

Doc 7192
AN/857



Training Manual

Part D-1
Aircraft Maintenance
(Technician/Engineer/Mechanic)

Approved by the Secretary General
and published under his authority

Second Edition — 2003

International Civil Aviation Organization

Doc 7192
AN/857



Training Manual

Part D-1
Aircraft Maintenance
(Technician/Engineer/Mechanic)

Approved by the Secretary General
and published under his authority

Second Edition — 2003

International Civil Aviation Organization

FOREWORD

Aircraft maintenance personnel can have varying degrees of educational background; they can range from the self-taught individual to the holder of a university engineering degree. However, irrespective of educational background, all aircraft maintenance personnel must undergo a very comprehensive technical training that provides the necessary knowledge, skills and attitudes for assuming responsibility over the maintenance of aircraft.

This manual has been prepared by the Personnel Licensing and Training Section of ICAO and replaces Doc 7192 — *Training Manual*, Part D-1 — *Aircraft Maintenance Technician* (First Edition, 1976). ICAO would like to acknowledge the contribution received from the Aircraft Maintenance Engineers Licensing Study Group and individual experts who have provided support, advice and input.

Toward this end, Doc 7192 — *Training Manual*, Part D-1 — *Aircraft Maintenance (Technician/Engineer/Mechanic)* (Second Edition, 2003) details the training requirements which, however, are not all-inclusive and are provided as a guideline for the minimum requirements used in the training of Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) or personnel. The training course for maintenance personnel assigned to duties in line with the requirements of Annex 1 — *Personnel Licensing* and Annex 6 — *Operation of Aircraft* must include but should not be limited to the syllabi suggested in this manual.

This second edition differs considerably from the first edition of Doc 7192, Part D-1. It contains training syllabi for AMEs that cover both knowledge and skill requirements outlined in Annex 1. New subject matter has been included for the first time on topics such as airships, composite materials and Human Factors. Material that addressed the management and staffing of a training school

has however been removed as this aspect is now contained in the *Manual on Establishment and Operation of Aviation Training Centres* (Doc 9401).

The format of the manual reflects the concept of competency-based training and is now consistent with other manuals in the Doc 7192 series. Subject matter that must be addressed during the three phases of training is indicated in 1.5 — Training reference guide and the associated Appendix 1 to Chapter 1, which outlines the approximate duration of the course and the level of expertise required in each subject.

Throughout this manual, the use of the male gender should be understood to include male and female persons. References to Annex 1 take into account all amendments up to and including Amendment 162.

Furthermore, with respect to the phrase “Aircraft Maintenance (Technician/Engineer/Mechanic),” the terms in brackets are given as acceptable additions to the title of the Licence. Each Contracting State is expected to use in its own regulations the one it prefers. For the purpose of this manual and as a matter of convenience, the acronym AME will be used to refer to Aircraft Maintenance (Technician/Engineer/Mechanic).

Comments on this manual, particularly with respect to its application, usefulness and scope of coverage, would be appreciated from States and ICAO Technical Co-operation Field Missions. These will be taken into consideration in the preparation of subsequent editions. Comments concerning this manual should be addressed to:

The Secretary General
International Civil Aviation Organization
999 University Street
Montréal, Quebec H3C 5H7
Canada

TABLE OF CONTENTS

	<i>Page</i>		<i>Page</i>
Introduction	(vii)	4.4 Physics	4-2
Acronyms and abbreviations	(ix)	4.5 Technical drawing	4-4
Chapter 1. Training principles	1-1	4.6 Chemistry	4-5
1.1 Regulatory requirements	1-1	4.7 Fixed wing aerodynamics and flight control	4-5
1.2 Training requirements	1-1	4.8 Rotary wings aerodynamics and flight control	4-6
1.3 Types of training	1-2	Chapter 5. Aircraft engineering and maintenance: Airframes	5-1
1.4 Standard of accomplishment	1-5	5.1 Introduction	5-1
1.5 Training reference guide	1-5	5.2 Training objectives	5-1
1.6 Training objectives	1-6	5.3 Maintenance practices and materials: Airframe/Powerplant	5-1
Appendix 1 to Chapter 1. Recommended licence categorization and limitations	1-7	5.4 Aircraft systems and structures: Fixed wing	5-5
Appendix 2 to Chapter 1. Training specifications	1-9	5.5 Aircraft systems and structures: Rotary wing	5-10
Appendix 3 to Chapter 1. Background to the development of Annex 1 — <i>Personnel Licensing</i>	1-13	5.6 Airship systems and structures	5-11
Chapter 2. General recommendations	2-1	Chapter 6. Aircraft engineering and maintenance: Engines/Powerplants	6-1
2.1 Accommodation and equipment for classroom-based training (CBT)	2-1	6.1 Introduction	6-1
2.2 Performance evaluation tests	2-2	6.2 Training objectives	6-1
PHASE ONE — KNOWLEDGE		6.3 Piston engines	6-1
Chapter 3. Civil aviation requirements, laws and regulations	3-1	6.4 Propellers	6-4
3.1 Introduction	3-1	6.5 Gas turbine engines	6-5
3.2 Training objectives	3-1	6.6 Fuel systems	6-8
3.3 Required knowledge, skills and attitudes	3-1	Chapter 7. Aircraft engineering and maintenance: Avionics — Electrical/Instrument	7-1
Chapter 4. Natural science and general principles of aircraft	4-1	7.1 Introduction	7-1
4.1 Introduction	4-1	7.2 Training objectives	7-1
4.2 Training objectives	4-1	7.3 Maintenance practices and materials	7-1
4.3 Mathematics	4-1	7.4 Electrical and electronic fundamentals	7-3
		7.5 Digital techniques, computers and associated devices	7-8
		7.6 Aircraft electrical systems	7-11
		7.7 Aircraft instrument systems	7-15

	<i>Page</i>
Chapter 8. Aircraft engineering and maintenance: Avionics — AFCS/Navigation/Radio	8-1
8.1 Introduction	8-1
8.2 Training objectives.....	8-1
8.3 Automatic flight control systems (AFCS): Fixed wing.....	8-1
8.4 Automatic flight control systems (AFCS): Rotary wing.....	8-3
8.5 Aircraft inertial navigation system (INS).....	8-4
8.6 Aircraft radio and radio navigation systems.....	8-5

Chapter 9. Human performance	9-1
9.1 Introduction	9-1
9.2 Maintenance Resource Management (MRM) and Human Factors	9-2
9.3 Phase I — Human Factors awareness phase.....	9-2
9.4 Phase II — Human Factors practice and feedback phase	9-3
9.5 Phase III — Human Factors continual reinforcement phase.....	9-3
9.6 Training objectives.....	9-3
9.7 Required knowledge, skills and attitudes .	9-3

PHASE TWO — SKILLS

Chapter 10. Practical maintenance skills: Airframe.....	10-1
10.1 Introduction	10-1
10.2 Training objectives.....	10-1
10.3 Basic workshop and maintenance practices: Airframe.....	10-1
10.4 Basic workshop and maintenance practices: Repair, maintenance and function testing of aircraft systems/component....	10-4
10.5 Job/task documentation and control practices.....	10-5

Appendix 1 to Chapter 10. Practical maintenance skills: Airframe — Facilities, tools and equipment..... 10-6

Chapter 11. Practical maintenance skills: Engine and propeller	11-1
11.1 Introduction	11-1
11.2 Training objectives.....	11-1

11.3 Basic workshop and maintenance practices: Engine and propeller.....	11-2
11.4 Basic workshop and maintenance practices: Engine/Propeller systems/ Components and function testing	11-4
11.5 Job/task documentation and control practices.....	11-4

Appendix 1 to Chapter 11. Practical maintenance skills: Engine and propeller — Facilities, tools and equipment..... 11-6

Chapter 12. Practical maintenance skills: Avionics — Electrical, instrument, autoflight and radio **12-1**

12.1 Introduction	12-1
12.2 Training objectives	12-1
12.3 Basic workshop and maintenance practices: Avionics — Electrical.....	12-2
12.4 Basic workshop and maintenance practices: Avionics — Instrument.....	12-3
12.5 Basic workshop and maintenance practices: Avionics — Autoflight	12-4
12.6 Basic workshop and maintenance practices: Avionics — Radio.....	12-4
12.7 Repair, maintenance and function testing of aircraft systems/component — Avionics	12-5
12.8 Job/task documentation and control practices.....	12-6

Appendix 1 to Chapter 12. Practical maintenance skills: Avionics — Electrical, instrument, autoflight and radio — Facilities, tools and equipment..... 12-7

PHASE THREE — EXPERIENCE

Chapter 13. Applied practical training: Experience **13-1**

13.1 Introduction	13-1
13.2 Training objectives	13-1
13.3 Applied practical line maintenance operations: Airframe/engine/avionics	13-1
13.4 Applied practical base line maintenance operations: Airframe/engine/avionics	13-2

INTRODUCTION

The responsibilities of an Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) range from line maintenance, day-to-day care and defect rectification to base maintenance (which can include major modification and repair of the aircraft structure or systems). In many approved maintenance organizations (AMOs), the AME supervises the work of teams of less experienced personnel.

For this reason, the syllabi of instruction for the training of AMEs should be developed based on the specifications outlined in Chapters 2 to 14 of this manual. The standard of training recommended in this manual is intended to be sufficient for an individual to qualify for a Licence which complies with Annex 1 — *Personnel Licensing*, and for an individual, if given additional specialized training, to undertake responsibilities in relation to more specialized aircraft systems or equipment.

The duties envisaged for the AME require supervisory and communication skills, diagnostic prowess and a high degree of technical knowledge. The training courses should therefore be structured in such a way as to provide the trainees with sufficient ability to think logically and to apply their knowledge objectively. The courses should also help them develop physical skills that would enable them to carry out each task in a professional manner by using good engineering and maintenance practices. At the same time, it is also important for the trainees to develop a high degree of confidence, competence, initiative, team spirit and

self-reliance so that they can perform well under varying and sometimes trying circumstances.

Many AMEs are licensed personnel holding licences conforming to the specifications contained in Chapter 4 of Annex 1 to the Convention on International Civil Aviation — *Personnel Licensing*. The privileges of a Licence issued in accordance with Annex 1 by a Contracting State are to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of a powerplant, accessory, instrument and/or item of equipment, and to sign a maintenance release. Part 1 of Chapter 6 of Annex 6 — *Operation of Aircraft* requires the same Annex 1 training standards for signatories of maintenance release in an AMO or equivalent system.

The privileges, responsibilities and terminology relating to aircraft maintenance personnel vary between the States. In some cases licences are limited to certain technology groups such as aircraft engines or radios. In other cases the limitation may be on the kind of tasks performed such as minor servicing or base maintenance.

The target audience of this manual are State aviation regulatory bodies which, in turn, may recommend the manual to their aviation training centres for the development of detailed training syllabi. It may also be used by the State as the basis for the approval of aviation training centres and/or their courses.

ACRONYMS AND ABBREVIATIONS

ACARS	ARINC Communication and Reporting System	CVR	Cockpit voice recording system
AD	Airworthiness Directives	DC	Direct current
ADF	Automatic direction finder	DDM	Difference in depth of modulation
ADG	Air driven generator	DG	Directional gyros
ADI	Altitude direction indicator	DME	Distance measuring equipment
AED	Aeronautical Engineering Directorate	EADI	Electronic attitude direction indicator
AF	Audio frequency	ECAM	Electronic centralized aircraft monitoring system
AFC	Automatic frequency control	EFIS	Electronic flight instrument system
AFCS	Automatic flight control system	EHIS	Electronic horizontal situation indicator
AH	Artificial horizon	EICAS	Engine indicating and crew alerting system
AID	Aeronautical Inspection Directorate	ELT	Emergency locator transmitter
AIP	Aeronautical information publication	EMF	Electromotive force
ALU	Arithmetic logic unit	ESD	Electrostatic sensitive devices
AM	Amplitude modulation	ESI	Engine speed indication
AME	Aircraft Maintenance (Technician/Engineer/Mechanic)	ETOPS	Extended range operations by aeroplanes with two turbine power-units
AMM	Aircraft Maintenance Manual	FADEC	Full authority digital engine control
AMO	Approved maintenance organization	FBW	Fly-by-wire system
APU	Auxiliary power unit	FDR	Flight data recording system
ASI	Air speed indicator	FET	Field effect transistors
ATA	Air Transport Association (of America)	FM	Frequency modulation
ATC	Air traffic control	FMCW	Frequency modulated carrier wave
AWOPS	All Weather Operations	FMEP	Friction mean effective pressure
		FMS	Flight management system
BCD	Binary coded decimal	GCU	Generator control unit
BDC	Bottom dead centre	GNSS	Global navigation satellite system
BITE	Built-in Test Equipment	GPS	Global positioning system
BMEP	Brake mean effective pressure	GPU	Ground power units
BSFC	Brake specific fuel consumption	GPWS	Ground proximity warning system
		G/S	Glideslope systems
CADC	Central air-data computer	GS	Ground speed
CAT	<i>Computer Applications in Training</i>	HEIU	High energy ignition units
CDFMCW	Constant difference frequency modulated carrier wave	HF	High frequency
CDI	Course deviation indicator	HSI	Horizontal situation indicator
CDU	Control display unit		
CG	Centre of gravity	IAS	Indicated air speed
CofA	Certificate of Airworthiness	IATA	International Air Transport Association
CofR	Certificate of Registration		
CRM	Crew resource management		
CRO	Cathode ray oscilloscope		
CRT	Cathode ray tube		
CSD	Constant speed drives		

IC	Inductive capacitive; Integrated circuits	OPAMP	Operational Amplifiers
IDG	Integrated drive generator		
IF	Intermediate frequency	PCU	Power control unit
IFR	Instrument flight rules	PLL	Phrase locked loop
IGFET	Insulated gate FET	PRF	Pulse repetition frequency
ILS	Instrument landing system	PSU	Passenger service unit
IMEP	Indicated mean effective pressure		
INS	Inertial navigation system	RA	Resolution advisory
I/R	Insulation and resistance	RAT	Ram air turbine
IR	Inductive resistive	RBI	Relative bearing indicator
IRS	Inertial reference system	RC	Resistive capacitive
		RCU	Receiver computer unit
JFET	Junction FET	RF	Radio frequency
		RMI	Radio magnetic indicator
KSA	Knowledge, skills and attitude	RNAV	Area navigation
KVAR	Reactive component	RNP	Required Navigation Performance
		RPM	Revolutions per minute
LCD	Liquid crystal display	RVSM	Reduced Vertical Separation Minima
LED	Light emitting diode		
LF	Low frequency	SAE	Society of Automotive Engineers
LOC	Localizer	SAS	Stability augmentation system
LOFT	Line-oriented flight training	SCR	Silicon controlled rectifier
LOP	Lines of position	SRM	Structural repair manual
LSI	Large scale integration	SSB	Single sideband
LWTR	Licence without type rating (an aircraft maintenance licence)	STC	Sensitivity time control
		TAS	True air speed
MAC	Mean aerodynamic chord	TC	Type certification
MAP	Manifold absolute power	TCAS	Traffic Alert and Collision Avoidance System
MAT	Mass/altitude/temperature		
MEL	Minimum equipment list	TDC	Top dead centre
MIG	Metal inert gas arc welding	TDG	<i>TRAINAIR Training Development Guideline</i>
MKR	Marker system		
MLS	Microwave landing system	TIG	Tungsten inert gas arc welding
MMEL	Master minimum equipment list	TMG	<i>TRAINAIR Training Management Guidelines</i>
MMF	Magnomotive force		
MMO	Maximum operating mach number	TOW	Take-off weight (mass)
MNPS	Minimum navigation performance specification	TR	Type rating (on an aircraft maintenance licence)
MOSFET	Metal oxide silicon FET	TRSB	Time referenced scanning beam system
MRH	Main rotor head	TRU	Transformer rectifier unit
MRM	Maintenance resource management	TWT	Travelling wave tube
MSI	Medium scale integration	ULB	Underwater locator beacon
		VCO	Voltage controlled oscillator
NDB	Non-directional radio beacon	VHF	Very high frequency
NGT	Negative going transition	VLF	Very low frequency
NOTAM	Notices to airmen	VLSI	Very large scale integration
		VMO	Maximum operating speed/velocity
OAT	Outside air temperature	VOR	VHF omnidirectional radio range
OBI	Omni-bearing indicator	VSI	Vertical speed indicators
OEU	Operational equipment unit	VSWR	Voltage standing wave meter
ONS	Omega navigation system		

Chapter 1

TRAINING PRINCIPLES

1.1 REGULATORY REQUIREMENTS

1.1.1 The successful application of regulations concerning the safety and regularity of aircraft operation and the achievement of regulatory objectives depend greatly on the appreciation by all individuals concerned of the risks involved and on a full understanding of the regulations. This can only be achieved by well-planned and well-maintained initial and recurrent training programmes for all persons involved in aircraft operations. Aircraft maintenance personnel play a significant role in the safe operation of an aircraft, and the Annexes to the Convention on International Civil Aviation require that they be appropriately trained.

1.1.2 Paragraph 8.1.2 of Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* and paragraph 6.1.2 of Annex 6, Part III — *International Operations — Helicopters*, Section 2 require that an operator may only operate aeroplanes which have been maintained and released to service by an approved maintenance organization (AMO) or under an equivalent system acceptable to the State of Registry.

1.1.3 Paragraph 8.1.3 of Annex 6, Part I requires that when the State of Registry of the aircraft accepts an equivalent system, the person signing the maintenance release shall be licensed in accordance with Annex 1 — *Personnel Licensing*.

1.1.4 Paragraph 8.7.5.3 of Annex 6, Part I requires that within an AMO, the competence of maintenance personnel shall be established in accordance with a procedure and to a level acceptable to the State granting the approval. In addition, this paragraph requires that the person signing the maintenance release shall be qualified in accordance with Annex 1. There are however no Annex 1 requirements for personnel who perform the actual maintenance or repair work on the aircraft or its components.

1.1.5 Paragraphs 8.1 and 8.2 of Annex 6, Part II — *International General Aviation — Aeroplanes* require that for general aviation, the person signing the maintenance release shall be qualified in accordance with Annex 1.

1.1.6 The requirements in respect of age, knowledge, experience, training and skills for the licensing of the Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) when employed in conjunction with a method accepted as an equivalent system by the State of Registry for the purpose of signing a maintenance release in accordance with Annex 6, Part I, 8.1.2, are detailed in Annex 1 — *Personnel Licensing*. States use Annex 1 and Annex 6 specifications as a basis for their national regulations that are related to the licensing of aircraft maintenance personnel (technician/engineer/mechanic) and to the approval of operators' maintenance control arrangements in the context of the issue and extension of an Air Operator's Certificate.

1.1.7 Before 1998, Annex 1 categorized licences as Type 1 or Type 2, making a clear distinction between overhaul and release to service. Today Annex 1 no longer specifies these two levels of licence and so States are now able to define the scope of licences in a way that best suits their local needs. The historical background detailing the changes to Annex 1 is shown in Appendix 3 to this chapter.

1.2 TRAINING REQUIREMENTS

1.2.1 States and maintenance organizations may use the training specifications in this manual as part of their training requirements to establish the competence of maintenance personnel, both licensed or unlicensed.

1.2.2 The responsibilities of the AME as specified in Annex 6, Part I are:

- a) signing a maintenance release to certify that the maintenance work performed has been completed satisfactorily and in accordance with the procedures described in the maintenance organization's procedure manual; and
- b) ensuring that the maintenance release contains a certification which includes the details of the work, the date and identity of the organization and the signatory.

1.2.3 In order to sign the maintenance release or certify an aircraft as airworthy, the AMEs must supervise or perform inspections, repairs, replacements, modifications, overhauls and maintenance in such a way that they are able to take responsibility for the work and also issue a maintenance release on completion.

1.2.4 Licensed or unlicensed, AMEs usually specialize in a particular category or categories (e.g. airframes; engines; propellers; aircraft; airships; electrical; instruments or radio systems). The method of performing specific duties may vary according to the type and make of aircraft; the duties and detailed tasks described in this paragraph represent typical examples of those performed by AMEs specializing in the airframe category. It must be understood that the work of other categories may vary quite considerably from that of an airframe category technician. The following paragraphs are a general description of the types of tasks which are performed under the supervision of a licensed AME:

- a) Responds to defects found and recorded by flight crew. Inspects and checks condition of aircraft parts (e.g. engines, wings, tail, fuselage and landing gear) for serviceability by visually inspecting the skin and noting condition of landing gear parts, leaking connections, correct fitting of parts and of operating controls. Attends to all other factors which can affect the safe operation of an aircraft. Determines whether adjustment, repair or replacement is necessary; and if necessary, makes adjustments to manufacturer's/company's maintenance schedule and to the instructions on use of appropriate equipment.
- b) When required to rectify a defect or to meet the Approved Maintenance Programme, ensures the removal and replacement of parts as well as the opening of inspection panels in structure in order to inspect or disconnect control cables, fuel lines and electrical wiring. Determines when and how to support the aircraft on jacks in order to remove and

replace major assemblies such as landing gear or powerplants from the aircraft.

- c) Ensures that adjustments and repairs are carried out as required; e.g. the replacement of cracked material in metal skin surfaces by cutting a new metal patch in accordance with the structural repair manuals from the Type Certificate holder. Reads engineering drawings in order to ensure that structural members are repaired to an approved standard in accordance with manufacturer's instructions.
- d) Supervises the performance of servicing activities such as oleo and tyre inflation, fuel/oil replenishment and lubrication; cleaning of structure and mechanical components; and replacement of light filaments. In accordance with the Type Certificate holder's instructions, a wide variety of test equipment, hand and other tools are used for these tasks.
- e) Writes reports and work details for the maintenance release as required by the operator, the AMO, and Parts I, II and III of Annex 6.

1.2.5 The working environment for maintenance personnel may be noisy due to the operation of power tools, running of engines or manoeuvring of aircraft. The work is sometimes performed in narrow spaces within the aircraft or from ladders or platforms while working on flight surfaces such as wings or fuselages. Sometimes lighting and weather may be poor so good judgement is needed to ensure that the work is not adversely affected. Maintenance personnel may work alone, or more often with a team of aircraft maintenance technicians (both licensed and unlicensed) inside a hangar or workshop or outside on the apron or ramp.

1.3 TYPES OF TRAINING

1.3.1 The training of AMEs requires the imparting of manual and intellectual skills, sound knowledge of basic theory, and a comprehensive understanding of the aircraft or system upon which they will have to work. They should also develop an appreciation for the high value of, and therefore treat accordingly, the aircraft, test equipment and tools that they will use in their work. Trainees should be instructed and encouraged to develop safe and neat working routines as well as a sense of responsibility, technical honesty and integrity. These are essential features since, notwithstanding the inspections carried out during

maintenance, it is these routines and the integrity of the technicians which in many instances will determine the airworthiness of an aircraft.

1.3.2 Practical training is necessarily dependent on the trainees' familiarity with certain background subjects, such as mathematics, physics and technical drawing. The trainees also need to know not only the importance of using the maintenance manuals but also to understand the language and structure of the documents. These manuals have elaborate amendment arrangements, which must also be understood.

1.3.3 The training specifications recommended in this manual are drawn up for practical and on-the-job training phases in classrooms and workshops. The specifications and phase recommendations in this manual assume that the trainee selection, training school management, organization, staffing and facilities generally follow the recommendations of the *Manual on Establishment and Operation of Aviation Training Centres* (Doc 9401).

1.3.4 The training specifications in this manual are presented in such a way that the diverse training needs of AMEs, both in terms of technology and levels of work, can be covered. The recent amendments to Annex 1 now enable the State to issue Aircraft Maintenance Licences in which the scope is limited or categorized in various different ways.

1.3.5 The *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379) suggests that the AME privileges outlined in Annex 1 can be categorized technically as follows:

- aircraft in its entirety, specifically or under broad categories
- airframe or powerplant aircraft in its entirety, specifically or under broad categories
- aircraft systems or components, specifically or under broad categories
- avionics systems or components, specifically or under broad categories

Following the practices of many States, Doc 9379 also suggests that the AME privileges can be categorized by scope or kind of work into the following:

- Line Maintenance
- Base Maintenance

Some States are also known to issue AME Licences with or without aircraft release to service privileges. Doc 9379 identifies this as a viable practice (provided appropriate type training for authorization purposes is approved by the State) and suggests the following categorization:

- Type-rated licence (TR) with release to service privileges; and
- Non-type rated licence (LWTR) without release to service privileges.

1.3.6 Table A1-1 in Appendix 1 to Chapter 1 shows how the State may combine or separate the various technical groupings, types of work or licence categories, while ensuring that the licence meets the requirements of Annex 1.

1.3.7 In order to facilitate the States in their selection of the categories and modules that are consistent with the definition of the scope and privileges of their licences, the training specifications in this manual are set out under the same headings contained in Annex 1, 4.2.

1.3.8 Annex 1 does not address the question of different entry qualifications or capabilities. For the training specifications in this manual, it is assumed that the trainees are intelligent, well-motivated, capable of sustained hard work and have a minimum educational attainment equivalent to a good secondary or high school standard, preferably with concentration in the sciences and mathematics. In some States, holders of higher academic qualifications (such as a university degree) in relevant subjects are granted partial exemptions from parts of the syllabus. Aviation training by the military should also be given favourable consideration for appropriate exemptions. It is thus suggested that the State may agree to changes in the syllabus in order to take into account the trainees' entry standards which are significantly different from those described here.

1.3.9 To cover the requirements of Annex 1 and to minimize the cost of rectifying mistakes on airworthy aircraft or components, it is recommended that the training course be divided into the following three phases:

Phase One — Knowledge

Consists of basic training, its completion ensures that a trainee has the necessary background in terms of knowledge to proceed to Phase Two of the training. The training specifications defined in Chapters 3 to 9 are basic principles corresponding to the knowledge common to all the tasks of an AME job.

Phase Two — Skills

Consists of general maintenance practices, practical skills and attitude training in order to master essential skills before proceeding to work on airworthy aircraft or components. A training specification for this phase is detailed in Chapters 10, 11 and 12.

Phase Three — Experience

Consists of applied practical on-the-job training (simulated or actual tasks under supervision) and job-oriented maintenance experience. This phase may be arranged on the job or in the training centre. A training specification for this phase is detailed in Chapter 13.

1.3.10 In practice it will be advantageous to combine Phase One and Phase Two so that the practical aspects can be linked directly to the theory and performed as such, perhaps on the same day or the same week so that the trainees can have a better understanding of the topic. Conversely, there are disadvantages in combining Phase Two and Phase Three. For example, it can be costly to rectify errors of skill on a real airworthy aircraft or its components as compared to the relatively low raw material cost associated with an error made on a bench exercise.

