

1. Title	Aircraft landing approach aid systems maintenance
2. Code	EMAMBX432A
3. Range	Aircraft landing approach aid systems maintenance is usually carried out on the aircraft in the hangar. Including: very high frequency omnidirectional radio range and instrument landing systems (including localizer, glide slope, marker beacon systems).
4. Level	4
5. Credit	8
6. Competency	<p style="text-align: center;"><u>Performance Requirement</u></p> <p>6.1 Working principles</p> <ul style="list-style-type: none"> <li>◆ Understand the working principles for the aircraft landing approach aid systems.</li> </ul> <p>6.2 Methods and procedures</p> <ul style="list-style-type: none"> <li>◆ Able to review the maintenance documents and procedures to decide on maintenance task.</li> <li>◆ Able to obtain and check the resources for serviceability in accordance with the procedures, e.g. publications, tools, equipment, safety equipment, materials.</li> <li>◆ Able to confirm the system to be maintained is matched with the aircraft registration and documentation.</li> <li>◆ Able to prepare the ground and/or support equipment for systems operation in accordance with the procedures.</li> <li>◆ Able to prepare the aircraft and systems for the application of power and system operation in accordance with the procedures, e.g. cockpit controls match component positions, clearances, isolation tags, warning signs.</li> </ul>

	<p data-bbox="371 1263 639 1352">6.3 Professional approach</p> <ul style="list-style-type: none"> <li data-bbox="735 241 1481 376">◆ Able to determine the serviceability in accordance with the procedures, e.g. inspect, troubleshoot, assess, test.</li> <li data-bbox="735 405 1481 488">◆ Able to report and record the defects in accordance with the procedures.</li> <li data-bbox="735 510 1481 696">◆ Able to rectify the defects by the approved method in accordance with the procedures, e.g. repair, replace, modify, adjust, calibrate, lubricate.</li> <li data-bbox="735 719 1481 904">◆ Able to procure the replacement parts and verify their authenticity and serviceability in accordance with the procedures, e.g. identify, inspect.</li> <li data-bbox="735 927 1481 1061">◆ Able to test the systems and to verify their serviceability in accordance with the procedures.</li> <li data-bbox="735 1084 1481 1218">◆ Able to perform inspections in accordance with the procedures, e.g. independent, duplicate, progressive.</li> <li data-bbox="735 1263 1481 1554">◆ Able to understand the legislative requirements, aviation authority requirements, manufacturers' publications and the maintenance organizations' approved maintenance practices and requirements in carrying out the task.</li> <li data-bbox="735 1576 1481 1659">◆ Able to complete the task within the stipulated duration.</li> <li data-bbox="735 1682 1481 1816">◆ Able to leave the aircraft, system and work area in a state which enables the next task to begin in accordance with the procedures.</li> </ul>
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	<ul style="list-style-type: none"> <li>◆ Able to check the resources for serviceability and returned to service or storage in accordance with the procedures,e.g. tools, equipment, safety equipment, publications.</li> <li>◆ Able to handle the unused parts and materials in accordance with the procedures,e.g. serviceable, unserviceable, surplus, waste, scrap, hazardous.</li> <li>◆ Able to complete the documentation in accordance with the procedures,e.g. labels, work cards, release notes, log books, certification.</li> </ul>
7. Assessment Criteria	<p>The integral outcome requirement of this UoC is:</p> <p>(i) Able to maintain the aircraft landing approach systems by carrying out inspections, troubleshooting, repairs, modifications, component changes, and testing.</p>
8. Remarks	Ref: NZQA - 22540