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| Title | Maintain aircraft autopilot systems | | |
| Level | 4 | Credits | 25 |

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| Purpose | People credited with this unit standard are able to: prepare to maintain aircraft autopilot systems; locate defects in aircraft autopilot systems; restore airworthiness of aircraft autopilot systems; and complete the maintenance task for aircraft autopilot systems. |
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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 standard relates to is described in ATA iSpec 2200, chapter 22.

Outcomes and performance criteria

Outcome 1

Prepare to maintain aircraft autopilot systems.

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, materials.

- 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 defects in aircraft autopilot systems.

Performance criteria

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

Outcome 3

Restore airworthiness of aircraft autopilot systems.

Performance criteria

- 3.1 Methods of rectifying defects are determined.
- 3.2 Replacement parts are procured and verified as authentic and serviceable.
- Range identify, inspect.
- 3.3 Defects are rectified.
- Range may include but is not limited to – repair, replace, modify, adjust, calibrate, lubricate.
- 3.4 System is tested to verify serviceability.
- 3.5 Inspections are obtained.
- Range independent, duplicate, progressive.

Outcome 4

Complete the maintenance task for aircraft autopilot systems.

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 Leftover parts and materials are disposed of.

Range may include but is not limited to – serviceable, unserviceable, surplus, waste, scrap, hazardous.

4.4 Documentation is completed.

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

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| 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 | 19 June 1995 | 31 December 2016 |
| Revision | 2 | 7 August 1997 | 31 December 2016 |
| Revision | 3 | 8 May 2001 | 31 December 2016 |
| Review | 4 | 19 May 2006 | 31 December 2016 |
| Review | 5 | 24 October 2014 | 31 December 2021 |
| Review | 6 | 26 March 2020 | N/A |

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| 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.