1.3.11 Appendix 2 to Chapter 1 provides an approximate duration for each phase of the training. The duration does not take into account the different entry level capabilities of the trainees. These capabilities are likely to be different in various States and judgements will have to be made in order to avoid trainees repeating same topics. For similar reasons, the duration does not take into account the trainees' level of competency in the language of instruction.

1.3.12 In some cases trainees may have military experience or perhaps an Annex 1 compliant licence from another State. In order to avoid duplication of training and examinations, some States operate a system of credits. Each case is likely to be different and some guidance can be found in Doc 9379.

1.3.13 In using the training specifications recommended in the following chapters, local considerations may dictate the advisability of changing the sequence of the subjects. However, the relative importance accorded to each subject should, as much as possible, remain unchanged. The multiplicity in the types of aircraft, avionic systems and maintenance practices throughout the world makes it undesirable for this manual to define too rigidly many of the headings for the training. Some flexibility must therefore be left to either the State or the training management. The training centres must however ensure that all subjects in their training syllabi are

adequately covered and any requirements relevant to individual regulatory authorities should be treated as additional subjects and not as substitutions for the subjects recommended in this manual. In cases where the training centre and its aviation courses are approved by the State, all subjects required in the State's licensing examination must be adequately covered. Inclusion of any additional topics will have to be made through specific requests by operators and maintenance organizations, depending on the aircraft used in the State.

1.3.14 Visits to aircraft maintenance hangars, workshops and manufacturers' plants are important in order to demonstrate practical application of theory and practice. The interdependence of AMEs with pilots and other technical crew members should be explained by citing examples and bringing them frequently to the attention of trainees.

1.3.15 Physical (motor) skills are a vital feature in the training of AMEs. Training in workshop practice should begin with the use of hand tools to make simple shapes from metal to specified dimensions, followed by more and more complicated and precise tasks. Instructors should ensure that students develop the habit of handling basic tools in the correct manner, and action should be taken to correct any bad or potentially dangerous practices before they become habitual. At all times, and particularly during the early stages of training, the importance of producing accurate and careful work must be stressed. It is better if classroom and workshop activities (Phase One and Phase Two of the training specifications) are integrated so as to demonstrate the practical application of theory.

1.3.16 Attitudes and responsibility are important and emphasis should always be placed on the following:

- a) the responsibility for the safety of co-workers and of the general public;
- b) the individual responsibility of the AME for the quality of work performed;
- c) the importance of good judgement based on positive knowledge and careful analysis of facts;
- d) the importance of asking for help when in doubt;
- e) the importance of continuous study to improve knowledge and keep abreast of both technology and techniques;
- f) the need to adhere to standard procedures and to establish the prevailing procedures;

- g) the need for integrity in all technical matters;
- h) the importance of good teamwork and communication; and
- i) attention to detail and ability to understand written and oral maintenance procedures.

1.3.17 The training course for AMEs should be designed to equip the students with the following essential capabilities that will enable them to pass the State AME licence examinations:

- a) theoretical and practical skills, technical knowledge and attitudes;
- b) familiarization with the design, construction and operation of the types of aircraft and associated equipment (including test equipment) that are in general use in the country where the trainees will work after completion of training; and
- c) inspection ability, i.e. the necessary judgement and sense of responsibility required to assess the airworthiness of aircraft and airborne equipment.

1.4 STANDARD OF ACCOMPLISHMENT

1.4.1 The training of AMEs should be directed towards achieving a standard of competence in which the AMEs are capable of performing their duties safely and with minimum supervision. Recognition of this achievement should be in the form of an official document, perhaps accredited at a national level. Aviation training centres should therefore consider introducing their own diplomas and awards, or make provision for graduating students to obtain the recognized qualifications or licences for their profession.

1.4.2 Training of AMEs in line with the standards of Annex 1 is aimed at ensuring that the required level of professional skills and competence is maintained across international boundaries at a consistently high standard.

1.4.3 Each chapter of this manual describes the training objectives with reference to the required *conditions*, *performance* and a *standard of accomplishment*.

- a) The *conditions* describe the scenario under which trainee performance will be developed and tested, while also indicating whether or not actual equipment, mock-ups, simulators, etc. are to be used.

- b) The *standard of accomplishment* establishes the level of trainee performance that must be attained.

- c) There are two kinds of *standards of accomplishment*, both of which should be tested. The “process” standard indicates the behaviour of the trainee when executing the required performance. Attitude is part of the process standard. Meanwhile, the “product” standard indicates what the product of the required performance looks like.

1.4.4 In measuring the standard of accomplishment, it is recommended that only two grades, PASS and FAIL, be used. For the many training establishments that prefer to use a numerical grading/scoring system, it is possible to assign a numeric grade/score preferred by the establishment (e.g. 70 per cent) to PASS based on the standard (minimum) indicated in the training objective. This way, the numeric grade/score indicates not only a PASS but also shows that the trainee has worked towards a score better than a PASS. A score less than the assigned numeric grade/score of PASS is therefore a FAIL.

1.4.5 The level of accomplishment that must be attained upon the completion of each training unit or module should be determined by the Aviation training centre based on the assessment of a test. The test must be administered according to the standard of accomplishment stated in each chapter of the training specifications in this manual.

1.4.6 This manual also includes some elements of supervisory/management training as this will form an important aspect of the AME job in an AMO or operator. Both Annex 1 and Annex 6 include a requirement for training in Human Factors; this requirement is also included as part of the recommended training specifications.

1.5 TRAINING REFERENCE GUIDE

1.5.1 Appendix 2 to Chapter 1 presents a list of the various subjects and the recommended duration (in hours) that have to be covered during Phase One (Knowledge) and also during Phase Two and Phase Three (Skills and Experience) of training. In appreciation of the fact that differences in State or operator requirements may necessitate changes in the recommended syllabus in order to allow for completion of the course within the period allotted for training, the total number of hours required for the completion of a subject is given.

1.5.2 The training centre should ensure, perhaps by progress tests, that all trainees have achieved the required level in all sections of the syllabus before they are assigned to Phase Three training.

1.5.3 It will be advantageous for the development of the students that Phase One and Phase Two are combined so that the practical aspects can be linked directly to the theoretical aspects. There are also potential economic and equipment utilization benefits for the training centre to combine these two phases.

1.5.4 The various subjects in the training specifications have been assigned codes of 1 to 3 to indicate the increasing level of capability. This classification is included in the manual in order to explain the level required for mastering the knowledge, skills and attitudes of the subject.

<i>Code</i>	<i>Level of capability/requirements</i>
1	denotes a basic understanding of a subject. Trainees should have a basic understanding of the subject but are not expected to be able to apply it in practice.
2	denotes understanding of the subject and the ability, where applicable, to apply it in practice with the help of reference materials and instructions.
3	denotes a thorough understanding of the subject and the ability to apply it with speed, accuracy and judgement appropriate to the circumstances.

1.5.5 Practical workshop training should begin with the use of hand tools to make simple shapes from metal to specified dimensions, followed by more and more complicated and precise tasks in line with the considerations stated in 1.3.15.

1.6 TRAINING OBJECTIVES

1.6.1 Annex 1 and Annex 6 have two requirements affecting aircraft maintenance personnel and which can be met by means of training. These are:

- Annex 1, Chapter 4, which concerns the issue of an aircraft maintenance licence compliant with Annex 1.
- Annex 6, Part I, 8.7.5.3, which requires that within an AMO, “the competence of maintenance personnel (should) be established with a procedure and to a level acceptable to the State granting the approval.”

1.6.2 When designing courses and associated syllabi in order to enable individuals and AMOs to meet the training requirements of Annex 1, an aviation training centre should have the following goals in mind:

- to train an individual to enable him or her to meet the standard required for the issue of an AME licence by the State or its aviation regulatory body;
- to train AMO maintenance personnel to meet the standard of competence required by Annex 1 for signatories of maintenance release; and
- to train AMO maintenance personnel to meet the standard of competence required by that AMO and is approved by the State or its aviation regulatory body.

1.6.3 Many aviation training centres use different standards in training maintenance personnel for all operators or AMOs. While their training courses are not the subject of this manual, it is hoped that the use of training specifications outlined in this manual will enable individuals to gradually achieve the goals cited in 1.6.2.

Appendix 1 to Chapter 1

RECOMMENDED LICENCE CATEGORIZATION AND LIMITATIONS

Table A1-1 illustrates how a State may utilize the various topics in the training specifications of this manual in order to determine the qualifications on basic (rather than aircraft type) topics that should be included in the aircraft maintenance licence categories or subcategories. The table assumes that the State licence scope is divided into either

line or base maintenance as recommended by Doc 9379 — *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System*.

Applicable subjects are indicated by an “L” or a “B” for Line or Base maintenance, respectively.

Table A1-1. Classification of basic topics

<i>Chapter and paragraph</i>	<i>Line (L) or Base (B) Maintenance</i>				
	<i>Aeroplane/Airship</i>		<i>Rotary wing</i>		<i>Avionics</i>
	<i>Turbine engine(s)</i>	<i>Piston engine(s)</i>	<i>Turbine engine(s)</i>	<i>Piston engine(s)</i>	
Chapter 3, all paragraphs	L and B	L and B	L and B	L and B	L and B
Chapter 4, 4.3 to 4.6	L and B	L and B	L and B	L and B	L and B
Chapter 4, 4.7	L and B	L and B			
Chapter 4, 4.8			L and B	L and B	
Chapter 5, 5.3	L and B	L and B	L and B	L and B	
Chapter 5, 5.4	L and B	L and B			
Chapter 5, 5.5			L and B	L and B	
Chapter 5, 5.6	L and B	L and B			L and B
Chapter 6, 6.3		L and B		L and B	
Chapter 6, 6.4	L and B	L and B			
Chapter 6, 6.5	L and B		L and B		
Chapter 6, 6.6	L and B	L and B	L and B	L and B	
Chapter 7, all paragraphs					L and B
Chapter 8, 8.3					L and B

Chapter 8, 8.4					L and B
Chapter 8, 8.5					L and B
Chapter 8, 8.6					L and B
Chapter 9, all paragraphs	L and B				
Chapter 10, all paragraphs	L and B	L and B	L and B	L and B	
Chapter 11, all paragraphs	L and B	L and B	L and B	L and B	
Chapter 12, all paragraphs					L and B
Chapter 13, 13.3 Airframe	L	L	L	L	
Chapter 13, 13.3 Engine	L	L	L	L	
Chapter 13, 13.3 Avionics					L
Chapter 13, 13.4 Airframe	B	B	B	B	
Chapter 13, 13.4 Engine	B	B	B	B	
Chapter 13, 13.4 Avionics					B

Appendix 2 to Chapter 1

TRAINING SPECIFICATIONS

Table A2-1. Recommended duration and level of capability for Phase One — Knowledge training

Note 1.— This table assumes that the State licence scope is divided into either line or base maintenance as recommended by Doc 9379 — Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System. If the State licence combines both line and base maintenance privileges, then the target level of capability should be the higher of the two shown here.

Note 2.— The definition of levels of capability is shown in 1.5.3.

<i>Subject matter</i>	<i>Recommended duration (hours)</i>	<i>Level of capability</i>	
		<i>Line</i>	<i>Base</i>
Chapter 3 Civil aviation requirements, laws and regulations			
3.3.1 International and State aviation law	10	3	2
3.3.2 Airworthiness requirements	10	3	2
3.3.3 Civil aviation operating regulations	10	3	2
3.3.4 Air transport operations	10	3	2
3.3.5 Organization and management of the operator	10	3	2
3.3.6 Operator economics related to maintenance	10	3	2
3.3.7 Approved maintenance organizations (AMOs)	30	3	3
3.3.8 Aircraft maintenance licence requirements	20	3	3
3.3.9 The role of the State aviation regulatory body	10	3	2
3.3.10 Aircraft certification, documents and maintenance	10	3	2
Chapter 4 Natural science and general principles of aircraft			
4.3 Mathematics	75	1	1
4.4 Physics	70	1	1
4.5 Technical drawing	70	1	1
4.6 Chemistry	30	1	1
4.7 Fixed wing aerodynamics and flight control	100	2	2

<i>Subject matter</i>	<i>Recommended duration (hours)</i>	<i>Level of capability</i>	
		<i>Line</i>	<i>Base</i>
4.8 Rotary wing aerodynamics and flight control	100	2	2
Chapter 5 Aircraft engineering and maintenance: Airframe			
5.3 Maintenance practices and materials: Airframe/Powerplant	200	3	3
5.4 Aircraft systems and structures: Fixed wing	250	3	3
5.5 Aircraft systems and structures: Rotary wing	250	3	3
5.6 Airship systems and structures	100	3	3
Chapter 6 Aircraft engineering and maintenance: Engines/Powerplants			
6.3 Piston engines	250	3	3
6.4 Propellers	100	3	3
6.5 Gas turbine engines	300	3	3
6.6 Fuel systems	100	3	3
Chapter 7 Aircraft engineering and maintenance: Avionics — Electrical and instrument			
7.3 Maintenance practices and materials	200	3	3
7.4 Electrical and electronic fundamentals	450	2	2
7.5 Digital techniques, computers and associated devices	200	2	2
7.6 Aircraft electrical systems	250	3	2
7.7 Aircraft instrument systems	250	3	2
Chapter 8 Aircraft engineering and maintenance: Avionics — AFCS/Navigation/Radio			
8.3 Automatic flight control systems (AFCS): Fixed wing	200	3	2
8.4 Automatic flight control systems (AFCS): Rotary wing	75	3	2
8.5 Aircraft inertial navigation systems (INS)	60	3	2
8.6 Aircraft radio and radio navigation systems	450	3	2
Chapter 9 Human performance and limitations			
9.7 Required knowledge, skills and attitudes			
A. General programme overview	3	3	3
B. Human Factors knowledge	3	3	3
C. Communication skills	3	3	3
D. Teamwork skills	3	3	3
E. Performance management	3	3	3
F. Situation awareness	3	3	3

Subject matter	Recommended duration (hours)	Level of capability	
		Line	Base
G. Human error	3	3	3
H. Reporting and investigating errors	3	3	3
I. Monitoring and auditing	3	3	3
J. Document design	3	3	3

Table A2-2. Recommended duration and level of capability for Phase Two — Skills training

Note 1.— This table assumes that the State licence scope is divided into either line or base maintenance as recommended by Doc 9379 — Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System. If the State licence combines both line and base maintenance privileges, then the target level of capability should be the higher of the two shown here.

Note 2.— The definition of levels of capability is shown in 1.5.3.

Subject matter	Recommended duration (hours)	Level of capability	
		Line	Base
Chapter 10 Practical maintenance skills: Airframe			
10.3 Basic workshop and maintenance practices: Airframe	725	3	3
10.4 Basic workshop and maintenance practices: Repair, maintenance and function testing of aircraft systems/component	1 000	3	2
10.5 Job/task documentation and control practices	100	3	2
Chapter 11 Practical maintenance skills: Engine and propeller			
11.3 Basic workshop and maintenance practices: Engine and Propeller	450	3	3
11.4 Basic workshop and maintenance practices: Engine/Propeller Systems/ Component and Function Testing	450	3	2
11.5 Job/task documentation and control practices	100	3	2
Chapter 12 Practical maintenance skills: Avionics — Electrical, instruments, autoflight and radio			
12.3 Basic workshop and maintenance practices: Avionics — Electrical	775	2	3
12.4 Basic workshop and maintenance practices: Avionics — Instrument	1 000	2	3
12.5 Basic workshop and maintenance practices: Avionics — Autoflight	225	2	3
12.6 Basic workshop and maintenance practices: Avionics — Radio	875	2	3
12.7 Repair, maintenance and function testing of aircraft systems/component: Avionics	100	2	3
12.8 Job/task documentation and control practices	100	3	2

Table A2-3. Recommended duration and level of capability for Phase Three — Experience training

Note 1.— This table assumes that the State licence scope is divided into either line or base maintenance as recommended by Doc 9379 — Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System. If the State licence combines both line and base maintenance privileges, then the target level of capability should be the higher of the two shown here.

Note 2.— The recommended duration shown in this table is the period required by Annex 1, 4.2 and assumes that the person has completed a training course approved by the State.

Note 3.— The definition of levels of capability is shown in 1.5.3.

Subject matter	Recommended duration (hours)	Level of capability	
		Line	Base
Chapter 13 Applied practical training: Experience			
13.3 Applied practical line maintenance operations: Airframe	2 years	3	
13.3 Applied practical line maintenance operations: Engine	2 years	3	
13.3 Applied practical line maintenance operations: Avionics	2 years	3	
13.4 Applied practical base maintenance operations: Airframe	2 years		2
13.4 Applied practical base maintenance operations: Engine	2 years		2
13.4 Applied practical base maintenance operations: Avionics	2 years		2

Appendix 3 To Chapter 1

BACKGROUND TO THE DEVELOPMENT OF ANNEX 1 — *PERSONNEL LICENSING*

1.1 Historically Aircraft Maintenance Licence and its privileges have often been deliberated at various meetings of ICAO staff and study groups on Personnel Licensing, which included representatives from Contracting States. As a result numerous changes have been made to Annex 1 since its inception in 1948. A key issue has been the separation of standards and privileges. For many years, licences were classified into Type I (essentially an airworthiness certification of parts after overhaul) and Type II (which held release to service privileges for the complete aircraft). The development of this licensing issue and others is described in various reports of related meetings on file in ICAO.

1.2 In 1952 it was agreed that airlines needed to have Type II licensed Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs) who are authorized to issue a maintenance release (Certificate of Safety for Flight). It was also agreed that Type II AMEs in the field should be able to release an aircraft for flight after inspection for possible damage affecting the airworthiness of the aircraft.

1.3 Type I licence privileges were restricted to the certification of parts of the aircraft that were affected by the work performed in overhaul bases and in manufacturing plants. The issue of a maintenance release (Certificate of Safety for Flight) remained a privilege of the Type II licence. Meanwhile, it was agreed that as an alternative, it should be possible for Contracting States to grant the privileges of a licence holder to an approved maintenance organization (AMO).

1.4 As a result, the following definitions were inserted in Annex 1:

- a) To issue a maintenance release (Certificate of Safety for Flight) means to certify that the inspection and maintenance work has been completed

satisfactorily in accordance with the methods prescribed in the Aircraft Maintenance Manual.

- b) To certify as airworthy means to certify that an aircraft or parts thereof comply with current airworthiness requirements after being overhauled, repaired, modified or installed.

1.5 In 1970, the question of Type I and Type II privileges again came under review. As a result, amendments were made to Annex 1 requiring States to indicate separately the privileges attached to licences rated for the aircraft in its entirety and to licences rated for specific components.

1.6 It was further agreed that as Type I licences were being issued to cater to the needs of small operators and owners of General Aviation aircraft and that most States had introduced a system of approved organizations for air carrier aircraft, powerplants and their equipment including avionics, the privileges were amended suitably to incorporate the concept agreed upon for the granting of Type II licences, namely: “to authorize the holder of a restricted licence to certify as airworthy after overhaul, authorized repair or authorized modification of such parts as are entered in his licence and to indicate separately the privileges attached to licences rated for specific components.” In recognition of the practice of successive specialized technician releases, the expression “issuing a maintenance release” was replaced by the defined expression “signing a maintenance release.” This was still the case in 2002.

1.7 These changes to requirements resulted in more diversified training of AMEs. Training courses for Type I or Type II AMEs were common, as were courses for AMEs who did not seek a licence but were being trained to

become part of the team of skilled people (often specialists in one or another aircraft part only) who in turn formed the technical staff of AMOs.

1.8 In 1989 it was recognized that AME licensing practices in many Contracting States had rendered the concept of the Type I licence obsolete as maintenance on large aircraft was generally carried out in AMOs. There was therefore an agreement that a single level of licence broadly based on the Type II licence would be appropriate. However, it was recognized that some States would continue to require Type I licences. It was thus agreed that provisions should be worded in such a way that it would be possible for a State to continue to grant Type I privileges.

1.9 In 1993 the Council at the 16th Meeting of its 138th Session (138/16) adopted Amendment 160 to Annex 1 which related to personnel other than flight crew. This amendment did not cover the licensing provisions for AMEs because during its 128th Session, the Air Navigation Commission decided to develop Standards and Recommended Practices (SARPs) in Annex 6 — *Operation of Aircraft* for an AMO. In view of the close association between the AME licence and the AMO, the Air Navigation Commission felt that a system approach was necessary to ensure consistency between the provisions for AME and AMO. It therefore agreed to postpone its review of the AME licence to provide the time necessary to develop SARPs for AMO.

1.10 In 1997 the Air Navigation Commission noted that the high level of specialization involved in the overhaul of modern complex aircraft and components had rendered a generic qualification (such as that provided by the Type I licence) to be impractical in most cases. In

addition, the distinction between major and minor repairs or modifications was an intricate issue. Practices differed from State to State. Actually very few States were known to grant licences with privileges for the entire aircraft at the level of either Type I or Type II licence. Instead, almost all States granted separate licences or licence ratings for airframes and engines, even though the common practice was for individuals to hold both. Accordingly, Amendment 161 to Annex 1, which introduced a single-level licence for the AME, was adopted in 1998.

1.11 Since their initial adoption in the Second Edition of Annex 1 (1948), Annex 1 Standards for the AME Licence have been intended for persons who sign a maintenance release after routine maintenance or who certify an aircraft or an aircraft component airworthy after repair, overhaul or modification. There are no Annex 1 requirements for the personnel who perform the actual maintenance or repair work to be licensed. The review of the Annex 1 AME licensing provisions confirmed that this approach is still valid, and Amendment 161 continues to provide only for inspection and certification privileges.

1.12 During the adoption process for Amendment 161 to Annex 1, it was noted that the change would not prevent States from having broad-based “generalist” (i.e. Type I) licences if they chose to do so. This amendment provides States with the flexibility to issue an AME licence with various levels and scopes of privileges. However, in order to ensure that the privileges granted are clearly defined, a new Standard (Annex 1, 4.2.2.3) requires that the scope of privileges of the licence holder shall be prescribed and recommends that details of the certification privileges shall be documented either by inclusion or reference in each licence.

Chapter 2

GENERAL RECOMMENDATIONS

2.1 ACCOMMODATION AND EQUIPMENT FOR CLASSROOM-BASED TRAINING (CBT)

2.1.1 General

The *TRAINAIR Training Management Guidelines* (TMG), developed by the TRAINAIR Programme, provides detailed information on training support functions, training delivery, administrative support functions, planning and design of training facilities, etc. Another manual, the *TRAINAIR Training Development Guideline* (TDG), details the development methodologies used in the training courses for aviation personnel and also provides guidelines on the training techniques; validation, revision and implementation of courseware; design of tests; post-training evaluation etc. The training specification in this manual is produced based on job/task analysis, so the majority of the material included in the TMG and TDG may not be applied directly to the training of Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs). However the aim of both the TMG and TDG is to provide aviation training managers with the tools they need to effectively manage their training organizations. At the same time, the providers of AME training may be able to benefit by utilizing these tools. Both the TMG and TDG contain detailed information on the issues discussed in this chapter.

2.1.2 Classrooms and equipment

2.1.2.1 Opinions differ on the amount of classroom space required for each trainee. The amount of “ideal” space for each adult in a classroom ranges from a low of 1.4 m² to a high of 6.7 m². The reason for the wide range in the “ideal” dimensions is that classroom designers either envision different classroom environments or account for certain spaces within the classroom (such as aisles and front setback) differently.

2.1.2.2 The sizes of classrooms are affected by:

- number of trainees in a class;
- size of trainee workstation;
- class configuration;
- size of aisles; and
- use of media (in particular, projected media and hands-on projects).

Note.— ICAO recommends that the ratio of trainees per instructor be taken into account when planning the classroom size. In order to provide for sufficient supervision and control, a ratio of 1 instructor for every 6 trainees or 2 instructors for every 15 trainees is recommended. In the case of groups of more than 15, separate parallel courses are recommended.

2.1.2.3 The use of media, hands-on experiments and practical workshop practice is an important factor in determining the amount of common space required in a classroom and the associated practical workshop training area. The most commonly used visual media are slides, chalk/marker boards, overhead projectors, video tapes and easels. The use of projection media (slides, overheads, television, etc.) has considerable impact on room size and it is recommended that the distance between the farthest student and the screen should not exceed 6 times the width of the screen.

2.1.2.4 In planning the space requirements for the training of AMEs, training managers must take into consideration the trainee workstations, the area required for practical hands-on workshop training, faculty workstations, and storage area.

2.1.2.5 Trainee workstation space includes the trainee’s work surface, any additional equipment (terminal, audio/visual, etc.), a chair and the space for manoeuvring the chair. The concept of workstation space is important

when measuring rooms for classes containing different numbers of trainees. The total area allowed in a classroom for each trainee varies with the size of the class. An adequate work surface within the workspace is very important. The large amount of reference material used in the training of AMEs requires considerably larger work surfaces than would be provided by the attached writing surface of an auditorium chair.

2.1.2.6 Personal computers can be useful training aids for AMEs. They can communicate verbal and graphic information and can accept verbal as well as manual or tactile responses. Computers may be used for drills, computer-managed instruction, testing and simulations. For detailed information about the use of computers as a training tool, training managers are advised to refer to the TRAINAIR document — *Computer Applications in Training (CAT)*.

2.1.3 The learning environment

2.1.3.1 The key to a good learning environment is the elimination of discomforts and other undesirable characteristics. Ten primary factors have been identified:

- The climate must be comfortable.
- Lighting must be of adequate level for work or viewing.
- Distracting sound must be kept to a minimum.
- Work areas must be aesthetically pleasing.
- Workstations must be comfortable.
- Workspaces must be adequate.
- Work areas must be reasonably clean.
- Training equipment must be adequate.
- Visual media must be visible.
- Audio media must be satisfactorily audible.

2.1.3.2 If any of these factors is unsatisfactory, the result can be distraction from the task at hand, and fatigue can result from the effort required of the trainee to adapt to a poor environment. One of the most widely cited factors contributing to a positive learning environment is the comfort level of workstations, which includes the comfort level of the chair.

2.2 PERFORMANCE EVALUATION TESTS

2.2.1 Performance evaluation tests are an integral part of the training process. Tests should always be prepared with the sole purpose of measuring whether or not the trainees have achieved the training objective. Trainees must always be informed on how they are going to be evaluated so they can orient their efforts. The information must include the conditions that will exist during the test, the performance that is expected from the trainees, the standards of accomplishment that have to be met, and the consequences of an inadequate performance. Trainees must also be informed of the result of their evaluation. It is recommended that both instructors and trainees review the errors on all tests together in order to obtain feedback that may lead to perfect or improved score on the tests.

