

<b>Title</b>	<b>Track and dynamically balance helicopter main rotors</b>		
<b>Level</b>	<b>4</b>	<b>Credits</b>	<b>10</b>

<b>Purpose</b>	People credited with this unit standard are able to: prepare to track and balance helicopter main rotors; establish main rotors vibration levels; restore airworthiness of helicopter main rotors; and complete finishing activities related to the tracking and balancing task of helicopter main rotors.
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<b>Classification</b>	Aeronautical Engineering > Helicopter Maintenance
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<b>Available grade</b>	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 The scope of the system that this standard relates to is described in ATA iSpec 2200, chapter 62.

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### Outcomes and performance criteria

#### Outcome 1

Prepare to track and balance helicopter main rotors.

#### 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, tracking and balancing charts, pilot for flight tasks.
- 1.3 Helicopter registration and rotor to be tracked and balanced are matched with documentation.

1.4 Helicopter is prepared for the application of power and rotor operation.

Range clearances, isolation tags, warning signs.

1.5 Tracking and balancing equipment is installed ready for rotor operation.

## **Outcome 2**

Establish helicopter main rotors vibration levels.

### **Performance criteria**

2.1 System serviceability is determined.

2.2 Vibration levels and track of rotor are established.

2.3 Cause of excessive vibration is determined using troubleshooting techniques.

Range out of track, out of balance, unserviceable parts.

2.4 Defects are reported and documented.

## **Outcome 3**

Restore airworthiness of helicopter main rotors.

### **Performance criteria**

3.1 Methods of rectifying defects are determined.

Range adjust or replace parts.

3.2 Defects are rectified.

Range adjust or replace parts.

3.3 Rotors are tested to verify serviceability.

Range ground run, flight test.

3.4 Inspections are obtained.

Range independent, duplicate, progressive.

## **Outcome 4**

Complete finishing activities related to the tracking and balancing task of helicopter main rotors.

**Performance criteria**

4.1 Completion activities specific to the task and work area are carried out.

Range may include but is not limited to – tool control, cleanliness, tidiness, return of publications, preparation for next activity, return of aircraft and systems to normal.

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

Range tools, equipment, safety equipment.

4.3 Documentation is completed.

<b>Planned review date</b>	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	20 April 2006	31 December 2016
Review	5	18 June 2014	31 December 2021
Review	6	26 March 2020	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	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](mailto:qualifications@serviceiq.org.nz) if you wish to suggest changes to the content of this unit standard.