Aircraft registration and system to be maintained are matched with documentation.
- 1.4 Aircraft and system are prepared for the application of power and for system operation.
- Range cockpit controls match component positions, clearances, isolation tags, warning signs.
- 1.5 Ground and/or support equipment is positioned ready for system operation.

Outcome 2

Locate discrepancies in aircraft software loading.

Performance criteria

- 2.1 Serviceability is determined.
- Range inspect, assess.
- 2.2 Discrepancies are reported and documented.

Outcome 3

Restore airworthiness of aircraft software loading.

Performance criteria

- 3.1 Methods of rectifying discrepancies are determined.
- 3.2 Software is procured and verified as authentic and serviceable.
- Range identify, inspect.
- 3.3 Data loading is completed.
- Range may include but is not limited to – from server, from computer, from disc, from IEEE 802.11x (Wi-Fi), from Local Area Network (LAN);
may include but is not limited to – resource stays in cockpit, are returned to stores, returned to avionics area, overwritten, used as back-up, deleted, removed from aircraft, returned to fleet engineering.
- 3.4 Discrepancies are rectified.
- Range may include but is not limited to – repair, replace, modify, adjust, calibrate, software upload.
- 3.5 System is tested to verify serviceability.

3.6 Inspections are obtained.

Range independent, duplicate, progressive.

Outcome 4

Complete the maintenance task for aircraft software loading.

Performance criteria

4.1 Aircraft, system, and work area are left in a state that enables the next task to begin.

4.2 Resources are checked for serviceability and returned to service or storage.

Range may include but is not limited to – publications, tools, equipment, safety equipment.

4.3 Data loading equipment is returned.

Range may include but is not limited to – laptop, disc, LAN-cable, Wi-Fi.

4.4 Documentation is completed.

Range may include but is not limited to – labels, work cards, release notes, log books, certification, software log update.

Planned review date	31 December 2024
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Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	23 November 2017	31 December 2021
Review	2	26 March 2020	N/A

Consent and Moderation Requirements (CMR) reference	0028
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

Please contact ServiceIQ qualifications@serviceiq.org.nz if you wish to suggest changes to the content of this unit standard.