2.2.2 Time and resource constraints may limit the amount of testing that can be given to attain each objective. However, the criticality of the subject and the performance difficulties that may be encountered should help determine when, how and what performance evaluation should be required. Generally speaking, performance measurement is undertaken to evaluate whether or not courses taught have been understood by the trainees at the desired level:

- Knowledge is best tested by oral or written tests.
- Skills are best tested by performance tests in which the trainee performs the task described in the objective under real or simulated conditions.
- Attitudes are tested by observations of performance or by means of questionnaires.

2.2.3 The validity of a test is the extent to which a test measures what it intended to measure. Validity can be established by ensuring that the conditions, behaviour and standards of the test correspond to those described in the objective.

2.2.4 The reliability of a test is the ability of a test to consistently reproduce the same results when administered to the same groups of students under the same conditions with different instructors/assessors. To ensure that the test is reliable, the score key providing model answers and specific instructions on how the test should be administered is critical. A model answer should give the instructor enough information to establish how closely the trainee has mastered the tested behaviour. These three elements (score key, model answer, and the conditions under which the test has to be administered) provide the basis for determining a PASS or FAIL grade in a consistent manner.

PHASE ONE — KNOWLEDGE

Chapter 3

CIVIL AVIATION REQUIREMENTS, LAWS AND REGULATIONS

3.1 INTRODUCTION

3.1.1 International aircraft operations is governed by the rule of law; since the first flight by a heavier-than-air machine, a number of conventions, regulations, legislation, orders, agreements, etc. have been promulgated among and within States to ensure that flights are operated in a safe and orderly manner. Achievement of safety and regularity in air transportation operations requires that all States accept and implement a common standard of aircraft operations with regards to training, licensing, certification, etc. for international operations. The standardization of operational practices for international services is of fundamental importance in order to prevent costly errors which may be caused by misunderstanding or inexperience. Although this manual and other ICAO manuals address international aircraft operations, the need for standardization is equally applicable to all other aircraft operations.

3.1.2 International and national regulations and air laws are promulgated to ensure safety, regularity and efficiency of international aircraft operations. On the international scene, ICAO, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation, develops and adopts Standards and Recommended Practices or SARPs (Annexes to the Convention) as the minimum requirement for aircraft operations. National regulations are developed on the basis of the SARPs, with some variations to suit the specific requirements of individual States. States may enact legislation that may differ significantly from those enacted in other States. However, international aircraft operations share many regulations, laws and statutes. The syllabus contained in this chapter gives an overview of air law as adopted by ICAO and practised in international aircraft operations.

3.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided with a broad outline of the regulatory requirements that

must be met by an operator engaged in commercial air transport and an outline of regulatory documents that are significant to the Aircraft Maintenance (Engineer/Technician/Mechanic) (AME) (including those on maintenance), and maintenance control concepts that illustrate the application of regulatory requirements as they relate to the responsibilities and work of the AME.

Performance: The trainees will be able to identify the role of international and national aviation regulatory bodies, identify the importance of applicable regulations to aircraft maintenance activities, and describe the application of regulations relating to aircraft maintenance in those areas which fall under the duties and responsibilities of the AME.

Standard of accomplishment:

The regulations and legislation applicable to the described case will be accurately identified. Provisions, practical applications and implementation will also be described to demonstrate understanding of the relevant issues.

3.3 REQUIRED KNOWLEDGE, SKILLS, AND ATTITUDES

3.3.1 International and State aviation laws

- International Civil Aviation Organization (ICAO): formation, structure, functions, obligations and responsibilities
- Review of ICAO Annexes, particularly Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness of Aircraft*

- ICAO specifications applicable to the particular course of study
- National civil aviation regulations
- Government, ministerial and departmental responsibilities for civil aviation within the State
- State competency and licensing regulations for AMEs
- Formalities prescribed by the State: Certificates of Airworthiness (CoA), logbooks, Certificates of Maintenance, maintenance schedules, and Certificates of Approval
- Format of documents, required signatures, conditions for issue of or compliance, and period of validity

3.3.2 Airworthiness requirements

- Design requirements: performance, structural strength, handling, aerodynamics, reliability, system or component performance and reliability, engine types and tests
- Construction requirements: material quality, construction methods, approved manufacturing organizations (AMOs), systems of traceability to source of origin, and quality control/assurance
- Test requirements: structural test programmes, including “safe life”, “fail safe” and “damage tolerant” testing
- Component testing and systems testing
- Flight test schedules and engine test schedules
- Test programmes for special cases (aircraft, systems and components)
- Procedures for the maintenance of continuing airworthiness
- Airworthiness directives (AD): indigenous, foreign, issue dissemination, and action
- Operational requirements: performance scheduling, flight and operations manuals
- Maintenance requirements: use of aircraft maintenance manuals, maintenance schedules, overhaul periods/lives, “on-condition” maintenance programmes and “condition monitoring” programmes
- Responsibilities of licensed aircraft maintenance personnel working in an operator or an AMO

3.3.3 Civil aviation operating regulations

- Regulations concerning aircraft, aircraft operations, safety, and airworthiness requirements
- Personnel licensing, maintenance of competency, approved organizations, and training requirements
- Aircraft and aircraft maintenance documentation

3.3.4 Air transport operations

- Brief historical review of commercial aviation
- Outline of major factors in airline organization and economics
- Description of route network of State concerned

3.3.5 Organization and management of the operator

- Understanding of the air operator’s responsibilities for maintenance and the relationship between the operator’s Maintenance Control Manual and the maintenance organization’s Procedures Manual
- General structure of an airline; functions and organization of various departments; organization of the maintenance department and AMOs; and detailed functions of departments such as Technical, Engineering, Production Engineering, Quality Control/Assurance and Inspection
- Documentation of maintenance: use of aircraft manuals, manufacturer’s bulletins and ADs, preparation and approval of maintenance schedules, job/task cards, worksheets, aircraft/engine logbooks and operator’s technical logbooks
- Operation of inspection and/or quality departments
- Stores organization and procedures
- Planned maintenance work: inspection periods and component lifing, check cycles, rotation of components, and overhaul requirements
- Hangar layout and equipment, and maintenance docks
- Workshop safety, fire prevention and first aid
- Responsibilities of departmental managers
- Management methods: methods study, time and motion study, statistical methods, budgeting and analysis

3.3.6 Operator economics related to maintenance

- Maintenance costs: percentage of operating costs, capital equipment costs, labour, consumable stores, stores inventory, effect of elapsed time on airline costs, man-hours required to complete typical work, and maintenance time overrun penalties
- Relative costs of overhaul by manufacturer or airline
- Component/powerplant leasing
- Planning: analysis of different cyclic systems (progressive and equalized checks, etc.), long-term planning for mixed fleet, balancing work loading, effects of seasonal peaks on work loading, etc.
- Preparation of worksheets and job cards, task time analysis, and task sequencing for optimum down time
- Development engineering: liaison with manufacturers; study of new aircraft types; performance analysis; modifications policy; defect analysis; engineering contributions to improved utilization; reliability programmes; engine trend monitoring and reliability centred maintenance studies
- Labour policy: skills required, training and recruitment, grading and qualifications; salary structures; agreements with trade unions etc.
- State regulations, incentives and discipline, and welfare
- Quality control/assurance: inspection procedures, documents, records, and sampling techniques; psychological aspects of inspection, and duplicate inspections according to international, national and airline standards
- Safety: national requirements for industrial safety, insurance requirements, hazards from hazardous fluids and gases (such as fuel, hydraulic fluid, vapours), mechanical dangers, and protective measures in work areas

3.3.7 Approved maintenance organizations (AMOs)

- Concept of a corporate body, its legal responsibilities and organizational structure
- Group of persons nominated as being responsible for ensuring compliance with approval requirements
- Establishment of the competence of personnel and training of persons signing maintenance release
- Issue of terms of approval by the State

- AMO procedures and procedure manual
- AMO quality assurance or inspection system
- AMO facilities, tools, equipment and working environment
- AMO storage facilities and procedures
- Access to necessary technical data
- Record-keeping and records procedures, and issue of a maintenance release

3.3.8 Aircraft maintenance licence requirements

- Eligibility, age, limits of location, language and fees
- Categories of licence as defined in State requirements
- Knowledge and experience requirements
- Training requirements
- Examination requirements and content and issue of licence document
- Privileges of the licence
- Revocation and suspension procedures by the State

3.3.9 The role of the State aviation regulatory body

- Protection of public interests by establishing the need for and feasibility of air service and ensuring the safety of flight operations conducted within the State
- Regulation of the degree of competition between operators and exercise of control over commercial air operators
- Definition of the requirements for State-owned or State-operated facilities and services
- State authority is normally exercised through the incorporation of civil aviation acts, laws and statutes into the State's legal system. It is also asserted through the establishment of a State Civil Aviation Authority (CAA) which has the power to apply principles set forth in aviation law, develop civil aviation regulations and orders, and establish requirements for the issue of licences, certificates and other instruments of authority deemed necessary for commercial air transport. The State must also inspect all aspects of commercial air transport operations to ensure continuing compliance with State requirements, recommend corrective action to air operators and revoke air operators' licences.

3.3.10 Aircraft certification, documents and maintenance

3.3.10.1 Aircraft, propeller and engine Type Certification

- Certification rules (e.g. FAR/JAR 23, 25, 27 and 29)
- Type Certification (TC), TC issue, and associated TC Data Sheet
- Supplemental Type Certification or major modification

3.3.10.2 Individual aircraft certification

- Approval of design or production organizations
- Issue of Certificate of Airworthiness (CofA) and Certificate of Registration (CofR)
- Documents to be carried on-board the aircraft: CofA, Cof R, Noise Certificate, Weight and Balance Reports, and Radio Station Licence and Approval

3.3.10.3 Requirements for continuing airworthiness

- Understanding of the concept that continuing airworthiness is the process of ensuring that at any time in its operating life, the aircraft should comply with airworthiness requirements and should be in a condition for safe operation

- Renewal or continued validity of the CofA
 - State approval or acceptance of maintenance programmes, minimum equipment lists, ADs, manufacturer's service information (SBs, SLs, etc.), aircraft maintenance manual, operator maintenance control manual, and AMO Maintenance Procedures Manual
 - Understanding of the importance of defect reporting to the State of Registry and to the organization responsible for the type design
 - Analysis of defect accident or other maintenance or operational information by the organization responsible for the type design
 - Importance of structural integrity with particular reference to supplemental structural inspection programmes and any other requirements related to ageing aircraft
 - Special operational approvals (e.g. Extended Range Operations by Aeroplanes by Twin-engined Aeroplanes (ETOPS), All Weather Operations, Reduced Vertical Separation Minima (RVSM), Required Navigation Performance (RNP), and Minimum Navigation Performance Specifications (MNPS))
-

Chapter 4

NATURAL SCIENCE AND GENERAL PRINCIPLES OF AIRCRAFT

4.1 INTRODUCTION

4.1.1 In addition to the subjects which are of direct day-to-day concern to the responsibilities of the Aircraft Maintenance (Technician/Engineer/Mechanic) (AME), the AME training should include a sound understanding of the academic aspects of aircraft and aviation operations. This background will provide the trainees with a more complete understanding of not only their working environment but also the wider scientific principles employed in aviation.

4.1.2 The academic level of background subjects such as mathematics and physics should be specified as a prerequisite to course entry. However, if this is not practical or possible, then mathematics and physics may be taught to the required level before the start of the aviation training course. Where the knowledge of mathematics and physics is only just below the required entry level, or it is felt that a refresher course in mathematics and physics would be advantageous to the students, then these subjects could be taught in parallel with the aviation subjects.

4.1.3 The selection of topics for the mathematics and physics syllabi as well as the type of course instruction must reflect the depth and breadth of knowledge required to fully complement the level required by the aviation subjects.

4.1.4 Even though it is covered in the Maintenance Practices and Materials sections of both the mechanical and avionics curricula, technical drawing has been incorporated into the area of natural science and general principles of aircraft for the benefit of those students who will be involved in major modification and/or repair work.

4.1.5 Understanding the subjects of mathematics, physics, technical drawing, etc. constitutes an important part of the AMEs training base. It will permit a more comprehensive operational understanding, develop general in-depth awareness of air transport operations, and improve

communication with both flight crew members and other maintenance personnel, thereby improving the overall safety of the aircraft operation.

4.2 TRAINING OBJECTIVES

Conditions: The trainees will receive instructions on pertinent information on aviation-relevant situations or characteristics.

Performance: The trainees will be able to identify and explain how the conditions relate to the scientific principles by using correct aviation nomenclature and mathematics.

Standard of accomplishment:

The trainees will display a good understanding of the principles, and make required calculations quickly and accurately, while also displaying some understanding of the context of practical applications.

4.3 MATHEMATICS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

4.3.1 Arithmetic

- Arithmetical terms and signs; methods of multiplication and division; fractions and decimals; factors and multiples; weights, measures and conversion factors; ratio and proportion; averages and percentages; areas and volumes; squares, cubes, square and cube roots

4.3.2 Algebra

- Evaluation of simple algebraic expressions; addition, subtraction, multiplication and division; use of brackets; simple algebraic fractions, linear equations and their solutions; and introduction to simultaneous equations
- Polynomials and binomial theorem, solution of second degree equations with one unknown, solution of simultaneous linear equations, and use of complex numbers

4.3.3 Geometry

- Simple geometrical constructions
- Graphical representation: nature and uses of graphs, rectangular and polar coordinates; graphs of equations
- Simple trigonometry: trigonometrical relationships and use of tables

4.3.4 Trigonometry

- Solution of plane triangles; solution of spherical triangles; application of some hyperbolic functions

4.3.5 Logarithms

- Indices and powers: negative and fractional indices; square root; reciprocal and exponential tables
- Logarithms: use of log tables, and logarithms of products, quotients, powers and root

4.3.6 Calculators

- Use of electronic calculators for logarithmic and trigonometric applications

4.3.7 Differential and integral calculus

- Derivatives and differentials; maxima and minima; expansion in series; indeterminate forms; curvatures; table of indefinite integrals, definite integrals; differential equations encountered in physics

4.3.8 Graphical representation of functions

- Equations involving two variables; equations for empirical curves; use of logarithmic paper; equations involving three variables; alignment charts

4.4 PHYSICS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

4.4.1 Mechanics

- Forces as vectors: scalars, vectors, resultants, triangle of vectors, polygon of vectors, and resolution of a vector
- Forces and moments, composition and resolution
- Centre of gravity
- Uniform motion in a straight line; acceleration; motion under gravity; Newton's Laws; momentum; force; mass and weight; work, energy, rate of doing work, potential energy, relative velocity, angular velocity, physical units of mass, force, speed, work and power
- Friction: nature and effects, and coefficient of friction
- Specific gravity and density
- Viscosity, fluid resistance and rolling resistance
- Pressure and buoyancy in liquids (barometers)
- Elements of fluid dynamics: streamlines, Bernoulli's Theorem, venturi, Pitot tube and speed of sound
- Elements of vibration theory: harmonic motion, pendulum, damped harmonic motion, forced harmonic motion, and resonance
- Velocity ratio, mechanical advantage and efficiency
- Elements of theory on stress, strain and elasticity; tension, compression, shear and torsion stress; Hooke's Law and Young's Modulus
- Dynamics: kinematics of pure rotation, work, power, torque, kinetic energy, moment of inertia, radius of gyration, rotational equilibrium, centre of mass, couples, momentum and impulse, conservation of momentum, elastic and inelastic collisions, two-dimensional motion, and rolling bodies
- Elasticity: internal forces in solids, stress, strain, Hooke's Law, Poisson's ratio, shear, torsion, and bulk modulus
- Periodic motion: motion in a circle at constant speed, energy relations in simple harmonic motion, angular harmonic motion, and equilibrium of a dynamical system

4.4.2 Heat

- Temperature: thermometers and temperature scales (Celsius/Centigrade, Fahrenheit, Rankine and Kelvin); conversion from one scale to another
- Expansion: linear expansion, surface and volume expansion
- Quantity of heat: units of heat (calories, BTU, CHU), heat capacity and specific heat
- Heat transfer: convection, radiation and conduction
- Mechanical equivalent of heat, first and second laws of thermodynamics
- Properties of fluids: solid, liquid and gaseous states, melting, boiling, evaporation and reverse processes, vapour pressure, absolute and relative humidity
- Gases: ideal gas; Charles' and Boyle's Laws; internal energy of a gas; specific heat of a gas; relationship between internal energy and heat
- Latent heats of fusion and evaporation, thermal energy, and heat of combustion
- Gases: specific heat at constant volume and constant pressure; work done by expanding gas; kinetic theory of gases
- Avogadro's number
- Thermodynamics: isothermal expansion and compression; adiabatic expansion and compression; the Carnot cycle; engine cycles; constant volume and constant pressure; refrigerators and heat pumps

4.4.3 Light

- Introduction to nature of light; speed of light
- Laws of reflection and refraction: reflection at plane surfaces; reflection by spherical mirrors, refraction, lenses, cameras and projectors, microscopes and telescopes
- Propagation of light, illumination, and photometry
- Wave optics: interference, interferometers, Huygens' model, diffraction, diffraction gratings, and polarization
- Spectra: dispersion by refraction, spectrometers, emission and absorption spectra, and quanta

4.4.4 Electricity and magnetism

- Fundamentals: atoms and electrons, conductors and insulators, electric currents, electromotive force, difference of potential, electrical units, power, work and energy, Ohm's Law, specific resistance, series, parallel and combined DC circuits, Kirchoff's Laws and the Wheatstone Bridge
- Batteries and thermal EMF: theory of electrolysis, primary cells, secondary cells; lead-acid and alkaline accumulators; and thermocouples
- Magnetism: permanent magnets, laws of magnetism, the earth's magnetism, magnetic fields, electro-magnetism, polarity rules, field strength and flux density, permeability, hysteresis, and reluctance
- Electrostatics: positive and negative charges, charges developed by friction, electrostatic induction, surface charges, electrostatic fields, static charges on aircraft and methods of dispersing them
- Electromagnetic induction: Faraday's Laws, Lenz's Law, magnitude and direction of induced EMF, generators, and induction coils
- Inductance and capacitance: mutual inductance; self-inductance; unit of capacitance; specific inductive capacity; dielectric strength; losses and efficiency
- Outline of AC theory: generation, principles, single-phase and three-phase generation, measurement of current and voltage, RMS, audio and radio frequencies
- Resistance, inductance and capacitance in AC circuits: inductive reactance, resistance and inductance in series, impedance, power factor and true power, capacitive reactance, resistance and capacitance in series, resonance, Q factor, and voltage developed at resonance
- Resistance, inductance, capacity and parallel combinations
- Methods of coupling: mutual inductive coupling, resistive coupling, auto-inductive coupling, capacitive coupling, equivalent resistance, equivalent reactance, coupling factor, and resonance curves
- Transformers: primary and secondary EMF; load-on secondary, resistive, inductive and capacitive loads; transformer losses; tests of transformers; X-rays and natural radioactivity; photoelectric and inverse photoelectric effect; generation of X-rays; radioactive substances; radiography with X-rays and gamma-rays

4.4.5 Wave motion and sound

- Wave motion: mechanical waves, sinusoidal wave motion, interference phenomena, and standing waves
- Sound: speed of sound, production of sound, intensity, pitch and quality, and Doppler effect

4.5 TECHNICAL DRAWING: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES**4.5.1 Introduction**

- Purpose of technical drawing
- Care and use of drawing instruments
- Standard paper sizes, blocks, conventions for lines, and dimensions

4.5.2 Practice with drawing instruments

- Lettering
- Simple geometric constructions
- Layout of patterns with metric or inch dimensions

4.5.3 Simple orthographic projections

- Orthographic conventions
- Practice in first angle projections
- Practice in third angle projections

4.5.4 Simple isometric projections

- Isometric conventions
- Practice in making workshop sketches

4.5.5 Geometric construction

- Constructions involving lines and angles, circles and conic sections
- Geometric projections

4.5.6 Practice in sketching

- Proportioning
- Orthographic sketching
- Pictorial sketching

4.5.7 Orthographic projection

- Rules, determination of number of views, notation and representations, layout of three-view drawings, computation of weights
- Sectional views, standard symbols for sections and materials
- Dimensioning
- Representation of machine elements, threads, bolts, nuts, rivets, etc.
- Exercises incorporating standard conventions

4.5.8 Shop terms and processes

- Relationship between drawing and manufacturing processes
- Drawings for castings, forgings, machined parts, sheet metal parts, and welded constructions
- Practices as appropriate to particular course

4.5.9 Assembly drawings

- Layout drawing
- Assemblies, erection and installation drawings, interchangeability, tolerances, fits and clearances, datum surfaces, tolerancing of form and position
- Surface finish, finish marks and specifications
- Checking drawings

4.5.10 Auxiliary projections

- Notation and relationship of auxiliary planes
- Layout of drawing with one auxiliary view
- Layout of drawing with two auxiliary views

4.5.11 Axonometric projection

- Isometric projections, dimetric and trimetric projections
- Theory of axonometric projections

4.5.12 Oblique projection

- Theory
- Cavalier projection
- Cabinet projection

4.5.13 Circuit layout

- Convention for electrical and radio components
- Standard symbols for theoretical circuits and wiring diagrams

4.5.14 Exercises in blueprint reading

- Interpretation of blueprint data
- Check for consistency

4.5.15 Exercises in engineering design

- To be selected by the instructor in accordance with the nature of the particular course and the type of work that the student will undertake in the future

4.6 CHEMISTRY: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

- Nature of matter: the chemical elements; structure of atoms, molecules, crystals, colloids, solutions and solvents; hardness and ductility

4.7 FIXED WING AERODYNAMICS AND FLIGHT CONTROL: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

4.7.1 Aerodynamic physics

- Application of International Standard Atmosphere (ISA) to aerodynamics

- Newton's Laws of Motion

- Boyle's Law
- Charles' Law
- General Gas Laws
- Archimedes Principle
- Bernoulli's Theorem
- Dalton's Law

4.7.2 Airflow

- Airflow in relation to a body at rest and in motion
- Boundary layer: laminar and turbulent flow, free stream flow, relative airflow, upwash and downwash, vortices and stagnation
- Effect of ice on an aircraft

4.7.3 Aerofoils

- Understanding of the following terms:
 - camber
 - chord
 - mean aerodynamic chord
 - parasitic drag
 - induced drag
 - centre of pressure
 - angle of attack
 - angle of incidence
 - wash in and wash out
 - fineness ratio
 - wing shape
 - aspect ratio
- Relationship between lift, weight, thrust and drag

4.7.4 Conditions of flight

- Understanding of the following terms:
 - wing loading
 - centrifugal force
 - centripetal force
 - gravitational force
 - sideslip
 - skidding
 - stall
 - centre of gravity

- Effects on wing loading and stalling speed due to changes in wing area, angle of bank, angle of attack, and mass
- Relationship between ground speed (GS), true air speed (TAS) and indicated air speed (IAS)

4.7.5 Flight stability

- Understanding of the following terms:
 - dihedral
 - longitudinal dihedral
 - anhedral
 - sweepback
 - taper
 - torque effect
 - slipstream
 - gyroscopic effect
 - asymmetric power/thrust
 - longitudinal stability
 - lateral stability
 - directional stability
 - flutter
 - Dutch roll
 - pitch up

4.7.6 Flight controls

- Operation and effect of roll control: ailerons and spoilers pitch control; elevators, stabilators, variable incidence stabilizers and canards yaw control; rudders including rudder throw limiters
- Control about two axes, elevons, and ruddervators
- High lift devices, slots, slats, and flaps (including leading edge flaps)
- Drag inducing devices, spoilers, lift dumpers, and speed brakes
- Boundary layer control using wing fences, saw-tooth leading edges, vortex generators, stall wedges or leading edge spoilers
- Operation and effect of trim tabs, balance (lagging) and anti-balance (leading) tabs, servo tabs, spring tabs, bob weights, control surface bias, and aerodynamic balance panels
- Understanding of aerodynamic balance
- Power-boosted and power-operated controls: purpose, layouts, power supplies, artificial feel devices, installation, adjustments and testing

- Fly-by-wire systems (FBW) (both digital and analogue), full FBW system and FBW with manual reversion

4.7.7 High speed flight

- Understanding of the following terms and of the factors which affect them:
 - speed of sound
 - subsonic flight
 - transonic flight
 - supersonic flight
 - mach number
 - critical mach number
 - mach cone
 - compressibility
 - shock wave (oblique and normal)
 - expansion waves
 - shock-induced stall
 - shock-induced drag
 - aerodynamic heating
 - area rule
- Factors affecting airflow in engine intakes of high-speed aircraft
- Effects of sweepback and fineness ratio on critical mach number
- Control problems encountered and methods to overcome them in transonic and supersonic flight

4.8 ROTARY WINGS AERODYNAMICS AND FLIGHT CONTROL: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

4.8.1 Introduction

- Classification of helicopter types
- Guide to operating environment peculiar to helicopters
- Names of airframe components of helicopter and function of main components
- Strength and weight of components

4.8.2 Rotary wing theory of flight

- Understanding of the following terms:
 - air density

- centrifugal force
 - tip path plane
 - coning angle
 - lift thrust vector resultant
 - pitch angle
 - angle of attack
 - collective pitch
 - cyclic pitch
 - disc loading
 - blade loading
 - node
 - relative airflow
 - feathering
 - axis of rotation or shaft axis
- Understanding of Coriolis effect and features (lead/lag hinges, underslung rotor) used to relieve stresses which it creates
 - Ground effect and translational lift and their relationship
 - Translation of tendency and its correction by mast offset and cyclic rigging
 - Understanding of the reason for built-in twist in rotor blades
 - Understanding of the reasons for blade tip stall and why it results in nose pitch up of the helicopter
- Vortex ring state, power settling, overpitching and their relationship
 - Understanding of the relationship between: lift, thrust, weight, drag and centre of gravity
 - Torque reaction and its effect on directional control of helicopter
 - Gyroscopic precession and the use of this effect in providing control of the main rotor disc for forward, sideways and rearward flight
 - Dissymmetry of lift and its control

4.8.3 Rotary wing stability

- Understanding of static and dynamic stability and why most helicopters are considered to be statically stable and dynamically unstable
 - Understanding of how inherent dynamic instability is overcome by the use of the following design methods: stabilizer bar, offset flapping hinges and delta three hinges
 - Ground resonance, its causes and remedial maintenance action to be taken should it occur
-

Chapter 5

AIRCRAFT ENGINEERING AND MAINTENANCE: AIRFRAMES

5.1 INTRODUCTION

5.1.1 In order to be able to satisfactorily assimilate training on individual aircraft types, the Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) must have a good fundamental understanding of the principles and functions of construction generally used in aircraft of all types.

5.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the aircraft or its components, the AME must have a very complete knowledge of all the associated maintenance practices that are likely to be used.

5.2 TRAINING OBJECTIVES

Conditions: The trainees will receive training on aircraft engineering principles related to the aircraft structure, materials, components, construction, specifications and functional systems.

Performance: The trainees will describe the characteristics and applications of the materials used in aircraft construction, including the principles of construction and functions of aircraft structures; fastening techniques; powerplants and their associated systems; mechanical, fluid, and electrical power sources; basic aircraft instrument and display systems; aircraft flight control systems; basic airborne navigation and communication systems.

Standard of accomplishment:

The trainees will describe the characteristics and applications of the materials, construction, system operating principles and maintenance practices in accordance with actual practice on existing aircraft.

5.3 MAINTENANCE PRACTICES AND MATERIALS: AIRFRAME/POWERPLANT

5.3.1 Aircraft, hangar and workshop safety precautions

- A guide to the various aspects of safe working practices, including the precautions to be taken when working with electricity, gases, oils and chemicals
- Instruction in the remedial action to be taken in the event of an accident with one or more of the hazards

5.3.2 Principles of workshop practice

- Care of tools
- Use of workshop materials
- Dimensions and standards of workmanship

5.3.3 General purpose tools

- Review of types of tools: hammers and mallets, screwdrivers, wrenches (spanners), torque wrenches, punches, pliers, clamps/vices/presses, hacksaws, snips/nibblers, chisels, files, taps and dies, reamers, drill bits, thread gauges and crimping tools, grease guns, oil cans and lubrication methods

5.3.4 General purpose power tools

- Electric and pneumatic powered saws, drills, grinders, sanders, routers, nibblers, rivet guns and heat guns

5.3.5 Precision measuring tools

- Micrometers: metric/inch, vernier gauge, vernier calipers, surface table and accessories, marking out,

dial test indicators, go/no-go gauges, combination sets, bore and depth gauges, steel rule, inside and outside calipers, slip gauges and feeler gauges

5.3.6 Screw threads

- Screw nomenclature
- Thread forms, dimensions and tolerances for standard threads used in aircraft
- Measuring screw threads

5.3.7 Bolts, studs, screws and fasteners

- Bolt types: specification, identification and marking of aircraft bolts, Society of Automotive Engineers (SAE) and metric
- Nuts: self-locking, anchor, and standard types
- Machine screws: aircraft specifications
- Studs: types and uses, insertion and removal
- Woodscrews, cotter pins, dowels, self-tapping screws and nuts
- Locking devices: tab and spring washers, locking plates, split pins, pal-nuts, wire locking, quick release fasteners, keys and circlips

5.3.8 Fits and clearances

- Allowances and tolerances, drill sizes for bolt holes, and classes of fits
- Common system of fits and clearances
- Schedule of fits and clearances for aircraft and engines
- Limits for bow, twist and wear
- Standard methods for checking shafts, bearings and other parts

5.3.9 Maintenance data, engineering drawings and diagrams

- Understanding of the following drawing types and diagrams, their symbols, dimensions and tolerances:

- orthographic
- isometric
- oblique
- perspective
- electrical
- block
- schematic
- sectional
- blueprint
- logic flow chart

- Identification of the following information within the title block:
 - drawing and revision number
 - reference number
 - scale
 - weight
- Understanding of the use of maintenance data to Specifications 100 and 2100 of the Air Transport Association (ATA) of America

5.3.10 Electrical cables and connectors (as applicable to a mechanical AME)

- Electrical connector: identification, codes, shape, locking pins, removal, insertion, crimping and soldering
- Electric cables: types, sizes, gauges, insulation, properties application, temperature ranges, numbering and identification
- Coaxial cables, high and low tension cables and precautions when attaching them
- Crimping, terminal ends, splices, wire grip, insulation grip, diamond grip, tools, colour codes, crimp insulation dimple codes tool testing, millivolt drop test, and go/no-go gauges

5.3.11 Aircraft fasteners

- Types of riveted joints, rivet spacing, and pitch
- Types of solid rivets: specifications and identification
- Types of hollow rivets: cherry, pop, chobert, avdel and semi-pierced
- Tools used for riveting and dimpling
- Inspection of rivets

5.3.12 Pipes and unions

- Identification of types of rigid and flexible pipes and their connectors that are used in aircraft
- Bending and belling/flaring aircraft pipes
- Standard unions for aircraft hydraulic, fuel, oil, pneumatic and air system pipes
- Inspection and testing of aircraft pipes and hoses

5.3.13 Springs

- Types of springs, materials, applications, limitations, inspection and testing

5.3.14 Bearings

- Purpose of bearings, loads, material, construction and application
- Types of bearing: plain, ball, roller, needle, self-aligning and air bearing
- Testing, cleaning and inspection of bearings
- Lubrication requirements of bearings
- Defects in bearings and their causes: brinelling, burnishing, galling, spalling, abrasion, burning, burring, chafing, chipping, corrosion, fretting, gouging, grooving, cutting, inclusions; nicks, peening, pitting and scoring

5.3.15 Gears

- Gear types: spur, helical, bevel, hypoid, worm, planetary, differential, sector, rack and pinion
- Gear ratios, reduction and multiplication gear systems, driven and driving gears, idler gears, and mesh patterns
- Inspection of gears, backlash and lubrication

5.3.16 Transmission systems

- Belts and pulleys, Bowden cables, and chains and sprockets
- Aircraft flexible control systems
- Screw jacks, lever devices, and push-pull rod systems

5.3.17 Cables and wires used in aircraft

- Standard wire gauges: British, American and metric
- Types of wire used on aircraft and specification for aircraft wire ropes
- Splicing and swaging of end fittings and types of end fittings
- Turnbuckles and standard tensioning devices, pulleys and cable system components
- Inspection and testing of flying control cables

5.3.18 Sheet metal work

- Marking out of sheet metal
- Calculation of bending allowance
- Folding, bending, forming, stretching, shrinking, shearing and riveting of sheet metal

5.3.19 Machine tool operation

- General understanding of operation of lathes, grinders, milling machines, shapers, scrapers, drills and saws (band)

5.3.20 Forging, welding, brazing, soldering and bonding

- Forging: hand forging of simple items, hardening and tempering of carbon steel using forge
- Welding: gas welding and brazing
- Electric arc welding: metallic arc welding, tungsten inert gas arc welding (TIG), atomic hydrogen arc welding, carbon arc welding, and metal inert gas arc welding (MIG)
- Resistance welding and spot welding
- Identification of welding defects, bad depth and width, penetration, undercut and spatter
- Soldering: soft soldering, hard soldering, silver soldering, flux, tinning, lead/tin content, melting points, and cold/dry joints
- Use of heat sinks

- Soldering iron types, temperature controlled and bits
- Bonding: resin bonding and adhesives

5.3.21 Aircraft materials: Ferrous

- Iron and steel production, strength, and melting points
- Characteristics of low, medium and high carbon steels
- Identification of common steels used in aircraft by SAE number
- Characteristics of various alloy steels
- Heat treatment, properties and application of carbon/alloy steels
- Testing of ferrous materials for hardness, tensile strength, fatigue strength and impact resistance
- Electrical/magnetic properties of the material

5.3.22 Aircraft materials: Non-ferrous

- Aluminum, magnesium, brass, bronze, copper, lead, tin, zinc and titanium: production, weight, strength, melting points, heat treatment, anodic treatment, plating, applications and limitations
- Common alloying elements for magnesium and aluminum and the effect on the base metal
- Identification of heat treatment of aluminum alloys by code number
- Testing of non-ferrous metal for hardness, tensile strength, fatigue strength and impact resistance
- Electrical/magnetic properties of the material

5.3.23 Aircraft materials: Composite/Non-metallic

- Wood: types, specifications, plywoods, damage/failure mode, environmental contamination, disease, joining, cutting, grain, protection, sealing, application and uses
- Identification of composite materials commonly used in non-structural aircraft applications: glass, carbon, and kevlar fibres
- Standard weaves used in fibre mats and properties of fibre elements

- Resin matrixes and their properties
- Core material used in sandwich-type construction
- Defects in non-structural composite material; its detection and rectification
- Repair of laminates and fibre reinforced plastics, tools, testing, and vacuum processes
- Plastics, transparent materials, acrylics, glass and wood
- Sealants, bonding agents, rubbers, synthetic rubbers, characteristics, handling precautions, vulcanizing and inspection
- Electrical properties of the material
- Fabric covering, dopes, thinners, paints, cements, stitching, nails, tapes, patches, zips, and inspection panels

5.3.24 Corrosion

- Formation by galvanic action process, microbial and stress
- Types of corrosion: surface, intergranular, pitting, filiform and exfoliation
- Causes of corrosion: dissimilar metals, heat treatment, welding, fretting and stress
- Material types susceptibility to corrosion
- Identification of corrosion types, forms and effect

5.3.25 Aircraft corrosion control

- Methods of corrosion removal from common aircraft metals
- Corrosion protection treatment methods: chemical, sacrificial and mechanical
- Mercury contamination of aircraft structure, removal, protection and precautions

5.3.26 Non-destructive testing (NDT)/Non-destructive inspection (NDI)

- Dye/chemical penetrant method: water washable, post-emulsifiable and solvent removable

- Magnetic particle, eddy current, conductivity and ultrasonic
- Radiographic X-ray/gamma ray
- Use of ultraviolet light with fluorescent dyes
- Methods for testing, castings, forgings, extrusions, welds aircraft and engine components
- Visual probes and eyeglass equipment

5.3.27 Basic electricity

- Use of electricity in aircraft
- Elementary electrical physics: types of electricity
- Units: amps, ohms, volts, watts, and Ohm's Law
- Mechanical and chemical methods of producing electricity

5.3.28 Aircraft handling

- Aircraft towing: safety precautions, towing arms, weak links, locking devices, weight limits, turning angle limits, control of aircraft brakes, lookouts, tugs and tractors
- Aircraft jacking: principles of aircraft jacking, safety precautions, weight and balance limits, jack types, jacking points and jacking techniques

5.4 AIRCRAFT SYSTEMS AND STRUCTURES: FIXED WING

5.4.1 Mechanical control components: Construction and function

- Function and adjustment (where applicable) of bell cranks, quadrants, levers, torque arms, torque tubes, push-pull rods and their end fittings, universal joints, fire and vapour seals for control systems
- Function, inspection, maintenance and identification of cables, cable end fittings, pulleys, cable guards, and cable tensioning devices
- Chains and sprockets: types, construction, distortion, wear, elongation, and prevention against jamming

5.4.2 Hydraulic system

- Principles of hydraulics: its relation to Pascal's Law, understanding of the relationship between pressure, force and area relating to differential areas, pressures and mechanical advantage
- Hydraulic fluids: types, identification, military specifications, colour, properties, user precautions, and applications
- Hydraulic seals: types, seal/fluid correct compatibility, identification, applications, tools, storage life, and maintenance practices
- Fittings and flexible pipes: identification of pipes, inspection and maintenance of pipes, and hydraulic accumulators
- Pumps: manual and power operated; reservoirs; filters; regulating valves; hydraulic fuses; priority systems
- Pressure/contents/temperature indication
- Interface with electrical and emergency systems
- Typical hydraulic systems in aircraft

5.4.3 Pneumatic and air systems

- High-pressure air systems and components
- Bleed air pneumatic systems
- Safety precautions when working with high-pressure gas systems
- Pneumatic control systems features, components and function
- Inspection and maintenance of air/pneumatic systems
- Ducting, mass flow, pressure control/indication, leak detection, valves, alternate supply, Auxiliary Power Unit (APU), and ground cart supply
- Indications and system protection devices

5.4.4 Airframe structures: General concepts

- Airworthiness requirements for structural strength
- Understanding of the following terms:
 - stress

- strain
 - bending
 - compression
 - shear
 - torsion
 - tension
 - hoop stress
- Understanding of the principles of “fail safe” design, fatigue life, strength and rigidity
 - Construction methods: monococque, semi-monococque and truss (Pratt truss and Warren truss)
 - Non-stressed skin fuselage construction and stressed skin fuselage construction
 - Formers, stringers, longerons, bulkheads, frames, struts, ties, beams, floor structures, reinforcement methods of skinning, anti-corrosive protection skin, wing and empennage attachments, doors, windows, nacelles, engine mounts, pylons, vibration damping methods, and firewalls

5.4.5 Wings, primary and auxiliary control surfaces

- Wing construction methods: monospar, multispar, and box beam
- Wood, metal and composite spars
- Constructional features: ribs, struts, wires, tie rods, braces, stringers, stressed skin, and biplanes
- Leading and trailing edges, and wing tips
- Fuel tanks: integral and detachable, internal and external, sealing of fuel tanks and inspection of tanks
- Load distribution on cantilever spar beams
- Special construction methods: spot welding, adhesive bonding, honeycomb structures, integral milling, and contour etching
- Constructional and general features of primary and auxiliary control surfaces
- Static and aerodynamic balancing of control surfaces
- Calculations for the balance of controls following repair or repainting
- Trim and balance tabs, and mass balance

5.4.6 Inspection of structures

- Understanding of the following terms:
 - fuselage station
 - wing station
 - water lines
 - butt lines or buttock lines
- ATA-100 zoning system used to identify aircraft component locations and access points
- Inspection of structures for wear, damage and deterioration
- Identification of visual indications of flight or ground overloads, structural failure of adjacent members and corrosion
- Classification of damage, repair or maintenance implications attributed to structures

5.4.7 Airframe symmetry

- Methods of alignment and symmetry checks: wings and horizontal stabilizers for dihedral and incidence; vertical stabilizers for alignment; fuselage for twist and bending, and complete airframe for symmetry
- Understanding of the following terms as they are applied to airframe symmetry requirements:
 - rigging position
 - incidence angle
 - wash in
 - wash out
 - anhedral
 - dihedral
 - longitudinal dihedral
 - stagger
 - decolage
 - cabane struts
 - interplane struts

5.4.8 Fastener installation

- Identification of solid and blind rivets by head markings, physical characteristics and identification number
- Requirements for edge distance, pitch and gauge for rivet installation
- Identification of incorrectly installed rivets and rivet failure

- Understanding of the following terms in relation to rivet design, installation or layout:
 - pitch
 - gauge
 - clearance
 - dimpling
 - shaving
 - countersinking

5.4.9 Sheet metal repair in aircraft

- Understanding of the following processes used in the fabrication/repair of sheet metal parts: folding, bumping, dimpling, crimping, stretching, shrinking, joggling, coining operation and use of the hand and power tools such as shears, presses, brakes/folding machines, roll formers, cutters and guillotine
- Calculation of bend allowance and setback
- Calculation of geometric shapes: circumference of circles, length and angles of the sides of triangles, etc.
- Calculation of weight of completed repair and determination of its effect on surrounding structure

5.4.10 Tubular structure repair

- Design characteristics: angles and dimensions of tubular weld repairs patching, inner and outer sleeves, and splicing
- Typical non-welded repairs of tubular structural members

5.4.11 Window and windshield repairs

- Hot and cold methods of forming acrylic sheet
- Considerations and precautions to be taken when cutting acrylic sheet
- Cementing and curing of acrylic sheet
- Finishing methods for acrylic sheet, buffing, polishing and cleaning
- Glass windshields: construction, lamination, fitting, removal, handling, storage, inspection, heating, sealing, cleaning, and minor damage repair techniques

5.4.12 Pressurized structures

- Understanding of aircraft design related to load transfer, load path continuity and reduction of stress raisers in pressurized fuselages
- Methods by which doors and other large cutouts are restrained from opening under pressurization loads
- Methods used to seal structure and components to the structure of airframe pressure cells
- Methods used to ensure structural protection from rapid decompression
- Sealing methods at pressure bulkheads for control and electrical cables
- Sealing methods used in doors and cutouts in pressure cells
- Maintenance precautions in maintenance of blowout panels, airflow louvres, and decompression doors
- Methods used to achieve minimum drag and aerodynamically clean structures

5.4.13 Surface protection and paint systems

- Methods for the removal of existing corrosion protection and surface corrosion
- Methods of preparation, cleaning and degreasing prior to surface treatment
- Methods of pre-treatment prior to application of finishes
- Various types of primers; advantages, disadvantages and uses
- Various types of topcoat finishes; advantages, disadvantages and uses
- Physical conditions necessary for correct application of particular finishes: temperature, humidity, dust free, etc.
- Application process and equipment including cleaning equipment after use, techniques of spraying, etc.
- Identification and understanding of possible causes of defects in applied coatings or finishes

5.4.14 Landing gear and associated systems

- Fixed landing gear: tail wheel assemblies, nose wheel types, shock struts, shock or bungee cords, bracing, spring steel struts, air-oil oleo struts, spring-oleo struts, floats and skids
- Retractable landing gear: geometry, construction, actuation, locking, position indication, torque links, drag braces and bogey beams
- Limit vertical inertia load factor and energy dissipation rate
- Tail wheel and nose wheel types, track-type gear, tandem and multi-contact gears, crosswind landing gear, anti-shimmy mechanisms, gear doors and mechanisms, and emergency extension
- Nose wheel steering: principles, control, actuation, maintenance and inspection
- Wheels and tyres: treads, size, construction, speed limits, identification/markings, pressures, valves, safety devices, inflation, inspection and maintenance
- Brakes: braking factors, actuation, heat dissipation, anti-skid devices, disc brakes, drum brakes and expanding tube brakes
- Auto-brakes, single and dual servo brakes, and master cylinders

5.4.15 Ice and rain protection

- Ice formation on aircraft, engines and propellers, its effects and classification
- Anti-icing systems: electric, thermal and chemical
- De-icing systems: electric, pneumatic and chemical sensors, and indicators for quantity or temperature cyclic systems
- Chemical rain repellent systems
- Pneumatic rain removal
- Ice detection systems
- Water and toilet drain heaters
- Windshield wipers: electric and hydraulic

- Demisting
- Ground removal of frost, ice and snow: temperatures, time limits, materials and application techniques

5.4.16 Cabin systems and installation

- Water systems and pressure control
- Safety installations: emergency exits, life jackets and dinghies, escape slides, harnesses and safety belts, seats and seat belts, freight stowage, and catering trolleys, and crash, rescue and first aid equipment
- Operation of safety devices and control of service power supply (such as refrigeration, galleys, heaters and other cabin equipment including lift mechanisms)
- Toilet and sanitary equipment including health precautions
- Waste collection and drainage
- Safety precautions related to emergency exits and escape slides
- Cabin entertainment (films, video, television and audio) and public address
- Furnishings, soundproofing, and role change equipment
- Operation of internal and external, normal and emergency lighting systems

5.4.17 Environmental, air conditioning and oxygen systems

- Gas composition of the atmosphere and the physical properties of oxygen
- Understanding of hypoxia, anoxia, hyperventilation and carbon monoxide poisoning, including related symptoms for each
- Elements and principles of cabin air conditioning: power, air supply, cabin structure, pressure control, pneumatic and electronic control devices and sensors, safety and warning devices
- Cooling and heating: air cycle machines, refrigeration equipment, vapour cycle systems and controls, electrical, exhaust and combustion heaters, temperature control equipment, and circulation systems

- Humidity control: humidification, water separation, and humidity control devices
- Oxygen systems: oxygen storage, distribution and production
- System components: regulators (continuous flow, demand, diluter-demand and pressure-demand types), oxygen bottles, identification of oxygen equipment, demand valves, charging valves, quantity and pressure indication, pipes and connectors, masks, safety and pressure relief devices, liquid oxygen systems, gaseous oxygen systems, chemical oxygen systems, on-board oxygen generation systems, and purging method for oxygen systems
- Safety precautions related to the handling and replenishment of oxygen systems
- Testing of oxygen systems, pressure cabins and test equipment
- Bleed air, turbo-charged bleed air, mass flow control, temperature control, differential pressure and maximum pressure

5.4.18 Fire warning, protection and control systems

- Aircraft and engine fire warning principles and control
- Principles of fire and smoke warning and detection systems
- Principles of fire extinguishers: extinguishing agents, types of extinguishers and their operation
- Installation layout of typical fire warning and detection systems in aircraft and their operation
- Awareness of life limitations of fire extinguisher components
- Testing of fire warning/detection/extinguisher systems
- Precautions to be taken during servicing and maintenance
- Centralized warning systems, principles of inputs-outputs and priority philosophy

5.4.19 Fuel supply systems

- Layout of fuel supply system for piston- and turbine-powered aircraft

- Contents indication, instrument and electrical interface
- Identification and location of fuel system components
- Fuel-specific gravity, densitometer, and fuel properties
- Boost/scavenge systems
- Non-return valves: refuelling/de-fuelling/fuel dump
- Venting, tank sealing, and sealants
- Water drains and testing for water contamination of fuel
- Usable/unusable fuel
- Use of fuel for aircraft trim control

5.4.20 Aircraft electrical systems

- Lead acid batteries: plate material, electrolyte, specific gravity, capacity and capacity testing, determination of state of charge, charging constant voltage/constant current, gassing, sulphation, temperature, hydrometer, and insulation and resistance (I/R) checks
- Safety precautions when dealing with lead acid batteries
- Neutralization of acid spills, cleaning and maintenance
- Storage and shipping requirements
- Environmental hazards associated with lead acid batteries
- Separation of lead acid and nickel-cadmium battery: charging facilities, location, storage, components, chemicals and service equipment
- Nickel-cadmium batteries: plate material, electrolyte, capacity and capacity testing, determination of state of charge, gassing, charging constant current, cell imbalance/balance, cell voltage reversal, I/R checks deep cycle recovery, cell removal/replacement, and cell leak tests
- Thermal runaway: cause and prevention, temperature indication/warning and control
- Neutralization of electrolyte spills, cleaning and maintenance
- Storage and shipping requirements

- DC power supplies: generators construction, function and maintenance, and generator balancing
- Voltage regulators: carbon pile, mechanical, electronic, cut-outs, reverse current relays, and circuit protection
- Typical DC circuits, DC motors and actuators
- AC power supplies: alternators (single phase and three phase), inverters (static and rotary), transformers, rectifiers, transformer rectifier units, and protection devices
- Alternator drives, constant speed devices, integrated drive generator systems, and data bus systems
- Aircraft electrical wiring: cable specifications, looms, identification, fuses, circuit breakers, current limiters, bonding and discharge of static
- Logic gates, electrostatic devices handling and protection
- Engine starter motors

5.4.21 Aircraft instrument systems

- Pitot static system: function, layout, testing, airspeed indicators, pressure altimeters, and vertical speed indicators
- Gyroscopic components: principles, turn and slip indicators, directional gyros, artificial horizons, and turn coordinators
- Precautions when handling gyroscopic instruments
- Engine instruments: manifold pressure gauge, oil pressure gauge, electrical and mechanical tachometers
- Electrical resistance thermometers, thermocouples, radiometer and torque meters
- Flow measuring instruments: pressure/volume, fuel and mass airflow, sensing type, fuel quantity indicator capacitive and float types
- Compasses: principles and function of magnetic compasses, standby and remote reading
- Effect of faults in components of the aircraft/engine instrument system

5.4.22 Float planes, amphibians and flying boats

- Floats: design, construction, material, corrosion protection, draining and plugs
- Hull: shape, step, planing and strakes
- Water rudders: design, construction, and control
- Mooring, fittings and mooring points, tie down points, anchors and life jackets
- Taxiing, manoeuvre and control of aircraft on water
- Docking and slipping

5.5 AIRCRAFT SYSTEMS AND STRUCTURES: ROTARY WING

5.5.1 Main rotor heads (MRH)

- Main rotor head: various designs and features to accommodate flapping, feathering, leading and lagging actions of main rotor blades
- Operation of swash plate and its effect on tip path plane
- Construction and operation of rotor blade dampers
- Mounting, inspection and maintenance of main rotor heads

5.5.2 Tail rotors and anti-torque control

- Methods of achieving directional/anti-torque control through tail rotor, bleed air or aerodynamics
- Principles, construction, mounting and maintenance requirements of typical tail rotor drive systems (including shafts, bearings, couplings, universal joints, gearboxes and pitch change mechanisms)

5.5.3 Clutches, freewheel units and rotor brakes

- Operation, function, construction, and component location

5.5.4 Cyclic control system

- Operation and function of system

- Layout and location of components (cyclic stick to pitch-change rod inclusive)

5.5.5 Collective control system

- Operation and function of system
- Layout and location of components (collective lever to pitch-change rod inclusive)
- Pilot control for power and non-power assisted flying controls
- Methods of rotor revolutions per minute (RPM) compensation applicable to collective control

5.5.6 Main rotor gearbox and main rotor mast

- Operation, function and mounting methods of gearboxes and masts
- Lubrication and loads
- Inspection and maintenance of gearboxes and masts

5.5.7 Main/Tail rotor blades

- Construction methods and materials used in wood, metal and composite main and tail rotor blades
- Blade attachment systems
- Inspection and maintenance of main and tail rotor blades

5.5.8 Blade tracking and helicopter vibration analysis

- Precautions to observe when moving and positioning helicopters (e.g. turning rotor blades)
- Methods of and requirements for tracking main and tail rotor blades
- Balancing, static and dynamics of main and tail rotor blades
- Hub and main rotor alignment; checks and adjustment on semi-rigid rotor heads
- Types of vibration experienced in helicopters: causes and effects

- Methods used to reduce vibration and dampers
- Auto-rotation: calculation of correct rotor speed and effects of too high or too low rotor RPM

5.5.9 Fuselage, doors, engine mounts and landing: (Gear attachments)

- Construction methods: truss (Pratt truss and Warren truss), monocoque and semi-monocoque (including the identification of load-carrying members)
- Construction of doors, nacelles and firewalls
- Engine mountings, pylons, and vibration damping
- Landing gear and skid mounting attachment points
- Winches, cables, supports, lifting hooks, and hard points
- Flotation devices: explosive and mechanical activation

5.6 AIRSHIP SYSTEMS AND STRUCTURES

5.6.1 Principles of lift

- Bodies immersed in fluids
- Gases: expansion, constant volume, constant pressure and constant temperature
- Mixture of gases in a containing vessel
- Centre of gravity, centre of buoyancy, static heaviness, static lightness and static trim
- Ballonet ceiling and pressure height
- Super pressure and superheat
- Porosity
- Equilibrium and ballast-shot/water

5.6.2 Theory of flight and control

- Aerodynamic lift and aerodynamic balance
- Stability and control

- Free ballooning, fins, rudders and elevators
- Tabs: balance, servo, trim and spring
- Powered-flying controls

5.6.3 Envelope

- Materials: fabrics and Kevlar
- Ultraviolet light effects
- Gas-tight membranes
- Ballonets, gases load curtains, shear curtains, support cables, gas valves, air valves, entry ports, inspection domes, charge adaptors, load patches, handling lines, and nose cone
- Charging, purging, and porosity checks
- Lightning protection
- Air systems: ram air scoops, ballonet fans, dampers, and transfer fans

5.6.4 Gondola

- Materials: Kevlar laminate, Fibrelam sandwich panels, etc.
- Moulding/bonding techniques
- Support cables, support cable attachments, bulkheads, and equipment attachment
- Furnishings
- Doors, windows and hatches
- Fire protection and skinning
- Lightning protection

5.6.5 Airship flight control

- Fins, rudder and elevators
- Operating systems and surfaces: manual- and power-operated
- Trim operating systems: manual and electric

5.6.6 Ice and rain protection

- Windscreen wipers
- Surface de-icing systems

5.6.7 Heating and ventilation

- Exhaust heat exchangers
- Ventilation systems

5.6.8 Vacuum and pressure

- Supply and associated systems

5.6.9 Toilets and water systems

- Toilets
- Potable water systems
- Potable water: health considerations

5.6.10 Landing gear

- Geometric arrangements
- Structural arrangements
- Castoring, pivoting and locking
- Shock absorbers
- Weight sensing/measurement

5.6.11 Airship ducted propellers

- Principles of operation
- Propeller forces: aerodynamic and centrifugal
- Pitch variation/control
- Positive/negative vectoring
- Power conversion
- Control systems: electronic control and emergency forward course selection

-
- Balance
 - Clutches
 - Materials of construction
 - Protective finishes, contour control, and visibility
 - Duct pivoting system: drive and control, motors, limit control, gearboxes, interconnection, and emergency manual
 - Ground power
 - Fuelling
 - Ballasting
 - Helium: charging, purifying, and leak testing
 - Pressure watch techniques
 - Mooring: mobile/portable
 - Engine running

5.6.12 Ground handling

- Attachment to/release from mast
 - Hangaring
 - Adverse weather considerations
-

Chapter 6

AIRCRAFT ENGINEERING AND MAINTENANCE: ENGINES/POWERPLANTS

6.1 INTRODUCTION

6.1.1 In order to be able to satisfactorily assimilate training on individual engine types, the Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) must have a good fundamental understanding of the principles and functions of construction generally used in engines of all types.

6.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the engine or its components, the AME must have a very complete knowledge of all the associated maintenance practices likely to be used.

6.2 TRAINING OBJECTIVES

Conditions: The trainees will receive training in engineering principles related to the engine, propeller and powerplant structure, materials, components, construction, specifications and functional systems.

Performance: The trainees will describe the characteristics and applications of the materials used in engine and propeller construction, including the principles of their construction and function: fastening techniques; associated powerplant systems (mechanical, fluid, electrical and electronic); associated flight deck instruments and display systems; engine and propeller control systems; and ground running and maintenance adjustments.

Standard of accomplishment:

The trainees will describe the characteristics and applications of the materials, construction and system operating principles and

maintenance practices in accordance with actual practice on existing engines, propellers and powerplants.

6.3 PISTON ENGINES: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

6.3.1 Principles of operation and terminology

- Understanding of the following terms:
 - bore
 - stroke
 - top dead centre (TDC)
 - bottom dead centre (BDC)
 - swept volume
 - clearance volume
- Calculation of mechanical and thermal efficiency
- Four-stroke operating cycle: efficiency, volumetric efficiency, piston displacement and compression ratio
- Two-stroke operating cycle: piston displacement and compression ratio
- Valve operating cycle: valve lead, valve lag and valve overlap
- Layout and typical firing order of in-line, horizontally opposed, vee and radial piston engines

6.3.2 Engine construction: Top end

- Constructional features, function, classification and material composition of: cylinders, pistons, piston

rings, piston or gudgeon pins, connecting rods, inlet and exhaust manifolds

6.3.3 Engine construction: Valves and valve operating mechanisms

- Constructional features, function, classification and material composition of: rocker assemblies, push rods, cam followers, tappets, inlet and exhaust valves/seats/guides/springs
- Valve types: poppet, sleeve, rotary, disc and reed

6.3.4 Engine construction: Bottom end

- Constructional features, function, classification and material composition of: crankshafts, cam shafts, cam rings, engine casings, sumps, and accessory/reduction gearboxes
- Typical ball, roller and plain bearings

6.3.5 Engine power

- Calculation of mechanical efficiency, thermal efficiency, volumetric efficiency, piston displacement and compression ratio from given information
- Effect of incorrect valve timing on the above parameters
- Measurement of piston displacement, compression ratio and manifold pressure

6.3.6 Engine power measurement

- Determination/calculation of horsepower (HP) and/or kilowatt (KW); indicated horsepower (IHP); friction horsepower (FHP); brake horsepower (BHP); indicated mean effective pressure (IMEP); brake mean effective pressure (BMEP); friction mean effective pressure (FMEP)
- Plot of fuel consumption and engine power charts from given information

6.3.7 Factors affecting engine power

- Rich and lean mixture burn rates and effect upon engine

- Symptoms and causes of: pre-ignition, detonation, after firing and backfiring
- Calculation of brake-specific fuel consumption (BSFC) from given engine data
- Definition of the following terms:
 - stoichiometric mixture
 - rich best power mixture
 - lean best power mixture
 - cruise power mixture

6.3.8 Classification of engine lubricants and fuels

- Properties and specific uses of mineral, ashless dispersant, detergent and hypoid oils
- Terms in relation to engine oil ratings: viscosity and viscosity index, flashpoint, pour point and cloud point
- Classification methods of piston engine fuels (aviation gasolines)
- Terms in relation to piston engine fuels: octane rating, anti-knock additive (tetraethyl lead), performance number, volatility, specific gravity, and Reid vapour pressure test values
- Grease: types, characteristics and uses

6.3.9 Magneto ignition system principles

- Magneto principles
- Terms: “E” gap, flux eddies, flux reversal, etc.
- Function of contact breaker and condenser/capacitor distributor
- Primary and secondary systems

6.3.10 Ignition systems

- Construction of polar inductor and rotating magnet magneto types
- Effect on timing of magneto points gapping
- Advanced and retarded ignition timing
- Magneto switches, harnesses, screening and bonding
- Construction and function of magneto compensating cam

- Battery ignition systems
- Auxiliary ignition systems, booster coil, induction vibrator and impulse coupling
- Low and high tension systems
- Safety precautions associated with ignition systems

6.3.11 Spark plugs and ignition leads

- Constructional features and materials, temperature classification, reach, gapping and effect on spark plug performance
- Diagnosis of engine condition by spark plug appearance
- Ignition lead/harness construction, features and screening

6.3.12 Float chamber carburettors

- Principles, features and construction
- Configurations, updraught and downdraught
- Operation of: throttle valves, main and idle jets, power enrichment systems, float chambers, discharge nozzles, accelerator pumps, mixture control systems, and altitude control
- Causes and effects of impact, throttle and fuel ice
- Carburettors heat

6.3.13 Pressure injection carburettors

- Principles, features and construction
- Operation of air/fuel metering forces, mixture control system, idle system, acceleration system and power enrichment system (manual/airflow)

6.3.14 Fuel injection systems

- Principles, features and construction
- Operation and function of air/fuel metering forces, impact tubes, venturis, flow dividers, throttle valves, altitude mixture controls, fuel injection nozzles, fuel injection pumps, fuel control units, and electronic control

6.3.15 Lubrication systems

- Principles, features, operation and construction of wet and dry sump lubrication systems
- Operation, features and construction of pressure pumps, scavenge pumps, oil coolers, oil cooler regulators, oil tank/hoppers, relief valves, check valves, oil filters, and oil dilution systems
- Oil pressure regulation and indication

6.3.16 Induction, exhaust and cooling systems

- Construction and operation of typical engine induction/intake and alternate air systems
- Construction, features, material and operation of typical engine exhaust systems
- Engine cooling: air and liquid, and cooling efficiency
- Radiators, liquid jackets, pipes and connections
- Coolant fluids: types, characteristics and hazards
- Heat exchangers, fins, baffles, cowls, cowl flaps, gills, panels, and air seals

6.3.17 Supercharging/Turbocharging

- Principles and purpose of supercharging and its effects on charge density and temperature; brake horsepower (BHP); manifold absolute pressure (MAP); detonation; revolutions per minute (RPM); fuel consumption
- Construction and operation of typical geared supercharger
- Construction and function of impeller; diffuser; engine gear drives; turbine; intercooler
- Understanding of the following terms:
 - rated altitude
 - critical altitude
 - overshoot
 - boot strapping
 - upper deck pressure
 - manifold pressure
- System configurations: internal (supercharger), external (turbo supercharger), multi-stage and multi-speed
- Differences between ground and altitude boosted engines

- Function and construction of system control components: absolute pressure controller; variable absolute pressure controller; ratio controller; manifold pressure relief valve; waste gate assembly
- Operation and function of system with ground adjusted waste gate valve and manifold pressure relief valve
- Function, requirements and operation of lubrication system
- Identification of supercharging faults involving low power, surging, low deck pressure, high deck pressure, low critical altitude, and low oil pressure
- Lubrication system and protective devices
- Control system adjustments

6.3.18 Rotary (Wankel) engine theory

- Analysis of Wankel (rotary) cycle
- Rotor design and shape: rotor tip seals
- Combustion chamber shape and sealing
- Rotor shaft and epitrochoidal gear drive to output shaft
- Unit construction, weight, power, and fuel consumption
- Lubrication system
- Carburation and control system adjustments

6.3.19 Piston engine installation

- Safety precautions associated with the installation and removal of engines
- Storage, preservation and inhibiting techniques required for piston engines
- Engine bearers, anti-vibration mounts, and bearer mounting points
- Hoses, pipes, feeders and connections from systems to engine
- Control lines and cable lifting points
- Inspection of engine bearers for serviceability and condition
- Cowls, drains, electrical wiring, exhaust and inlets associated with engine installations

6.3.20 Piston engine operation, maintenance and ground running

- Precautions and pre-start checks prior to ground running a piston engine
- General precautions for starting, running and stopping a piston engine
- Use of power charts and graphs to determine engine performance
- Determination of piston engine defects from data obtained during an engine run
- Maintenance procedures: removal, replacement and inspection of valve operating assemblies, cylinders, pistons, bearings and associated components
- Top-end overhauls
- Understanding of the use of maintenance data in Specification 100 or 2100 of the Air Transport Association (of America) (ATA)

6.4 PROPELLERS: REQUIRED KNOWLEDGE, SKILLS, AND ATTITUDES

6.4.1 Propeller theory

- Blade element theory
- Effects on propeller thrust by high/low blade angle and reverse angle, angle of attack, pitch, and rotational speed
- Understanding of propeller slip
- Forces affecting rotating propeller blade: aerodynamic force, centrifugal force, torque and thrust
- Effects in changes in the direction of relative airflow on blade angle of attack

6.4.2 Propeller configuration and type

- Propeller types: fixed pitch, ground adjustable, controllable pitch, and constant speeding

6.4.3 Propeller construction, assembly and installation

- Construction methods and specific materials used in composite, metal and wooden propellers

- Typical mounting requirements for tapered and splined propeller installations
- Understanding of the following terms:
 - blade station
 - blade face
 - blade shank
 - blade back
 - blade shank
 - hub assembly

6.4.4 Pitch change mechanisms

- Operation and function of the following pitch change mechanisms: mechanical, hydraulic, aerodynamic, aerodynamic and hydraulic combination, and electrical
- Function and operation of propeller feathering and synchronizer systems

6.4.5 Governors: Principles of operation and construction

- Operation of typical governors
- Effects of variation in spring pressure and engine RPM on governor operation
- Single and double acting governors
- Operation and function of speeder springs, pitch change stops, pilot valves, and fly weights
- Understanding of the following conditions on speed:
 - under speed
 - over speed
 - alpha
 - beta
 - feathering
 - unfeathering
 - reverse pitch

6.4.6 Damage and repair criteria

- Assessment of propeller blade damage
- Erosion, corrosion, impact damage and delamination
- Treatment/repair schemes for metal, wooden and composite blades

6.5 GAS TURBINE ENGINES: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

6.5.1 Fundamental principles

- Relationship between force, work, power, energy, velocity, and acceleration and their respective relationship to gas turbine operation
- Definition and application to gas turbine operation of the following:
 - potential energy
 - kinetic energy
 - Newton's Laws of Motion
 - Brayton Cycle
 - Bernoulli's Theorem
 - thermodynamic laws
- Constant pressure gas turbine cycle, open cycle and closed cycle gas turbines
- Basic constructional arrangement and the relative merits of the following engine types: turbojet, turbofan, turboshaft, turboprop, prop fan and ducted fan

6.5.2 Principles of propulsion

- Understanding of the following conditions, their relationship to each other and their application to engine operation:
 - gross thrust
 - net thrust
 - choked nozzle thrust
 - thrust distribution
 - resultant thrust
 - thrust horsepower
 - equivalent shaft horsepower
 - specific fuel consumption
- Adiabatic, thermal and propulsive engine efficiencies and ways to derive them
- Bypass ratio and engine pressure ratio
- Pressure, temperature and velocity of the gas flow as it passes through each section of the engine

6.5.3 Inlet ducts

- Principles of operation and construction of the following compressor inlet ducts: subsonic, supersonic and bell-mouth

- Effects on pressure, velocity and temperature of airflow through convergent, divergent and convergent-divergent ducts
- Effects of ram recovery and the causes of inlet duct losses

6.5.4 Centrifugal compressors

- Constructional features, materials, operating principles and applications of single stage and multi-stage centrifugal compressors
- Purpose and function of impellers, diffusers, and inlet guide vanes
- Pressure ratios, inspection and balancing

6.5.5 Axial compressors

- Constructional features, materials, operating principles and applications of the following axial flow compressors: single spool, dual/twin spool and triple spool
- Purpose and function of rotor blades, stator blades, fixed inlet guide vanes and variable inlet guide vanes

6.5.6 Compressor operation

- Purpose, constructional features, materials, operating principles, advantages and disadvantages of a combined axial and centrifugal compressor assembly
- Causes, effects and control of compressor stall and surge
- Principal methods of air flow control: bleed valves, variable inlet guide vanes, variable stator vanes and rotating stator blades
- Compressor ratio and ways to derive it

6.5.7 Combustion section

- Constructional features, materials and principles of operation of the following combustion chambers and their respective advantages and disadvantages: can type, can-annular type, annular type and reverse flow annular type
- Understanding of the following terms:
 - primary zone/airflow
 - secondary zone/airflow (dilution and cooling)

- combustion fuel/air ratio
- overall fuel/air ratio
- flame temperatures
- flame stabilization

- Construction, purpose and principles of simplex (single orifice) atomizing fuel nozzles, duplex (dual orifices) atomizing fuel nozzles, spill type atomizing fuel nozzles, and vapourizing type nozzles
- Construction, purpose and operation of swirl chambers, air shrouds and discharge orifices

6.5.8 Turbine section

- Principles of operation and characteristics of the following turbine blading: impulse, reaction and impulse-reaction
- Purpose and function of nozzle guide vanes and driving force for impulse and impulse reaction turbines
- Differences between turbine power extraction requirements for turbojet, turbofan and turboprop engines
- Various methods of turbine blade to disc attachment
- Causes and effects of turbine blade stress
- Factors which determine blade creep
- Constructional properties of typical materials used in the fabrication of turbine components

6.5.9 Exhaust section

- Constructional features, purpose, operating principles and materials of exhaust system: cone, tailpipe, propelling nozzle, cooling shroud, and gas flow straighteners
- Purposes of convergent, divergent and variable area nozzles
- Pressure, velocity and temperature changes that occur in various types of exhaust systems
- Principles of operation, constructional features and purpose of thrust reversers
- Effect of thrust reversers on engine efficiency, re-ingestion of exhaust gases, and magnitude of reverse thrust produced

- Constructional features, materials and principles of operation of engine noise suppressors
- Methods of reducing engine noise level
- Relationship between turbulence and energy in the exhaust gas stream to engine noise levels, typical noise patterns and methods of reducing noise levels

6.5.10 Bearings and seals

- Types, constructional features and principles of operation of bearings used in gas turbine engines
- Primary loads and causes acting on the engine main bearings
- Purpose, construction and principles of operation of typical gas turbine engine bearing seals

6.5.11 Classification and properties of lubricants and fuels

- Basic requirements of a gas turbine lubricant: viscosity and viscosity index
- Desirable characteristics of synthetic-based lubricants: low volatility, anti-foaming quality, low lacquers and coke deposit, high flashpoint, and low pour point
- Properties of gas turbine fuels: specific gravity, calorific value, vapour pressure, flashpoint, fire hazard, fuel icing, and corrosion characteristics
- Fuel additives: anti-icing and anti-microbiological
- Ground handling requirements and safety precautions to be observed in relation to gas turbine engine fuels, oils and additives
- Effects of the following on safety, handling and inspection procedures: exposure to skin or eyes, flammability, misting, evaporation rate, gum formation, corrosion, contamination (water and dirt), and sampling

6.5.12 Lubrication systems

- Arrangement, requirements and principles of operation of gas turbine engine lubrication system
- Function, relationship and typical location of oil tank; oil pumps (pressure/scavenge); oil filters/screens; oil

jets; oil cooler; scavenge sub-system; vent sub-system (air/oil separators); valves (bypass/check/relief)

6.5.13 Fuel control and metering systems

- Requirements, arrangement and principles of operation of gas turbine fuel control and metering system including: starting control, acceleration scheduling, over-speed governing, power limiting, temperature limiting, air density/altitude/outside air temperature (OAT)/airspeed compensation, and shutdown control
- Operation and function of fuel system components: main fuel pumps, fuel filters (HP and LP), fuel heater, fuel control unit (hydro-pneumatic, hydro mechanical and electromechanical), governors and limiting devices, engine sensing variables, and valves (throttle/dump/shut off)

6.5.14 Engine air systems

- Requirements, arrangements and principles of operation of gas turbine engine air distribution and anti-ice control systems (including internal cooling, sealing and external air services)
- Relationship, location and operation of engine internal cooling/sealing system components, air distribution/external services components, and air starting system components
- Effects of faults in components on internal cooling/sealing, anti-icing, anti-surge, bleed and air distribution systems

6.5.15 Starting and ignition systems

- Requirements, arrangements and principles of operation of gas turbine engine starter systems and their components: electric starters, starter generators, air turbine starters, turbo starter systems (cartridge and monofuel), and pressure regulating and shut-off valves
- Requirements, arrangements and principles of operation of the following engine ignition systems and their components: low voltage D.C. input, high voltage AC input, igniter and glow plug types, and harnesses
- Safety precautions during servicing and maintenance of engine ignition systems
- Effect of faults in components of engine ignition and starting systems

6.5.16 Power augmentation systems

- Principles of operation, requirements and typical location of components in water injection and water/methanol injection systems
- Interrelationship between the augmentation system components and the fuel control system
- Principles of operation and typical location of components in a reheat/afterburner system: burner ring, variable propulsion nozzle/two-position propulsion nozzle, burner ignition (spark, hotshot and catalytic), jet pipe, cooling/airflow, and heat shield
- Effects of faults in engine power augmentation systems

6.5.17 Engine controls

- Principles of operation, requirements and typical location of components of the following engine controls: linkages and controls to and from propeller coordinator/interconnector and fuel control unit; units and components interconnected for emergency shut-down; mechanical control inputs and outputs for electrical fuel control systems; throttle/power/condition levers, cables and linkages
- Effects and rectification of faults in engine controls
- Electronic engine control (digital and analogue) including Full Authority Digital Engine Control (FADEC)

6.5.18 Engine operation, maintenance, and ground running

- Precautions and pre-start checks prior to ground running a gas turbine engine
- General procedures for starting, ground run-up and stopping a gas turbine engine
- Determination of engine and system malfunctions by using given typical manufacturers' data
- Interpretation of engine power output and parameters from limitation/performance charts
- Principles of trend monitoring pertaining to engine condition
- Determination of engine condition/defects from obtained data

- Inspection of engine and components according to criteria, tolerances and data specified by engine manufacturer
- Hot section inspections and manufacturer designated module split inspections
- Compressor washing/soft blasting

6.5.19 Engine installation, storage and preservation

- Function, construction and configuration of typical gas turbine engine firewalls; cowlings; acoustic panels; engine mountings; anti-vibration mounts; hoses; pipes; feeders; connectors; wiring looms; control cables and rods; lifting points and drains
- Blade containment areas/rings
- Basic requirements for the preservation and de-preservation of gas turbine engines, accessories and systems (both installed (on the wing) and during storage)

6.5.20 Turboprop engines

- Gas-coupled and gear-coupled turbines
- Reduction gears: construction, function and layout
- Over-speed safety devices
- Propellers for turboprops: design factor, starting requirements, constant speeding, feathering and braking control systems

6.6 FUEL SYSTEMS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

6.6.1 Operation, control, construction and indication

- Fuel boost pumps, engine high-pressure pumps and fuel heaters
- Refuel/de-fuel, feed, jettison and cross-feed systems
- Fuel valve operation and control

Chapter 7

AIRCRAFT ENGINEERING AND MAINTENANCE: AVIONICS — ELECTRICAL/INSTRUMENTS

7.1 INTRODUCTION

7.1.1 In order to be able to satisfactorily assimilate training on individual aircraft avionics systems, the Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) must have a good fundamental understanding of the principles and functions of the operation generally used in all types of aircraft avionics systems.

7.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the aircraft avionics systems or its components, the AME must have a very complete knowledge of all the associated maintenance practices that are likely to be used.

7.2 TRAINING OBJECTIVES

Conditions: The trainees will receive training in aircraft, electrical and electronic engineering principles related to the electrical, avionics and instrument components, materials, installations, specifications and functional systems of the aircraft.

Performance: The trainees will describe the characteristics, applications, and materials of aircraft electrical, avionics and instrument systems, including the principles of installation and operation, connection techniques, interface with associated aircraft and powerplant systems, flight deck instruments and displays.

Standards of accomplishment:

The trainees will describe the characteristics and applications of the materials, installation, construction, system operational principles and maintenance practices in accordance with actual practice on existing aircraft and systems.

7.3 MAINTENANCE PRACTICES AND MATERIALS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

7.3.1 Aircraft and workshop safety precautions

- A guide to the various aspects of safe working practices, including precautions to be taken when working with electricity, gases, oils and chemicals
- Instruction in the remedial action to be taken in the event of an accident with one or more of the hazards

7.3.2 Principles of workshop practices

- Care of tools
- Use of workshop materials
- Dimensions and standards of workmanship

7.3.3 General purpose tools

- Review of types of tools: hammers, mallets, screwdrivers, wrenches (spanners), torque wrenches, punches, hacksaws, clamps, vices and presses, snips and nibblers, chisels, files, reamers, taps and dies, drill bits, thread gauges, strippers, crimping tools, grease guns, oil cans, and lubricating syringes

7.3.4 General purpose power tools

- Electric and pneumatic-powered saws, drills, grinders, sanders, routers, nibblers, riveting guns and heat guns

7.3.5 Precision measuring tools

- Micrometers: metric and inch, vernier gauge, vernier calipers, surface table and accessories, marking out, dial test indicators, go/no-go gauges, combination sets, bore and depth gauges, steel rule, inside and outside calipers, slip gauge and feeler gauge

7.3.6 Screw threads

- Screw nomenclature
- Thread forms, dimensions and tolerances for standard threads used in aircraft
- Measuring screw threads

7.3.7 Bolts, studs, screws and fasteners

- Bolt types: specification, identification and marking of aircraft bolts, Society of Automotive Engineers (SAE), and metric
- Nuts: self-locking, anchor and standard types
- Machine screws: aircraft specifications
- Studs: types and uses, insertion and removal
- Woodscrews, cotter pins, self-tapping screws and nuts, and dowels
- Locking devices: tab and spring washers, locking plates, split pins, pal-nuts, wire locking, quick release fasteners, keys, circlips and turnbuckles

7.3.8 Fits and clearances

- Allowances and tolerances, drill sizes for bolt holes, and classes of fits
- Common system of fits and clearances
- Schedule of fits for avionics systems installation
- Limits for bow, twist and wear

7.3.9 Engineering drawings and diagrams

- Understanding of the following drawing types and diagrams, their symbols, dimensions and tolerances:

- orthographic
- isometric
- oblique
- perspective
- electrical
- block
- schematic
- sectional
- blueprint
- logic flow chart

- Identification of the following information from the title block:
 - drawing and revision number
 - reference number
 - scale
 - weight
- Understanding of the use of maintenance data in Specification 100 and 2100 of the Air Transport Association (ATA) of America

7.3.10 Electrical cables and connectors

- Wire types: insulation, strand metal composition, strand number and diameter, wire gauge rating, voltage and current-carrying capacity and rating, temperature characteristics, uses, identification of wire codes, and braiding
- High-tension cables: precautions, identification, and routing
- Coaxial cables: identification, uses, methods of attaching connectors, testing, and installation precautions
- Crimping: types of crimp ends, in-line, lug, bayonet, wrist joint, blind end, and terminal
- Identification of crimps: colour code, identification marks, insulation grip, wire grip, and crimp form
- Testing of crimp joints: millivolt drop test, crimp pull test, etc.
- Crimp tools: types, colour codes, ratchet devices, jaws and chucks, testing and go/no-go gauges
- Connector types, pins, pin removal and insertion, insertion and removal tools, plugs, sockets, insulators, current and voltage rating, coupling, and identification codes

7.3.11 Soldering

- Soldering irons: types, sizes and uses
- Solder: tin/lead content, melting point, and chemical combinations
- Flux: types, uses and purpose of flux, core flux, flux removal, flux corrosion and flux temperatures
- Special solder for non-ferrous metals
- Soldering techniques
- Anti-static considerations when soldering
- Heat shunts and de-soldering
- Dry joints and soldering defects

7.3.12 General test equipment for avionics

- Operation, construction, functions and uses of the following: AC and DC voltmeters, ammeters, ohm-meters, multimeters, bonding testers, Meggers, decade boxes, attenuators, frequency meters, watt/meters, Wheatstone bridge, volt amps reactive (VAR) meter, logic probe, cathode ray oscilloscope (CRO), dummy loads, audio frequency (AF) and radio frequency (RF) output power meters, voltage standing wave meter (VSWR), spectrum analyser, and AF/RF signal generators

7.3.13 Aerodynamics

- Atmosphere, pressure, temperature, humidity and density
- Newton's Laws of Motion, general gas laws, and Bernoulli's Theorem
- Airflow in relation to a body, steady or moving
- Aerofoils, shape and aspect ratio, and pressure distribution
- Lift, weight, thrust and drag
- Conditions of flight, centre of gravity, loads and forces
- Flight stability: longitudinal, lateral and directional
- Slip and skid

- Control surfaces: elevators, ailerons, rudders, elevons, ruddervators, stabilators and canards
- Boundary layer control: aerodynamic balancing
- Considerations and factors affecting high speed and supersonic flight

7.3.14 Aircraft handling

- Aircraft towing: safety precautions, towing arm types, weak links, locking devices, weight and balance limits, turn angle limits, aircraft brake control, lookouts, tugs and tractors
- Aircraft jacking: principles of aircraft jacking, safety precautions, weight and balance limits, jack types, jacking points and jacking techniques

7.4 ELECTRICAL AND ELECTRONIC FUNDAMENTALS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

7.4.1 Electron theory

- Structure and distribution of electrical charges within atoms, molecules, ions and compounds
- Molecular structure of conductors, semiconductors and insulators

7.4.2 Static electricity and conduction

- Static electricity and distribution of electrostatic charges
- Electrostatic laws of attraction and repulsion
- Units of charge
- Coulomb's Law
- Conduction of electricity in solids, liquids, gases and in a vacuum

7.4.3 Electrical terminology

- Definition of the following terms, their units and the factors affecting them:
 - potential difference
 - electromotive force

- voltage
 - current
 - resistance
 - conductance
 - charge
 - conventional current flow
 - electron flow
- Definition of the following units and conversion from one unit into another unit: giga-, mega-, kilo-, milli-, micro-, nano-, pico-, and degrees (Fahrenheit, Celsius/ Centigrade and Kelvin)

7.4.4 Generation of electricity and heat

- Production of electricity by the following methods: light, heat, friction, pressure, chemical action, magnetism and motion
- British Thermal Unit: calorie, specific heat and latent heat
- Heat transfer, convection, conduction and radiation
- Thermal expansion
- Coefficient of linear expansion
- Bimetallic strips

7.4.5 DC sources of electricity

- Construction and basic chemical action of the following: primary cells, secondary cells, lead acid cells, nickel cadmium cells and other alkaline cells
- Cells connected in series and in parallel
- Internal resistance and its effect on a battery
- Construction, materials and operation of thermocouples

7.4.6 DC circuits

- Ohm's Law
- Kirchoff's Voltage and Current Laws
- Calculations to find resistance, voltage and current by using Ohm's Law, Kirchoff's Voltage and Current Laws, etc.
- Significance of the internal resistance of a supply

7.4.7 Resistors and resistance

- Resistance and affecting factors
- Specific resistance
- Positive and negative temperature coefficient conductance
- Fixed resistors including their stability, tolerance and limitations: carbon composition, carbon film, wire wound, and metallic film
- Variable resistors: wire wound, carbon film, thermistors, voltage dependent resistors and varistors
- Resistor colour code, values and tolerances, preferred values, and wattage ratings
- Resistors in series and in parallel
- Calculation of total resistance by using series, parallel and series-parallel combinations

7.4.8 Power

- Dissipation of power by a resistor
- Power, work and energy (kinetic and potential)
- Conversion of horsepower to watts and vice versa
- Power formula
- Maximum power transfer theorem
- Calculations involving power, work and energy

7.4.9 Rheostats and potential dividers

- Construction, operation and use of potentiometers and rheostats, and the effect of varying the load on the output voltage
- Construction and operation of Wheatstone bridge
- Polarities of potential differences in resistive circuits

7.4.10 Capacitors and capacitance

- Principles of the operation and function of a capacitor
- Factors affecting the capacitance area of plates, distance between plates, number of plates, dielectric and dielectric constant

- Units of capacitance and their interrelationships
- Working voltage, voltage rating, and relationship between capacitance and working voltage
- Construction and function of the following capacitors: paper, mica, ceramic, electrolytic and tantalum
- Capacitor colour coding and preferred values
- Variable capacitors: air and solid dielectric
- Calculations of capacitance and voltage in series and parallel circuits
- Exponential charge and discharge of a capacitor, and time constants
- Testing of capacitors using an ohmmeter for short circuit, open circuit, and leaky capacitor

7.4.11 Magnetism

- Properties of a magnet
- Theory of magnetism, molecular and domain
- Laws of attraction and repulsion
- Action of a magnet suspended in the earth's magnetic field
- Magnetization and demagnetization
- Artificially-made magnets
- Magnetic shielding
- Various types of magnetic material
- Electromagnets: construction and principles of operation
- Hand-clasp rules to determine magnetic field around current-carrying conductor: north and south poles; the direction of current flow through a coil
- Factors affecting field strength in electromagnets
- Magnomotive force (MMF): field strength (H), magnetic flux density (B), permeability, B/H curves, hysteresis loop, retentivity, coercive force, reluctance, saturation point, and eddy currents
- Precautions for care and storage of magnets

7.4.12 Inductors and inductance

- Faraday's Law
- Action of inducing a voltage in a conductor moving in a magnetic field
- Effects of the following on the magnitude of an induced voltage:
 - magnetic field strength
 - rate of change of flux
 - the number of conductor turns
- Mutual induction
- Effect of the rate of change in primary current and of mutual inductance on induced voltage
- Factors affecting mutual inductance:
 - number of turns in coil
 - physical size of coil
 - permeability of coil
 - position of coils with respect to each other
- Unit of inductance
- Lenz's Law and the rules determining polarity
- Back electromotive force (EMF) and self induction
- Calculation of total inductance in series, parallel and series-parallel circuits
- Inductive resistive circuit: functions and time constants
- Saturation point
- Principal uses of inductors
- Construction and functions of fixed inductors: laminated iron core, iron dust core, air core and ferrite core
- Methods of varying inductor value: tapped coil, slider contact on coil, adjustable slug, and variometer
- Testing inductors for faults, open circuit coil, and shorted turns

7.4.13 DC motor/generator theory

- Construction and purpose of components in DC generator
- Operation of and factors affecting output and direction of current flow in DC generators

- Operation of and factors affecting output power, torque, speed and direction of rotation of DC motors
- Series wound, shunt wound and compound motors

7.4.14 AC theory

- Analysis and terms related to sinusoidal waveform: radian, angular velocity, phase, period, frequency and cycle
- Harmonic: effects of even and odd harmonics on fundamental waveform
- Current and power calculations of the following values in relation to voltage: instantaneous, average, root mean square, peak and peak-to-peak

7.4.15 Resistive (R), capacitive (C) and inductive (L) circuits

- Phase relationship of voltage and current in L, C and R circuits: parallel, series and series-parallel
- Power dissipation in L, C and R circuits
- Factors affecting inductive and capacitive reactance
- Calculations of inductive and capacitive reactance
- Impedance, phase angle, power factor and current calculations
- Calculations of true power, apparent power and reactive power

7.4.16 Series and parallel resonance

- Definition of resonance
- Changes in circuit properties at resonance of parallel- and series-tuned circuits
- Effects of circuit prior to and after resonance
- Effects on impedance, current and phase angle when frequency of a series or parallel resonant circuit is varied
- Frequency response curves for series and parallel resonant circuits

- Voltage magnification factor (Q) of a circuit
- Effects of resistance on circuit “Q” and resonance curves
- Calculation of circuit resonant frequency
- Calculation of bandwidth
- Operation and use of tank circuit

7.4.17 Transformers

- Operation of transformer
- Transformer: losses and methods for overcoming them
- Transformer action under load and no-load conditions
- Power transfer, efficiency, and polarity markings
- Calculation of primary and secondary current, primary and secondary voltage, turns ratio, power, and efficiency
- Auto transformers and variacs

7.4.18 Filters

- Operation, application and uses of the following filters: low pass, high pass, band pass and band stop
- Interpretation of filter response curves
- Function of and differences between active filters and passive filters

7.4.19 AC generators

- Rotation of loop in a magnetic field and the waveform produced
- Principles, operation and construction of revolving armature and revolving field type AC generators
- Single-phase, two-phase and three-phase alternators
- Three-phase star and delta connections: advantages and uses
- Calculation of line and phase voltages and currents
- Calculation of power in three-phase system

7.4.20 AC motors

- Construction, principles of operation and characteristics of AC synchronous motors and induction motors (both single and polyphase)
- Methods of speed control and direction of rotation
- Methods of producing a rotating field: capacitor, inductor, shaded or split pole

7.4.21 Signal processing devices

- Principles, operation and uses of the following signal processing devices: summing networks or points, integrators, limiters, modulators, demodulators, adders and subtractors

7.4.22 Servo-mechanisms

- Understanding of the following terms:
 - open and closed loop
 - follow-up
 - servo-mechanism
 - analogue
 - transducer
 - null
 - damping
 - feedback
 - dead band
 - hunting
- Construction, operation and uses of the following synchro-system components:
 - resolvers
 - differential
 - control
 - torque
 - E and I transformers
 - inductance transmitters
 - capacitance transmitters
- Control and displacement: rate/rate, rate/displacement, displacement/rate, and displacement/displacement
- Servo-mechanism defects, reversal of synchro leads, and hunting

7.4.23 Semiconductors (diodes)

- Materials (silicon and germanium): electron configuration, crystalline structure, and electrical properties

- P and N type materials: effects of impurities on conduction, doping process to produce P and N type materials, majority and minority characters

- PN junction in a semiconductor

- Development of a potential across a PN junction in unbiased, forward biased and reverse biased conditions

- Diodes: symbols

- Characteristics of diodes: ideal, silicon, germanium and Zener

- Parameters of diodes: peak inverse voltage, maximum forward current, temperature, frequency, leakage current, and power dissipation

- Diodes in series and in parallel

- Zener effect

- Operation and function of diodes in the following circuits: clippers, clampers, full- and half-wave rectifiers, bridge rectifiers, voltage doublers and triplers (multipliers)

- Testing of diodes with an ohmmeter

- Operation and characteristics of the following devices: tunnel diode, silicon controlled rectifier (SCR), light emitting diode (LED), Shockly diode, photo conductive diode, varactor diode, varistor, Schottky barrier diode, diacs and triacs

7.4.24 Semiconductors (bipolar junction transistors)

- Construction and operation of PNP and NPN transistors

- Base, collector and emitter junctions

- Transistor parameters: I_B , I_C , I_E , beta, alpha, V_{be} , power gain, distortion and saturation, input and output impedance, and frequency response

- Diagrammatical symbols for PNP and NPN transistors

- Amplification, current voltage and power

- Temperature effects on transistors

- Biasing required to operate a transistor as a switch, class A amplifier, class B amplifier and class C amplifier

- Characteristics of the following amplifiers: class A, class B and class C
- Methods of bias stabilization: negative feedback, temperature stabilization resistor, thermistor, diode and transistor
- Transistor configurations, operation and characteristics of the following: common base, common collector and common emitter
- Transistor data sheets: interpretation of specification
- Identification of standard transistor package forms
- Testing transistors by using an ohmmeter

7.4.25 Types of transistor

- Characteristics, operation and application of the following devices:
 - junction transistor
 - programmable junction transistor
 - opto isolator
 - power transistor
 - photo transistor
 - small signal transistor
 - hall effect devices

7.4.26 Field effect transistors (FET)

- Operation, characteristics and basic circuit configuration of the following FET:
 - junction (JFET)
 - metal oxide silicon (MOSFET)
 - insulated gate (IGFET)

7.4.27 Operational amplifiers (OPAMP)

- Operation and function of an operational amplifier used as:
 - an integrator
 - a differentiator
 - a voltage follower
 - a comparator
- Parameters of OPAMP:
 - open loop gain
 - bandwidth
 - slew rate
 - input and output impedance
 - drift
 - input offset voltage and current

- Operation and function of the following amplifiers:
 - inverting amplifier
 - non-inverting amplifier
 - summing amplifier
 - differential amplifier
- Operation and connecting methods of amplifier stages:
 - resistive capacitive (RC)
 - inductive (transformer)
 - inductive resistive (IR)
- Advantages and disadvantages of positive and negative feedback

7.4.28 Transistor circuits

- Operation and characteristics of the following circuits:
 - push-pull amplifiers
 - darlington pairs
 - complementary symmetry configuration

7.4.29 Multi-vibrators and oscillators

- Characteristics and operation of the following multi-vibrators:
 - astable or free running
 - bistable or flip-flop
 - monostable or one shot
- Operation and function of the following transistor and FET oscillators:
 - Hartley
 - colpitts
 - resistive capacitive (RC)
 - inductive capacitive (IC)
 - crystal

7.5 DIGITAL TECHNIQUES, COMPUTERS AND ASSOCIATED DEVICES: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

7.5.1 Decimal to binary conversion

- Comparison of decimal and binary numbering systems
- Conversion of decimal into binary, and vice versa
- Addition and subtraction of binary numbers

7.5.2 Octal and hexadecimal conversion

- Conversion of decimal into octal and hexadecimal, and vice versa

7.5.3 Signed numbers

- Conversion of positive and negative numbers into their 1's and 2's complement
- Addition of numbers in the 2's complement

7.5.4 Digital calculation

- Addition and subtraction in binary coded decimal (BCD) and hexadecimal forms
- Conversion of hexadecimal numbers into 2's complement form

7.5.5 Logic circuits

- Expression of logic diagrams in terms of Boolean algebra
- Conversion of Boolean algebraic expressions
- Identification of logic circuits
- Identification of the following logic gates symbols, their truth tables and equivalent circuits:
 - AND
 - NAND
 - OR
 - NOR
 - EXCLUSIVE OR
 - INVERTER

7.5.6 Flip-flop terminology and operation

- Understanding of the following flip-flop terms:
 - set up and hold times
 - asynchronous input
 - synchronous input
 - transition (positive and negative)
 - propagation delay
 - maximum clock frequency
- Symbols used to indicate clocked inputs and negative going transition (NGT)
- Operation and identification of symbols and truth tables for the following types of flip-flop: SC or RS, JK, and D type
- Operation and application of digital counters, shift registers, and data storage devices
- Operation, advantages and disadvantages of serial and parallel data transfer

7.5.7 Data conversion

- Operation and application of analogue to digital, and digital to analogue converters, inputs and outputs, and limitations of various types

7.5.8 Computer-related terminology

- Understanding of the following computer-related terminology:
 - bit
 - byte
 - address
 - nibble
 - operand
 - op code
 - label
 - software
 - mnemonic
 - hardware
 - firmware
 - instruction
 - instruction word
 - language
 - machine language
 - CPU (central processing unit)
 - accumulator

7.5.9 Basic microcomputers

- Operation, layout and interface of the major components in a microcomputer, including their associated bus systems
- Information contained in single and multi-address instruction words

7.5.10 Memory devices

- Understanding of the following memory-associated terms:
 - memory cell
 - memory word
 - capacity
 - read option
 - write option
 - access time
 - cycle time
- Operation of typical memory devices during READ and WRITE modes
- Operation, advantages and disadvantages of the following data storage systems: magnetic disk, magnetic bubble, magnetic core and magnetic tape

7.5.11 Integrated circuits (IC)

- Operation and use of encoders and decoders
- Function of the following encoder types:
 - binary coded decimal (BCD) to decimal or (4 ~o10)
 - binary to octal or (1 to 8)
 - octal to binary or (8 to 3)
 - priority encoders
- Understanding of the uses of:
 - medium scale integration (MSI)
 - large scale integration (LSI)
 - very large scale integration (VLSI)

7.5.12 Displays

- Function and operation of the following types of display:
 - liquid crystal display (LCD)
 - LED
 - Nixie tube
 - gas discharge

7.5.13 Multiplexers, de-multiplexers and tristate devices

- Operation, application and identification in logic diagrams of multiplexers, de-multiplexers and tristate devices

7.5.14 Microprocessors

- Understanding of the overall operation and functions performed by a microprocessor
- Basic operation of each of the following micro-processor elements:
 - control and CPU
 - clock
 - register
 - arithmetic logic unit (ALU)

7.5.15 Encoding and decoding

- Understanding of binary coded decimal (BCD), excess 3, and grey codes and their uses in converting binary and decimal numbers
- Understanding of the structure and uses of the ASCII code

- Understanding of the use of the parity method of error detection

- Information transmission via data buses, including various bus languages used by interconnecting systems

7.5.16 Cathode ray tubes (CRT)

- Principles of electrostatic and magnetic deflection as applied to cathode ray tubes
- Construction and basic operation of monochromatic and colour tubes
- Understanding of the following terms:
 - raster scanning
 - stroke pulse scanning
 - rho-theta and X-Y screen formats
 - interface scanning

7.5.17 Electrostatic sensitive devices (ESD)

- Sources of electrostatic sensitive devices (ESD) and the type of damage that static electricity can cause
- Special handling, identification, packaging, and protection requirements for ESD
- Personal anti-static protection devices
- Awareness of dangerous situations where there is a possibility of static charge build-up

7.5.18 Fibre optics

- Advantages and disadvantages of fibre optic data transmission over electrical wire propagation
- Fibre optic data bus
- Understanding of the following terms and effects relating to fibre optics:
 - absorption
 - attenuation
 - active medium
 - black body
 - coherent light
 - coherent bundle
 - dark current
 - diffraction
 - dopant
 - dispersion
 - flux rise time

- LED
 - multimode fibres
 - optical attenuators
 - signal-to-noise ratio
 - fibre data bus
 - bit rate
 - two-state modulation
- Topology: passive star, active star and transmissive star
 - Terminations: cleaving, stripping, splicing, and termination losses
 - Couplers, control terminals and remote terminals
 - Application of fibre optics in aircraft and systems

7.5.19 Software management control

- Awareness of the necessary restrictions, airworthiness requirements and possible catastrophic effects of unapproved modifications or alterations to manufacturers' software programmes

7.6 AIRCRAFT ELECTRICAL SYSTEMS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

7.6.1 Power supplies: Lead acid batteries

- Plate materials, insulators, electrolyte, casing, terminals, specific gravity, capacity and capacity testing, determination of state of charge, constant current charging and constant voltage charging, gassing, sulphation, temperature, hydrometer, insulation and resistance (I/R) checks, and venting
- Safety precautions to be taken when dealing with lead acid batteries
- Neutralization of acid spills, action to take in the event of an acid spill and battery boil in an aircraft, cleaning, maintenance, storage and shipping requirements
- Environmental hazards associated with lead acid batteries
- Battery maintenance facilities, separation of location from nickel cadmium battery servicing area, ventilation, storage of acid and distilled water, mixing and dilution of sulphuric acid, protective clothing, battery service life and records of maintenance

7.6.2 Power supplies: Nickel cadmium batteries

- Plate materials, insulators, electrolyte, casing, terminals, capacity and capacity testing, determination of state of charge, gassing, venting, constant current charging and constant voltage charging, cell imbalance, cell voltage reversal, cell removal and replacement, cell leak testing, thermal runaway causes and prevention, temperature monitoring and warning, deep cycle recovery, and insulation and resistance (I/R) testing
- Neutralization of electrolyte spills, cleaning, maintenance, storage and shipping requirements
- Environmental hazards associated with nickel cadmium batteries
- Battery maintenance facilities, separation of location from lead acid servicing area, ventilation, storage of potassium hydroxide, protective clothing, battery service life and records of maintenance

7.6.3 DC generation

- Operation and characteristics of separately excited, shunt, series, compound wound and permanent magnet generators
- Generator construction: yoke, interpole and compensation windings, auxiliary interpoles, armature assembly, end frame assembly, brushes and gear assembly, terminal blocks, spark suppression, and installation
- Residual magnetism and effects of “flashing the field”
- Voltage regulation: carbon pile, vibrator type, cut-out, transistor type, solid state, and reverse current relays
- Multi-generator distribution: load sharing/paralleling, system layouts, and interlock circuits
- Starter generator systems, control, switching, and generator control units (GCU)

7.6.4 AC generation

- Cycle and frequency, instantaneous and amplitude values, root mean square values, phasing and phase relationships, and interconnection of phases
- Generator power ratings, power factor, effective power, apparent power, and reactive component (KVAR)
- Frequency wild generation systems: operation and application

- Generator construction: rotor, stator, brushes and gear assembly, slip rings, cooling fan, casing and end frame
- Constant frequency generation systems: operation and application (including brushless units)
- Generator construction: rotor, stator, exciter shunt field and stabilizing windings permanent magnet, exciter main poles, cooling system, and temperature compensation
- Constant speed drives (CSD): operation and construction, CSD and generator disconnect mechanisms
- Integrated drive generators (IDG): construction and operation
- Air driven generators (ADG) and ram air turbines (RAT): operation, function, and deployment
- Multi-generator distribution
- Load sharing and paralleling, real load sharing and reactive load sharing

7.6.5 Auxiliary power units (APU)

- Operation, control and protection of auxiliary power units
- Function of power generation
- Fire protection and warning

7.6.6 Power conversion equipment

- Rectifiers (conversion of AC into DC): selenium rectifiers, silicon rectifiers, operating limitations of rectifiers, silicon controlled rectifiers (SCR), rectifier circuit connections, and three-phase rectifiers
- Transformers: auto transformers, current transformers, potential/parallel transformers, control transformers, winding configuration star/delta, transformer ratings, and transformer rectifier units (TRU)
- Rotary conversion equipment: rotary converters, motor generators, rotary inverters and static inverters
- Frequency, voltage and current control

7.6.7 Power distribution systems

- Classification of power service requirements into vital, essential and non-essential

- Operation and layout of split and parallel bus systems, load shedding systems, priority bus systems, emergency bus, battery bus and ground power bus
- Defect analysis and fault finding
- Wire and cable types: identification, uses, characteristics, screening, protection, pressure and moisture sealing, looms, conduit and ducting, and clamping
- Bonding, earth/ground points, and DC/ACIRF earths
- Plugs and connectors and associated insertion and removal tooling
- Auxiliary power unit (APU) and ground power unit (GPU) interlocks and interface

7.6.8 Circuit protection devices

- Fuses, fuse holders, current limiters, limiting resistors, circuit breakers, reverse current cut-out relay, reverse current circuit breaker, over voltage protection, under voltage protection, over frequency protection, under frequency protection, Merz-Price protection system, and power contactors

7.6.9 Circuit controlling devices

- Switches, single and multi-pole/throw varieties
- Toggle and tumbler switches, push switches, rocker-button switches, roller switches, microswitches, time switches, rheostats, pressure switches, mercury switches, thermal switches, relays, proximity switches, attracted-core heavy duty relay, attracted-armature light duty relay, polarized armature relay, slugged relay, and magnetic amplifiers

7.6.10 DC motors and actuators

- Operation and construction of DC motors and actuators
- Characteristics and uses of shunt, series and compound motors (normal compound, stabilized shunt and shunt limited), and split field motors
- Speed direction and travel control, regulation and position feedback
- Clutches and brakes

7.6.11 AC motors and actuators

- Operation and construction of AC motors and actuators
- Methods of speed and rotational control: single-phase, two-phase and three-phase
- Clutches and brakes

7.6.12 Flight controls

- Principles, operation and maintenance of power control units (PCU), flap motors protection and control, and trim motors
- Position indication
- Fly-by-wire flight control systems (both digital and analogue), full authority systems and manual reversion systems

7.6.13 Fuel systems

- Fuel booster pump operation, control, construction and indication
- Function and operation of electrically controlled fuel valves

7.6.14 Hydraulic systems

- Function, operation, location and construction of electric pumps (indication and control)
- Function and operation of electrically controlled hydraulic valves

7.6.15 Pneumatic systems

- Operation of control indication and protection devices
- Function and operation of electrically controlled air valves

7.6.16 Landing gear systems

- Operation and function of electrical landing gear control and position indication
- Air/ground sensor systems

- Function and control of automatic braking systems

- Function, testing and operation of electric anti-skid system (covering each situation: no skid, skid and landing)

7.6.17 Propeller and engine control systems

- Function, operation, testing and maintenance of electrical propeller synchronizer and synchro-phaser systems
- Function, operation and testing of electric propeller feathering systems
- Function, operation and control of electronic engine control systems (both digital and analogue) including Full Authority Digital Engine Control (FADEC)
- Function and operation of electrical engine temperature and speed limiting systems

7.6.18 Ignition systems (piston engines)

- Safety precautions associated with aircraft ignition systems
- Function, operation and testing of magneto ignition (high and low tension systems), magneto and distribution speeds, “E” gap significance and adjustment, auxiliary starting devices, impulse couplings, compensating cams, ignition switches, dual ignition, and ignition leads

7.6.19 Ignition systems (turbine engines)

- Safety precautions associated with aircraft ignition systems
- Operation and layout of high energy ignition units (HEIU) (both AC- and DC-powered)
- High-energy igniter plugs: types, construction and maintenance

7.6.20 Fire detection and extinguishing systems

- Construction, operation, layout, testing and troubleshooting of the following fire detection systems:
 - thermal switch
 - continuous loop (fire wire)
 - continuous element or pressure type sensor responder

- Operation, construction, layout, testing and troubleshooting of the electrical aspects of aircraft fire extinguisher systems
- Safety precautions to be observed when dealing with aircraft fire extinguisher systems (including handling of explosive cartridges)
- Construction and operation of the following smoke detection systems: carbon monoxide, photoelectric and visual
- Typical fire and smoke cockpit warning indications, lights, bells, annunciator panels, and audio warnings

7.6.21 Aircraft lighting

- Operation, control layout and testing of typical aircraft lighting systems (both internal and external)
- External lighting: navigation lights, anti-collision lights (rotating and flashing), strobe lights, landing and taxi lamps, ice inspection lights, area inspection lights and logo lights
- Safety precautions when handling high-energy strobe light components
- Internal lighting: cockpit area lighting, instrument panel lights, instrument integral lighting, flood lighting, electroluminescent lighting, passenger cabin lighting, passenger instructional lighting (no smoking and fasten seat belts), strip lighting and passenger service unit (PSU) lighting
- Emergency lighting including crash inertia switches, floor proximity emergency escape path lighting and emergency exit lighting

7.6.22 Ice and rain protection systems

- Function of system control and overheat components
- Windscreen heating: control, indication and failure
- Windscreen wiper, washer and rain repellent systems
- Engine, propeller and airframe anti-ice protection: thermal, pneumatic and electrical
- Sensor ice protection: pitot head, static port, angle of airflow, and temperature probes
- Waste water and toilet drain heaters

- Antenna heaters
- Overheat indications and protection
- Ice warning and sensing devices indications

7.6.23 Air conditioning and heating systems

- Principles and operation of air conditioning
- Understanding of the following terms:
 - sensible heat
 - latent heat
 - conduction
 - convection
 - radiation
- Principles, operation, construction and maintenance of typical vapour cycle air conditioning systems
- Refrigerant types and uses, and physical and environmental hazards associated with each type
- Principles, operation, construction and maintenance of typical air cycle machines
- Control, monitoring, protection, maintenance and airflow of typical air conditioning systems
- Operation, construction and maintenance of typical combustion heater
- Heater warning and protection devices

7.6.24 Centralized warning and indication systems

- Operation of central warning and indication systems including inputs, output warnings and priority philosophy

7.6.25 Galley and toilet service systems

- Operation, safety devices and control of service power: supplies, water heaters, ovens, toilets and associated systems and equipment

7.6.26 Ground electrical power supplies

- Understanding of the operation and control of typical ground supply equipment including:
 - DC battery carts
 - DC GPU
 - AC/DC GPU
 - rectifiers and inverters

- Ground power supply plugs: types/patterns
- Ground power and aircraft interface, interlocks and safety devices
- Conversion from and to:
 - millimetres (mm) of mercury to inches of mercury, to millibars, to hecto pascals, to pounds per square inch
 - knots to miles per hour
 - US gallons to imperial gallons to litres to pounds

7.7 AIRCRAFT INSTRUMENT SYSTEMS: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

7.7.1 Introduction

- Information required by pilot and crew
- Mandatory instruments
- Classification of aircraft instruments by type
- Classification of aircraft instruments by principles
- Classification of aircraft instruments by function
- Information presentation and dial design
- Instrument panel configurations

7.7.2 Atmospheric physics

- Understanding of the atmosphere, its layers and pressure, temperature and density variance with altitude
- Methods for measuring atmospheric pressure
- ICAO Standard atmosphere
- Operation of aneroid and mercury barometers for measuring atmospheric pressure

7.7.3 Terminology and conversion

- Understanding of the following instrument terminology:
 - hysteresis error
 - parallax error
 - absolute, differential and gauge pressure
- Methods of compensation of instrument mechanisms for temperature variations
- Reasons for hermetically sealing instruments

7.7.4 Pressure measuring devices

- Operation, function and construction of capsules (absolute and differential), diaphragms, bellows (absolute and differential) and bourdon

7.7.5 Pitot static systems

- Operation and construction of pitot static probes and static vents (primary and alternate)
- Layout of typical pitot static systems
- Pressure (position) error and its effect on pitot static instruments
- Pitot static system maintenance and leak testing

7.7.6 Altimeters

- Operation and construction of counter pointer altimeters including the effects that variation in temperature and atmospheric pressure have on their indications
- Understanding of the “Q” code terms: QFE, QNE and QNH
- Effect of QFE, QNE and QNH settings on the reading of an altimeter
- Effects and conditions associated with altimeters:
 - after effect
 - scale error and barometric scale error
 - friction
- Altimeter testing procedures

7.7.7 Vertical speed indicators (VSI)

- Operation and construction of vertical speed indicators, including instantaneous vertical speed indicators

7.7.8 Air speed indicators (ASI)

- Understanding of the following ASI-related terms:
 - indicated, calibrated and true air speed
 - speed of sound (subsonic, sonic, transonic and supersonic)
 - mach number and critical mach number
 - maximum operating speed/velocity (VMO)
 - maximum operating mach number (MMO)
- Operation, function and construction of: ASI and switches, Machmeter, mach/ASI, maximum allowable indicators
- ASI testing procedures

7.7.9 Miscellaneous altitude systems

- Operation, function and construction of typical altitude alerting and reporting systems, including encoding altimeters

7.7.10 Servo altimeters and air data computers

- Operation, function and construction of servo altimeters
- Principles of operation and layout of a typical air data computer system, including inputs and outputs
- Signal processors: mechanical, electrical and electronic

7.7.11 Instrument pneumatic systems and direct reading gauges

- Operation, function, construction and layout of a typical aircraft instrument pneumatic system
- Operation and construction of direct reading pressure, capillary type pressure and temperature gauges

7.7.12 Temperature indicating systems

- Wheatstone bridge application to instrument indication
- Operation and construction of various types of thermocouple
- Measurement of static air temperature indicating systems and total air temperature
- Cold junction compensation, material and construction of thermocouple leads and probes

- Operation and construction of radiation pyrometer type temperature indicating system
- Operation, construction and advantages of radiometer type indicators

7.7.13 Fuel flow and fuel quantity indicating systems

- Principles, operation, function and layout of typical float, capacitance and electronics type fuel quantity indicating systems
- Effects of temperature on fuel indicating system
- System compensation, adjustment and power supplies
- Principles, operation, function and location of typical fuel indicating system, including indicator, transmitter and power supplies

7.7.14 DC synchronous systems and engine speed indicating system

- Operation and construction of DC desyn and selsyn systems
- Operation, construction and maintenance of mechanical and electrical engine speed indicating systems and associated components

7.7.15 Engine indicating systems

- Operation, construction and maintenance of the following engine instruments:
 - manifold pressure gauges
 - torque meters
 - exhaust gas temperature gauges
 - engine pressure ratio gauges
 - turbine inlet temperature gauges
 - engine vibration systems
 - AC inductor
 - ratiometer oil pressure system
- Understanding of terminology associated with engine indicating/data systems

7.7.16 Gyroscopic principles

- Understanding of gyroscopic principles and terminology, including axis and plane of spin, degree of freedom, input and output axis, displacement gyro, topple and precession

- Relationship of Newton's First Law of Motion to Gyroscopes
- Gyroscopic precession and determination of the direction of precession resetting from applied forces
- Apparent precession and calculation of earth rate
- Rigidity and its affecting factors
- Gimbal lock, gimbal layout for two and three gimbal gyroscopes
- Drift (real and apparent) and affecting factors
- Gyro types: free, rate, tied and earth
- Precautions associated with the use and handling of gyroscopic instruments

7.7.17 Artificial horizons (AH)

- Operation, function and construction of air- and electrically-driven AH
- Understanding of the information displayed on AH
- Errors, acceleration, turn and erection, and methods for overcoming them
- Operation of the following erection systems: pendulous vane, ball type, torque motor and levelling switch
- Operation and precautions associated with fast erect systems

7.7.18 Turn and bank and turn coordinators

- Operation, function and construction of air- and electrically-driven turn coordinators, and turn and bank indicators
- Understanding of the information presented on turn coordinators, and turn and bank indicators

7.7.19 Directional gyros (DG)

- Operation, function and construction of directional gyros
- Operation and use of manual caging knobs
- Effects of gimbal re-balancing and gimbal errors on instrument operation

7.7.20 Compass systems

- Understanding of the following in relation to terrestrial magnetism:
 - true magnetic and geographic poles
 - magnetic meridian
 - variation or declination
 - isogon lines
 - agonic lines
 - magnetic equator
 - angle of dip or magnetic inclination
 - isoclinical lines
 - aclinic lines or magnetic equator
 - deviation
 - isodynamic lines
- Effects on compass readings of soft and hard iron magnetism
- Methods used to overcome inherent errors and deficiencies in compass systems
- Problems associated with navigation over polar regions
- Understanding of the terms related to remote reading compasses: nutation, null, synchronized, slaved and free
- Operation, function and layout of remote compass system, including remote sensors, flux detectors, power supplies and heading reference outputs
- Modes of operation: slaved, free and directional gyros (DG)
- System synchronization methods
- Compass swinging: calculation of (from information obtained) and removal of errors in coefficients A, B and C
- Calculation and completion of compass calibration card

7.7.21 Ground proximity warning systems (GPWS)

- Requirements for GPWS
- Visual and aural indications for modes 1 to 5 (including sub-modes)
- Inputs required for operation of a typical GPWS and aircraft system interface
- Operation and function of typical GPWS
- Interpretation of mode and sub-mode envelope graphs
- Override and inhibit functions

7.7.22 Flight data and cockpit voice recording systems (FDR/CVR)

- System requirements, operation, protection and installation of FDR/CVR, including the following primary parameters: time, pressure altitude, vertical acceleration, magnetic heading, and press-to-transmit (radio transceiver)/event marker
- Methods of recording information: trace recording and electromagnetic
- Function of system components including signal conditioning units, entry and encoding panels
- Interface with aircraft systems
- Data recovery, analysis and verification

7.7.23 Electronic instrument and information display system

- Display types: CRT, LED and LCD

- Symbol generation and symbol generators
- System operation, system layout and interpretation of information presented on the following:
 - electronic centralized aircraft monitoring system (ECAM)
 - engine indicating and crew alerting system (EICAS)
 - flight management system (FMS)
 - electronic horizontal situation indicator (EHSI)
 - electronic attitude direction indicator (EADI)
- Head-up displays and presentation
- Moving map and flight tracking systems

7.7.24 Vibration measurement

- Sensing devices
 - signal conditioning and process
 - display and indication
 - alarm levels and warnings
-

Chapter 8

AIRCRAFT ENGINEERING AND MAINTENANCE: AVIONICS — AFCS/NAVIGATION/RADIO

8.1 INTRODUCTION

8.1.1 In order to be able to satisfactorily assimilate training on individual aircraft avionics systems, the Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs) must have a good fundamental understanding of the principles and functions of operation generally used in aircraft avionics systems of all types.

8.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the aircraft avionics systems or its components, the AME must have a very complete knowledge of all the associated maintenance practices that are likely to be used.

8.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided instructions about the aircraft, avionics automatic flight control, navigation and radio electronic engineering principles related to the avionics components, materials, installations, specifications and functional systems of the aircraft.

Performance: The trainees will describe the characteristics and applications of the aircraft avionics, automatic flight control, navigation and radio systems, including the principles of installation and function, connection techniques, interface with associated aircraft and powerplant systems, and flight deck instruments and displays.

Standard of accomplishment:

The trainees will describe the characteristics and applications of the materials, instal-

lation, construction system, operational principles and maintenance practices in accordance with the actual application on existing aircraft and systems.

8.3 AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS): FIXED WING: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

8.3.1 Fundamentals of AFCS

- Understanding of the following terms:
 - authority
 - single axis autopilot
 - wing leveller and auto-stabilizer
 - couple
 - engaged
 - capture
 - crosswind effect
 - gain
 - washout
 - cone of confusion
 - versine generation and application
- Operation and typical layout of a single axis (roll) AFCS
- Operation of moving vane and E and I bar sensors
- Understanding of inner loop stabilization and outer loop control
- Purpose, advantages and disadvantages of control signal limiting and gain adjustment
- Methods by which roll and roll/yaw error signals are sensed in rate, displacement and inclined rate gyros

- Operation and construction of duplex, electro-pneumatic, electro-mechanical and electro-hydraulic servo-motors
- Differences between series and parallel connected servo-motors
- Operation and methods of torque limiting
- Methods of achieving and factors affecting artificial feel
- Understanding of the basic operation of a fly-by-wire system of controlling an aircraft's control system
- Understanding of power-assisted and power-operated flight controls

8.3.2 Command signal processing/turbulence penetration

- Methods by which attitude changes are detected in roll, pitch and yaw
- Methods and purposes of achieving the following signal processes within an autopilot system:
 - synchronization
 - limiting
 - gain and adaptive control
- Operation and layout of control wheel steering
- Operation and function of trim indicators
- Methods of reducing or eliminating the effects of turbulence on the operation of a flight control system

8.3.3 Modes of operation: Roll channel

- Selection and the operation of the following modes:
 - basic stabilization
 - turn command
 - heading hold
 - VHF omnidirectional radio range (VOR)/localizer (LOC)

8.3.4 Modes of operation: Pitch channel

- Selection and the operation of the following modes:
 - basic stabilization
 - pitch command
 - altitude hold
 - vertical speed
 - mach hold
- Operation and purpose of a mach trim system

8.3.5 Yaw dampers

- Operation and function of yaw damping systems
- Interaction of a yaw damper with an autopilot (including autopilot interlocks)
- Understanding of Dutch Roll phenomenon
- Aileron and rudder control interaction during turns

8.3.6 Automatic trim control

- Operation of automatic pitch trim systems
- Operation and function of flap compensation systems
- Operation and function of mach trim
- Operation and function of alpha trim
- Operation and function of centre of gravity (CG) trimmers

8.3.7 Autopilot navigation aids interface

- Operation and function of the following navigation system inputs and their effects and interface with an autopilot:
 - VOR
 - LOC
 - glideslope systems (G/S)
 - Doppler
 - compass systems
 - inertial navigation
- Operation of crosswind compensation

8.3.8 Flight director systems

- Operation, function and construction of an altitude direction indicator (ADI) and a horizontal situation indicator (HSI)
- Operation and layout of typical flight director systems operating in both coupled and uncoupled modes
- Information display, both analogue (mechanical instruments) and electronic flight instrument system (EFIS)

8.3.9 Maintenance data

- Understanding of the use of maintenance data to Specifications 100 or 2100 of the Air Transport Association (ATA) of America

8.4 AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS): ROTARY WING: REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

8.4.1 Fundamentals of AFCS

- Understanding of the following terms and their interaction with each other:
 - air density
 - centrifugal force
 - tip path plane
 - coning angle
 - lift thrust vector resultant
 - pitch angle
 - angle of attack
 - collective pitch
 - cyclic pitch
 - blade loading
 - relative airflow
 - thrust or virtual axis
 - axis of rotation or shaft axis
 - feathering
- Understanding of the relationship between: lift, thrust, weight, drag, and CG range
- Understanding of the terms and the relationship between: vortex ring state, power settling, and over pitching
- Torque reaction and its effect on directional control of helicopter
- Gyroscopic precession and the use of this effect in providing control of the main rotor disc for forward, sideways and rearward flight
- Dissymmetry of lift and its control
- Understanding of coriolis effect and features (lead/lag hinges and underslung rotor) used to relieve stresses it creates
- Ground effect and translational lift and their relationship
- Translating tendency and its correction by mast offset and cyclic rigging
- Understanding of the reason for blade tip stall and why it results in nose pitch up of the helicopter

8.4.2 Rotary wing stability

- Understanding of static and dynamic stability and why most helicopters are considered to be statically stable and dynamically unstable

- Understanding of how the inherent dynamic instability is overcome by the use of the following design methods: stabilizer bar, offset flapping hinges and delta three hinges
- Ground resonance and its causes, and remedial maintenance action to be taken should it occur

8.4.3 Roll and pitch control

- Operation, function and layout of basic helicopter flight control system, particularly the operation of pitch and roll channels

8.4.4 Helicopter yaw control and trim

- Operation, purpose and layout of the yaw channel
- Function of yaw and gravity trim systems

8.4.5 System operation

- Operation of helicopter automatic flight control system when operating collective or power axis mode, coupled or instrument flight rules (IFR), and stability augmentation system (SAS)

8.4.6 Autopilot and navigation aids interface

- Operation and function of the following navigation system inputs, their effects and interface with the autopilot system: VOR, LOC, glideslope and marker and instrument landing system (ILS)

8.4.7 Flight director systems

- Operation, function and control of altitude direction indicator (ADI) and HSI
- Operation and location of typical helicopter flight director system operating in both coupled and uncoupled modes
- Information display, both analogue mechanical instruments and EFIS

8.4.8 Maintenance data

- Understanding of the use of maintenance data to Specification 100 or 2100 of the Air Transport Association (ATA) of America

8.5 AIRCRAFT INERTIAL NAVIGATION SYSTEM (INS): REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

8.5.1 Terminology

- Understanding of the following terms:
 - bearing
 - course
 - latitude
 - longitude
 - drift
 - rhumb line
 - align
 - cross couple
 - great circle
 - gyrocompass
 - local vertical
 - orthogonal
 - grid
 - heading
 - dead reckoning
 - cross track
 - azimuth
 - pendulum
 - elevation
 - coordinate system
 - waypoint
 - track angle error

8.5.2 Fundamentals and components of inertial navigation system (INS)

- Relationship of Newton's Second Law of Motion to Inertial Navigation
- Understanding of inertia, velocity, acceleration and displacement, variation of velocity and displacement with time
- Construction, operation and function of mechanical gyroscopes and accelerometer used in a typical system
- Construction and layout of a typical platform
- Understanding of gimbal lock, random drift and cross couple error and how they may be eliminated

8.5.3 Reference system stabilization

- Operation of the following items in maintaining the stable element level:
 - gyroscopes
 - accelerometers
 - gimbal system
 - azimuth resolver

- Methods by which aircraft heading and altitude are measured
- Operation of a wander azimuth inertial system and its advantage over a typical north pointing system

8.5.4 Operational platforms

- Effects of earth rate and transport rate on the orientation of the stable element including methods of compensation for the overall operation of the system
- Factors affecting the Schuler pendulum
- Effect of the Schuler pendulum on the INS and how a platform is Schuler tuned

8.5.5 Accelerometer corrections

- Effect of centripetal and coriolis errors on the output of an accelerometer
- Factors affecting centripetal and coriolis errors and methods by which these errors are overcome in a typical system

8.5.6 Platform alignment

- Operation of an INS during the following modes of self-alignment: rough alignment (caging), fine alignment (levelling) and gyro-compassing
- Differences in the alignment between a typical north pointing system and wander azimuth inertial system

8.5.7 System integration

- Purpose and layout of the components in a typical INS
- Inputs to and outputs available from a typical INS
- Procedures for aligning an INS before flight and indications provided during flight

8.5.8 Strap-down systems

- Operation and construction of a strap-down INS and the differences with the conventional gimbal system
- Differences between INS and inertial reference system (IRS)

8.5.9 Laser gyros

- Operation, function and construction of a typical laser gyro
- Limitations and methods of improving limitations of laser gyros

8.5.10 Inertial reference system (IRS)

- Operation, function and construction of a typical IRS
- Information transfer between system components and capacity for system redundancy (various data buses)
- Conversion of true heading into magnetic heading
- Inputs required for system operation and outputs available
- Indications presented by the system during various modes of operation
- Built-in test equipment (BITE), its operation and limitations
- Provisions and procedures for obtaining maintenance data

**8.6 AIRCRAFT RADIO AND RADIO
NAVIGATION SYSTEMS: REQUIRED
KNOWLEDGE, SKILLS AND ATTITUDES**

8.6.1 Radio wave propagation

- Radio frequency spectrum, bands, uses and propagation characteristics
- Causes and effects of absorption, scatter, reflection, refraction, fading, cyclic and irregular variations, critical frequency, maximum usable frequency, temperature inversion, and ducting
- Relationship between velocity of propagation, frequency and wavelength
- Understanding of the following terms:
 - ground wave
 - sky wave
 - surface wave
 - radiation angle
 - skip distance
 - diffraction
 - field strength
 - Doppler effect

- Effect that water and various land surfaces have on radio wave propagation

8.6.2 Fundamentals of antenna

- Operation, construction and radiation field patterns of the following antenna types:
 - dipole (half wavelength and folded)
 - Marconi
 - long wire
 - Yagi antenna
 - parabolic
 - loop
- Voltage and current distribution along antennae of various lengths
- Alteration of the electrical length of antennae
- Ground planes and their characteristics
- Understanding of the following terms:
 - antenna impedance
 - radiation resistance
 - radiation power
 - polarization
 - effective height
 - reciprocity
 - gain
 - directivity
 - bandwidth
 - beamwidth
 - lobes
 - isotropic radiator

8.6.3 Circuit analysis

- Analysis of capacitance, capacitive reactance, inductance, and L, C and R circuits
- Resonant circuits: series and parallel
- Diodes, triodes, pentodes, gas tube, bipolar transistor, field effect transistors (FET), uni-junction transistor, variac diode, darlington pair, biasing, electronic voltage regulators, resistance coupled amplifiers, impedance and transformer coupled amplifiers, phase splitters, audio power amplifiers, the Hartley oscillator, colpitts oscillator, crystal oscillator, voltage controlled oscillator (VCO) and phase locked loop (PLL)
- Operational amplifiers (inverting/non-inverting), comparators, voltage followers, adders and subtractors

8.6.4 Transmission lines

- Characteristics and construction of the following types of transmission lines:
 - parallel wire
 - coaxial cable
 - waveguide
 - skin effect
- Understanding of the following terms:
 - characteristic impedance
 - reflected power
 - forward power
 - standing wave ratio balanced line
 - unbalanced line
 - velocity factor
- Effect upon a transmission line when it is terminated in: a short circuit, an open circuit, and an impedance equal to its characteristic impedance

8.6.5 Principles of receiver

- Amplitude modulation (AM) and frequency modulation (FM)
- Stages and characteristics of superheterodyne (AM) receiver:
 - radio frequency (RF) amplifier
 - local oscillator
 - mixer
 - intermediate frequency (IF) amplifier
 - detector
 - audio frequency (AF) amplifier
- Stages and characteristics of FM receiver:
 - RF amplifier
 - local oscillator
 - mixer
 - wide filter
 - IF amplifier
 - limiter
 - frequency discriminator
 - AF amplifier
- Noise: sources, precautions to prevent random and non-random noise, and others
- Understanding of the following terms:
 - sensitivity
 - selectivity
 - stage gain
 - bandwidth
 - resonance

- image rejection
- adjacent channel rejection
- noise factor
- distortion

- Operation, construction and characteristics of headphones, speakers and microphones
- Methods used for tuning, including:
 - ferrite materials
 - variable capacitors
 - voltage variable capacitors
 - frequency synthesis
 - voltage controlled oscillators
 - phrased locked loops
- Understanding in both time and frequency domains of the following signals and methods used to demodulate them:
 - amplitude modulation (AM)
 - frequency modulation (FM)
 - single sideband (SSB)
 - continuous wave
- Operation of simple and automatic gain control
- Operation and function of noise limiters, limiters, clarifiers, squelch control and automatic frequency control (AFC)

8.6.6 Principles of transmitter

- Characteristics and principles of the stages which comprise both FM and AM transmitters
- Function and characteristics of the modulators used to generate the following types of signal:
 - AM
 - FM
 - SSB
- Understanding of the following terms:
 - bandwidth
 - modulation index
 - clipping
 - harmonics
 - high-level modulation
 - low-level modulation
 - frequency stability
 - output power
 - parasitic oscillation
 - neutralization
- Operation and function of variable frequency oscillators, crystal oscillators, and multipliers

- Principles of time and frequency division
- Muting of receivers during transmission
- Classes of operation of transmitter power output stages
- Operation and limitations of regulated power supplies and switched mode power supplies (DC to DC converter)

8.6.7 Principles of communication

- Frequency bands allocated to high frequency (HF) and very high frequency (VHF) airborne communications systems
- Methods of signal propagation and expected ranges (both day and night)
- Calculation of approximate ranges of communication (line of sight)
- Characteristics and performance levels of typical HF and VHF communications systems including frequency range, power output, sensitivity, stability, and channel spacing
- Characteristics, advantages and disadvantages of the following HF/VHF antennae:
 - wire
 - notch
 - probe
 - whip
 - blade

8.6.8 High Frequency (HF) communication systems

- Principles and operation of a typical HF transceiver (including the functions at each stage)
- Principles of operation and characteristics of typical antenna tuning units, both preset and automatic and their respective advantages and disadvantages
- System controls, their operation and limitations
- Interference: types and sources associated with HF systems and methods of eliminating interference
- System installation including location of equipment, antenna position, power supplies and audio system interface
- Functional testing of system and communication with other stations

8.6.9 Very High Frequency (VHF) communication systems

- Principles and operation of a typical VHF transceiver (including the functions at each stage)
- System controls, their operation and limitations
- Interference: types and sources associated with VHF systems and methods of eliminating interference
- System installation including location of equipment, antenna position, power supplies and audio system interface
- Functional testing of system and communication with other stations

8.6.10 Emergency Locator Transmitter (ELT)

- Purpose and function of an emergency locator transmitter
- Frequency/frequencies of operation
- Methods for activating system
- Methods for testing system
- Installation: location, antenna and switching
- Safety precautions to be observed particularly with regard to spurious/unintentional transmissions

8.6.11 Audio systems

- Characteristics of sound, upper and lower limits of hearing
- Microphones types: carbon, dynamic and piezoelectric
- Output levels, frequency response, and directional properties
- Operation of noise-cancelling microphones
- Matching transformers: uses in system, calculation of impedance and turns ratio
- Understanding of the uses and characteristics of the following:
 - isolation amplifiers
 - attenuators
 - distribution networks
 - side tone
 - muting
 - insertion losses

- Principle, operation and functions of an audio integration system
- Typical performance levels and specifications expected from an aircraft audio system
- Noise and other undesirable influences associated with audio systems and their elimination
- Installation interface with other aircraft systems
- Battery power supplies: condition, life and others

8.6.12 Cockpit voice recorder system (CVR)

- Purpose and requirements of a CVR
- Performance levels expected and specifications of typical CVR
- Theory of operation of a typical CVR
- Cockpit microphones including locations and concept of “hot” and “area” microphones
- Understanding of the following terms:
 - crosstalk
 - wow and flutter
 - record head
 - erase head
 - bias oscillator
 - bulk erase
 - track
 - frequency response
 - monitor head
- Installation of CVR, interface with audio system, power supplies, and favourable location
- System testing in aircraft (both audio and visual), downloading of recordings, etc.
- Underwater locator beacon (ULB): purpose, function, testing, battery type and life
- CVR protection against shock, fire, immersion in fluids, and erasure of recordings

8.6.13 Automatic direction finder (ADF) systems

- Principles of aircraft navigation using an ADF system
- Understanding of the following terms:
 - relative bearing
 - magnetic bearing

- drift angle
- homing
- position fixing
- aural bearing

- Antenna field patterns for or radiated by: non-directional radio beacon (NDB) — ADF ground station, loop antenna, sense antenna, and combined loop/sense antennae
- Composite field pattern created by loop and sense antenna (cardioid), phase relationship between loop and sense antenna output signals, antenna feeder lengths, sense antenna quality factor and sense antenna critical capacitance
- ADF frequency range, accuracy, sensitivity and hunting
- Principles of operation of a typical ADF receiver including: channel selection, loop antenna and goniometer, frequency synthesis, balanced modulator, beat frequency oscillators, and gain control ADF to radio magnetic indicator (RMI) adaptors
- Information presentation: relative bearing indicator (RBI) and RMI
- System installation (including location and mounting), power supplies, interface with audio system and navigation system
- Kinds of interference and errors affecting ADF systems, and their elimination or reduction of quadrantal error, loop alignment error, night effect, coastal refraction, vertical effect, mountain effect, static interference and station interference
- Calibration — loop swinging both air and ground functional testing of ADF systems

8.6.14 Very High Frequency omnidirectional radio range (VOR) systems

- Principles of aircraft navigation using VOR systems, homing directly to a VOR station, intercepting an inbound track and intercepting an outbound track
- Understanding of the following terms: radial, heading, automatic VOR, manual VOR, selected course, track, and cone of confusion
- Field pattern and signals radiated by VOR ground stations

- Operation and characteristics of a typical VOR receiver, including frequency range, channel spacing, signal polarization, variable phase circuitry, resolver, reference phase amplifier, VOR warning and TO/FROM circuitry, and omni-bearing selection
- Information presentation: RMI and omni bearing indicator (OBI)
- VOR system outputs/interface with other systems: distance measuring equipment (DME) channelling, audio output, autopilot output, RMI/OBI, TO/FROM, warning, and deviation from selected radial
- Compensating load resistors in place of indicators
- VOR system errors: course error, reciprocal error and VOR site error
- VOR antennae: types, dual systems run from single antenna, receiver duplexer, diplexers, and critical cable lengths
- System installation (including location and mounting) and antenna location
- Testing of VOR systems by using appropriate bearing simulation test set
- Load compensating resistors in place of indicators
- Principle and operation of a localizer receiver including: receiver element, filters, oscillators, metre circuits, flag circuits, and power supplies
- Principle and operation of a glideslope receiver including: receiver element, filters, oscillators, metre circuits, flag circuits, and power supplies
- Principle and operation of a marker receiver including: receiver element, sensitivity circuitry, filters, lamp circuits, and power supplies
- ILS information presentation on the following indicators: course deviation indicator (CDI), HSI, ADI, and marker lights and tones
- System outputs: audio, autopilot, warning, and LOC/G/S
- System installation including mounting, location and antenna location
- Interface of ILS/MKR system with audio and navigation systems
- Testing of system by using an appropriate ILS/MKR signal simulator test set

8.6.15 Instrument landing system (ILS)

- Operation of an ILS, including ground station position with respect to runway, signal format, range, and information displayed to pilot
- Difference in depth of modulation (DDM)
- Systems comprising an ILS: localizer, glideslope and marker
- Localizer (LOC) systems: frequency range, channel spacing, modulation, signal polarization, pairing of localizer and glideslope channels, and joint VOR/LOC antennae
- Glideslope systems (G/S): frequency range, channel spacing, modulation, signal polarization, and antenna
- Marker system (MKR): operating frequency, modulation and antenna
- Localizer back course switching and operation, and precautions to take when using back course particularly concerning glideslope

8.6.16 Microwave landing system (MLS)

- Principles of time referenced scanning beam system (TRSB)
- Operation of a MLS (including ground station position with respect to the runway, beam patterns, signal format, antennae P-DME): transmission data and structure, flair guidance, curved approach and terminal waypoints
- Range and information displayed to pilot
- Interface of MLS with other aircraft systems
- Testing of MLS by using appropriate test set

8.6.17 Very Low Frequency (VLF) and hyperbolic navigation systems

- Characteristics and factors affecting the propagation of VLF and low frequency (LF) electromagnetic waves

- Understanding of the following terms:
 - great circle
 - circular lines of position (LOP)
 - hyperbolic LOP
 - lane
 - lane slip
 - lane ambiguity
- Principles of position fixing by the following means:
 - pulsed hyperbolic
 - continuous wave hyperbolic
 - CW rho rho
 - CW rho rho rho
- Signals radiated by Omega navigation system (ONS), including: transmission format, transmitted frequencies, phase locking of signals, useful range, and rate aiding
- Characteristics of a typical ONS
- Construction, function and characteristics of ONS antennae and its couplers
- Function of operating controls and presentation of information of a typical ONS
- Principles and operation of a typical ONS control display unit (CDU), receiver computer unit (RCU), operational equipment unit (OEU) and power supplies
- Interface of ONS with other aircraft systems
- ONS testing using built-in test equipment (BITE)
- Principles and operation of Loran-C navigation system including: signal transmission format, transmitter frequency, station synchronization, and useful range
- Operation of a typical Loran-C navigation receiver, including:
 - receiver element
 - phase decoder
 - master and slave phrased locked loops
 - gate pulse formers
 - time difference measurement
- Presentation of information from a typical Loran-C system
- Installation of Loran-C system, including mounting, location and antenna position and power supplies

8.6.18 Distance measuring equipment (DME)

- Principles of operation of DME systems (including ground station responses)

- Characteristics of interrogation and reply pulse trains
- Location of ground beacons including co-located VOR/DME (or VORTAC, VOR and TACAN beacons)
- Understanding of the following terms:
 - jitter
 - automatic standby
 - squitter
 - search
 - track
 - memory
 - percentage reply echo protection
 - suppression
- Characteristics of DME system: transmitted frequency, received frequency, transmitter power, useful range, number of channels, and outputs
- Principles of operation of a typical DME transmitter receiver, including interrogation function, reply and decoding circuitry, indicator, power supplies, and antenna
- Interference with and from other avionics systems
- Installation of DME (including mounting, location and antenna position)
- Testing of DME systems by using an appropriate DME test set

8.6.19 Area navigation (RNAV)

- Principles of area navigation using VOR and DME systems
- Understanding of waypoint offset computation
- Control of system including data entry, output information presentation and interpretation
- Installation of RNAV system and its interface with DME and VOR systems and other aircraft systems
- Switching and annunciation of mode of operation of RNAV system
- Testing of RNAV system by using appropriate VOR and DME test sets

8.6.20 Air traffic control (ATC) transponder systems

- Differences between primary and secondary surveillance radar systems

- Presentation of data on ATC radar display
- Principles of operation of ATC transponder systems, including transmitter, receiver, reply, code, mode, and side lobe suppression
- Transponder transmitter frequency, receiver frequency, typical power output, antenna polarization, suppression and system range
- Functions of modes “A” and “C”, and attitude reporting function
- Mode “S” interface with Traffic Alert and Collision Avoidance System (TCAS)
- Characteristics of ground transmitted interrogations and transponder reply pulse trains
- Interface of transponder with other aircraft systems
- Testing of transponder systems by using appropriate test set

8.6.21 Radio altimeter systems

- Aircraft altitude measurement using the following radio/radar techniques: pulsed, frequency modulated carrier wave (FMCW) and constant difference frequency modulated carrier wave (CDFMCW)
- Understanding of the terms with respect to FMCW radio altimeters:
 - frequency modulation
 - frequency deviation
 - modulation index
 - system errors
- Operating frequencies, accuracy, typical output power, modulation frequency, maximum and minimum height
- Antenna types, microwave and transmission line feeds
- Interface with other aircraft systems
- Testing of radio altimeter systems

8.6.22 Doppler navigation system

- Principles of Doppler navigation system
- Understanding of the following terms:
 - drift angle
 - track
 - heading

- ground speed
- vertical velocity
- across heading velocity
- along heading velocity

- Radiation patterns of antenna, and antenna stabilizations
- Interface of Doppler navigation system with other aircraft systems
- Testing of Doppler navigation system

8.6.23 Satellite navigation systems

- Principles of global positioning system (GPS)
- Differential GPS
- Characteristics of GPS
- Receiver autonomous integrity monitoring
- Antennae and transmission lines
- Installation and operation of GPS
- Testing and maintenance of GPS

8.6.24 Weather avoidance systems

- Principles of weather radar operation including:
 - pulse repetition frequency (PRF)
 - pulse width
 - radar mile
 - frequency of transmission
 - received signal strength
 - beam width
 - automatic frequency control (AFC)
 - sensitivity time control (STC)
- Antenna types, stabilization, tilt, scan, waveguides (flexible and rigid), rotary joints, choke joints, non resonant lines, resonant lines, resonant cavities, and T/R switches
- Microwave devices: magnetrons, klystrons, travelling wave tube (TWT), Gunn diodes, circulators, and Impatt diodes
- CRT displays, information presentation, ranges, weather and mapping
- Interface with other aircraft systems

- Precautions to be observed when operating radar systems
- Principles of operation of Stormscope weather detection system: range, area coverage, antenna and limitations
- Interface with weather radar and other systems
- Testing of weather avoidance systems

8.6.25 Traffic alert and collision avoidance system (TCAS)

- Principles of operation of a TCAS
- Range, altitude and resolution of operating area including warning indications (both visual and aural) of potential and immediate threats
- Resolution advisory (RA): corrective and preventive
- Interface of TCAS with other aircraft systems
- Testing of TCAS

8.6.26 ARINC communication and reporting system (ACARS)

- Principle, operation and function of ACARS
- Information/data processed by ACARS: parameters and limitations
- ACARS ground stations
- Typical aircraft ACARS installation, including interface with other systems
- Testing of ACARS

8.6.27 Passenger entertainment systems

- Principles and operation of passenger video and audio entertainment systems, including interface with other aircraft systems
 - In-flight telephone (air/ground) systems
-

Chapter 9

HUMAN PERFORMANCE

9.1 INTRODUCTION

9.1.1 Lapses in human performance are cited as causal factors in the majority of accidents. If the accident rate is to be decreased, there must be better understanding of Human Factors and broader application of Human Factors knowledge. Increasing awareness of the importance of Human Factors in aviation presents the international aviation community with a significant opportunity to make aviation both safer and more efficient. The purpose of this chapter is thus to introduce the fundamental Human Factors concepts in aviation to Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs).

9.1.2 “Human Factors” as a term has to be clearly defined because these words, when used in the vernacular, are often applied to any factor related to humans. The human element is the most flexible, adaptable and valuable part of the aviation system, but it is also the most vulnerable to influences that can adversely affect its performance. Throughout the years, some three out of four accidents have resulted from less than optimum human performance.

9.1.3 Human Factors is a technology that deals with people. It is about people in their working and living environments, and it is about their relationship with machines, equipment and procedures. Just as importantly, it is also about their relationship with each other as individuals and in groups. It involves the overall performance of human beings within the aviation system. Human Factors seeks to optimize the performance of people by the systematic application of the human sciences, often integrated within the framework of system engineering. Its twin objectives can be seen as safety and efficiency.

9.1.4 Human Factors has become concerned with the diverse elements in the aviation system. These include the following:

- human behaviour
- decision-making and other cognitive processes
- the design of controls and displays
- flight deck and cabin layouts
- air traffic control display systems, aircraft maintenance activities, and documentation
- training

9.1.5 Cultural differences have been recognized as issues of concern to Human Factors. The subject has been studied by many Human Factors specialists. In the context of the AME’s training, cultural differences should be addressed in the light of the misunderstanding that may occur among AMEs ground and flight crew members of differing cultural backgrounds and the resulting possible break in communication and coordination. When addressing this issue, instructors must exercise caution as discussion on cultural differences is prone to misunderstanding and can result in unnecessary friction. During this phase of the training, emphasis should be placed on the development of an organizational culture that encourages a teamwork approach to the aircraft maintenance activity.

9.1.6 In spite of the reliance on the academic sources of information, Human Factors in aviation is primarily oriented toward solving practical problems in the real world. There is a growing number of integrated Human Factors techniques or methods; these varied and developing techniques can be applied to problems as diverse as accident investigation and the optimization of personnel training.

9.1.7 It is most important that everyone concerned with the operation and administration of the aviation

system recognizes the inevitability of human error. No person, whether designer, engineer, manager, controller, flight dispatcher or crew member, can perform perfectly at all times. In addition, what could be considered a perfect performance in one set of circumstances might well be unacceptable in another. Thus, people need to be seen as what they really are; to wish that they be intrinsically “better” or “different” is futile, unless such a wish is backed by a recommendation for remedial action. Such a recommendation can be further supplemented by providing the means to achieve better design, training, education, experience, motivation, etc., with the objective of positively influencing the relevant aspects of human performance.

9.1.8 An understanding of the predictable human capabilities and limitations and the applications of this understanding are the primary concerns of Human Factors. Human Factors have been progressively developed, refined and institutionalized since the end of the last century and is now backed by a vast store of knowledge which can be used by those involved in enhancing the safety of today’s complex commercial air transport system.

9.2 MAINTENANCE RESOURCE MANAGEMENT (MRM) AND HUMAN FACTORS

9.2.1 The importance of teamwork in the aviation maintenance activity is widely recognized. One result has been the emergence of Human Factors training and Maintenance Resource Management (MRM) programmes. In summary, the following principles are fundamental:

- Improved communication (both verbal and written)
- Establishment of a “Safety Culture”, i.e. a pervasive, positive attitude towards safety
- Improvement of the inter-team and intra-team coordination and communication
- Linking and integration of the Human Factors training with improved equipment design, environmental standards and workload

9.2.2 MRM training is but one practical application of Human Factors. Although MRM can be approached in many different ways, there are some essential features. Training should focus on the functions of the AME as part of a larger team (which may include managers and occasionally flight crew members) and not simply a

collection of technically-competent individuals. The Human Factors programme should teach AMEs how to use their interpersonal and leadership styles in ways that foster flight safety. The programme should also teach AMEs that their behaviour during normal, routine circumstances can have a powerful impact on how well or safely the flight is conducted. Similar situations experienced in training increase the probability that AMEs will handle actual stressful situations more competently.

9.2.3 Research studies from the behavioural sciences strongly suggest that behaviour change in any environment cannot be accomplished in a short period of time, even if the training is very well designed. Trainees need time, awareness, practice and feedback, and continual reinforcement to learn lessons that will endure. The Human Factors training should address the challenge of optimizing the person/machine interface and related interpersonal issues. These issues include effective team building and maintenance of teams, information transfer, problem solving, decision-making, maintenance of situational awareness and dealing with automated systems.

9.2.4 Accordingly, Human Factors training should include at least three distinct phases:

- a) the *awareness phase* where Human Factors issues are defined and discussed;
- b) the *practice and feedback phase* where trainees gain experience on Human Factors techniques; and
- c) the *continual reinforcement phase* where Human Factors principles are addressed on a long-term basis.

9.3 PHASE I — HUMAN FACTORS AWARENESS PHASE

9.3.1 Awareness is the essential first phase and usually comprises instructional presentations focusing on the roles of interpersonal and group factors. It is important because it provides a common terminology and a conceptual frame work for AMEs to begin thinking about maintenance, communication and coordination problems and how such factors may have contributed to accidents and incidents. A useful way to begin the awareness phase might be to introduce Human Factors skills as they pertain to communication, situation awareness, problem solving, etc. Actual situations in which a maintenance error had a direct impact on the outcome of the event should be examined and the positive and negative interactions reviewed.

9.3.2 It is important to recognize that awareness is only a first step. Classroom instruction alone will probably not significantly alter the attitudes and behaviour of AMEs in the long term.

9.4 PHASE II — HUMAN FACTORS PRACTICE AND FEEDBACK PHASE

9.4.1 As part of the practice and feedback training, some programmes use role-playing techniques to provide group skills practice. Attitude-measuring questionnaires are also used as a means of providing feedback to individuals on their own interpersonal styles, some aspects of which they probably have not previously evaluated. Attitude insights allow individuals to recognize some of their strengths and weaknesses. On their own, however, they may not provide guidance on how those attitudes will positively or negatively affect each situation. Role-playing or group exercises can provide useful practice in the areas of dispatcher decision-making and other skills discussed in the awareness phase of the Human Factors curriculum. They can also demonstrate the critical responsibility of AMEs and the effect of various factors on their ability to perform their tasks under actual situations.

9.4.2 Videotape feedback is particularly effective because the third-person perspective creates a level of awareness not possible with other techniques. This perspective provides insight and provokes “self-critique” which appears to be a strong stimulus for attitude and behaviour change. It is easy to identify less-than-optimum managerial or interpersonal styles if one sees it for oneself. Moreover, these video feedback exercises will provide opportunities for peer critiques. There is ample evidence of the effectiveness of the video feedback technique, which should be used whenever possible. If video feedback is not possible, each exercise must be followed by a carefully guided debriefing session. Participants should be able to identify the objectives of each exercise and be encouraged to provide constructive feedback on performance (“peer review” should be highly encouraged), identify areas of concern, propose alternatives and relate all exercises to practical experience.

9.5 PHASE III — HUMAN FACTORS CONTINUAL REINFORCEMENT PHASE

No matter how effective the Human Factors classroom curriculum, interpersonal drills and feedback techniques

are, a single exposure will be insufficient. Undesirable attitudes and norms which contribute to ineffective AME performance are ubiquitous and may have developed over a lifetime. It is unrealistic to expect a short training programme to counteract a lifetime of development. For maximum effect, MRM must be embedded in the total training programme, be continually reinforced, and become an integral part of the organizational culture. This last factor is often overlooked; it is clear however that effective Human Factors training requires the support of the highest levels of management.

9.6 TRAINING OBJECTIVES

Conditions: The trainees will use guidance already developed for flight crew members and other groups with respect to training in resource management. They will also use role playing to simulate conditions that require the application of Human Factors concepts.

Performance: The trainees will be able to apply concepts learned in Human Factors training in the performance of their role-playing duties and responsibilities. They will be able to develop awareness of “good” versus “poor” performance, accept the need for supportive and cooperative interrelationships between AMEs and crew members, and cope with difficult situations.

Standard of accomplishment:

During training, the recorded role-playing performance of the trainees can be compared with models provided as references.

9.7 REQUIRED KNOWLEDGE, SKILLS AND ATTITUDES

The following is a recommended outline of topics for Human Factors training:

A. General programme overview

- Purpose: Training goals and objectives
- Content: Training content
- Concepts: Human Factors concepts and definitions which form part of the course
- Cost of maintenance errors

B. Human Factors knowledge

- Understanding maintenance operations as a system: seeing the “big picture”
- Understanding basic Human Factors issues and human limitations: vision, hearing, information processing, attention and perception, memory, and the associated ergonomic issues related to workplace and task design
- Recognizing the contributory causes to human errors: interactions with organizational procedures, groups and individual factors; reason model and the “Dirty Dozen”

C. Communication skills

- Understanding the consequences of poor communication
- Communication methods (written, verbal, etc.)
- Communication content: relevance, correctness, conciseness and completeness
- Communication purpose and target audience
- Communication behaviour/style: assertiveness, aggression and feedback
- Active listening, feedback, body language and facial expression
- Effective writing
- Recognizing approved or unapproved data
- Overcoming barriers to the use of approved data
- Shifting turnover/handover process

D. Teamwork skills

- Team definition and discrimination from group
- Team dynamics (positive/neutral)
- Team leadership: telling or selling, involving or delegating
- Team building
- Inter- and intra-team communication
- Coordination and decision-making
- Understanding the characteristics of an effective team

- Understanding norms, their definition and identification
- Effective meetings and different roles: chair, shaper, worker and finisher

E. Performance management

- Stress: identifying stressors e.g. communication, role conflict, others
- Pressure: be organized, get help and facts, and delegate
- Shift work: fatigue, working hours, sleep, stress, and environmental factors
- Complacency: identification and management

F. Situation awareness

- Error chain recognition and control
- Workload management: learning to say no
- Supervision and leadership

G. Human error

- Error models (latent and active)
- Error classification and prevention
- Task analysis: be proactive; “plan — do — check”; others
- Defences: documentation; don’t assume — check and ask; others
- Changing conditions rather than changing people

H. Reporting and investigating errors

- Company and state regulatory requirements
- Immunity statements and disciplinary issues
- Confidential reporting systems
- Investigation responsibilities and procedures
- Maintenance error data analysis and reporting of results
- Feedback
- Management decision-making

- I. Monitoring and auditing
 - Team or individual: composition
 - Purpose: quality, ergonomic or others
 - Process and procedure
 - Audit findings, reporting and data analysis
 - Feedback and corrective action
 - J. Document design
 - Information content and readability
- Writing well: be clear, concise and accurate
 - User involvement and field testing

Note 1.— Items B to G are generally representative of modules recommended for Maintenance Resource Management (MRM) training.

Note 2.— Items H to J can be suitably added, as appropriate, to the basic Human Factors Course (items A to G) as specialist modules for staff such as managers, planners, auditors, quality engineers and incident investigators.

PHASE TWO — SKILLS

Chapter 10

PRACTICAL MAINTENANCE SKILLS: AIRFRAME

10.1 INTRODUCTION

10.1.1 In order to be able to satisfactorily assimilate the training on individual aircraft and systems, the Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs) must have good fundamental practical skills and understand the maintenance processes and principles generally used in aircraft hangars and workshops.

10.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the aircraft, the aircraft engines and systems, the AME must have a very complete knowledge of all the tools and associated maintenance processes that are likely to be used in hangars and workshops.

10.1.3 For future aircraft hangar and workshop technicians, their basic workshop training should commence with Phase Two — Skills and should be completed before the students begin working on airworthy aircraft, engines or equipment in Phase Three — Experience. For this purpose, the Performance parameters required to meet the Training Objectives outlined in 10.2 of this chapter are divided into two sections: Section a) requires basic manual skills and Section b) refers to the application of these skills to non-airworthy aircraft, components or specially-designed practice rigs. The level of manual skills to be developed also varies according to the category of technicians being trained. For example, bench fitting is of importance to all categories of technicians, while radio technicians may require skills in soldering but they only need an introduction to welding.

10.1.4 The recommended facilities, tools and equipment are described in Appendix 1 to this chapter.

10.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided with appropriate facilities; tools (both hand and machine); materials; a selection of airframe

assemblies, component or parts; specially-made repair, assembly and rigging test exercises. (See Appendix 1 to Chapter 10.)

- Performance:*
- a) The trainees will practise repair schemes on airframe components as well as assemble and adjust test exercise pieces and/or assemblies by using simple engineering drawings and aircraft maintenance test (real or simulated).
 - b) The trainees will practise fault finding, dismantling, inspecting, repairing, decision-making regarding repair or replacement, reassembly and testing. They will also use engineering drawings as well as engine manufacturers’ maintenance, overhaul and repair manuals.

Standard of accomplishment:

During workshop training, the standard is a function of the variety of exercises completed and the time spent in workshop training. The trainees/students should work individually on airframe exercises so that they have “ownership” of the standard. If necessary, they should practise and repeat increasingly complex exercises to develop greater manual skills within their respective areas of competence. Finally, they should carry out tests or operate the system exercise rigs.

10.3 BASIC WORKSHOP AND MAINTENANCE PRACTICES: AIRFRAME

10.3.1 Introduction

- a) Training in workshop practice should begin with exercises in the use of hand tools to make a series of

simple shapes to specified dimensions from various metals. Each shape should be progressively more complicated with more precise tolerances. From the start, instructors should ensure that students develop the habit of handling basic hand or machine tools in the correct manner, and action should be taken to correct any bad or potentially dangerous practices before they become habitual. At all times, and particularly during the early stages of training, the importance of producing accurate and careful work must be stressed. These exercises can be used to develop the trainees' inspection ability, i.e. the necessary judgement and sense of responsibility required to assess the accuracy of their own work and that of others.

- b) It is desirable that licensed AME students should have the opportunity to remove and replace major components. Practice in inspection functions during simulated repair or maintenance activities is considered an important training element in this phase.

10.3.2 Bench fitting

- Cutting and filing: exercises in cutting metal with hacksaws; filing; drilling; drill grinding; thread cutting with taps and dies; and scraping
- Measurements: use of steel rule, dividers, calipers, micrometers, vernier, combination set, surface plate, and dial test indicator

10.3.3 Forging, heat treatment, soldering and welding

- Forging by hand simple specimens such as chisels, punches and others
- Hardening and tempering carbon steel by using forge
- Tin soldering, tin-plating, and use of proper flux
- Silver soldering and brazing
- Welding: oxyacetylene and metallic arc welding of different materials
- Inspection of welded joints for flaws

10.3.4 Sheet metal work

- Sheet aluminium alloy: cutting, marking out, drilling, forming, bending, bending allowances, shrinking and flashing

- Forming sheet metal by pressing and rolling
- Riveting: types of rivets, riveting with hand tools, rivet spacing, countersinking and dimpling
- Use of pneumatic riveting hammer
- Blind riveting
- Inspection of rivets, removal of rivets, use of oversized rivet and rivet jackets
- Tube work: use of taper pins and tubular rivets
- Exercises in sheet metal patching and repair work
- Heat treatment of aluminium alloy and alloy rivets: use of salt baths and furnaces; annealing and solution treatment

10.3.5 Machine shop

- Drilling: using machine drills to drill close tolerance holes in various materials; reaming holes to close tolerances; others
- Turning: exercises in turning steel, aluminium alloy and brass parts; use of lathe for thread cutting; others
- Grinding: use of grinding wheels for tool sharpening

10.3.6 Woodwork

- Cutting and smoothing of wood: marking out, sawing and planing wood, and exercises in woodwork involving tenon and scarf joints
- Selection of aircraft woods: defects of timber, timber, tests for moisture content, and straightness of grain
- Plywoods and laminated woods: bending, patching, and standard repairs to aircraft woodwork
- Gluing: approved glues (casein and synthetic resin); mixing; uses; drying times
- Varnishing and protection of aircraft woodwork
- Environmental aspects

10.3.7 Wire and cable work

- Inspection of aircraft cables for defects
- Splicing exercises

- Swagging exercise: attachment of standard end fittings to flying control cables
- Demonstration of proof test on flying control cable

10.3.8 Tube work

- Tube bending, with or without heat treatment
- Tube flaring
- Fitting of different kinds of unions used in fuel, oil and hydraulic systems
- Inspection and testing of tubes and flexible hoses

10.3.9 Airframe familiarization

- Airframe structures: detailed examination of various types of wing and fuselage construction, including primary and secondary structures
- Use of forged, extruded, cast and sheet material
- Main joints: methods of riveting, spot welding, and adhesive bonding
- Doors and cut-outs, positions of inspection panels, removal of fairings, and methods of gaining access to all parts of structure
- Landing gear: examination of control system; checking of control surface movements and cable tensions; interconnections of autopilot to control systems; examination (by visiting airline, if necessary) of power-operated control systems

10.3.10 Ground handling of aircraft

- Pre-flight inspection with aircraft on apron
- Starting and running of engines and auxiliary power unit (APU); observation of instrument readings; function check(s) of electrical components and radios; stopping of engines
- Compass swinging and automatic direction finder (ADF) loop swinging
- Use of ground equipment for moving, lifting or servicing aircraft

10.3.11 Installation and testing of equipment

- Removal, replacement, in situ inspection, and function testing
- Testing for leaks, errors and electrical faults of electrical equipment, instruments, autopilots, communication and navigation equipment as appropriate

10.3.12 Small aircraft

- Dismantling of aircraft: removal of engine, control surfaces, landing gear, wings, tail plane and fin, and seats
- Inspection: inspection of condition of fuselage alignment checks, freedom from distortion, and symmetry
- Checking of wings and other airframe components for condition, and freedom from distortion
- Reassembly of aircraft: replace wings, empennage, control surfaces, and engine; check rigging angles of wings and tail plane; adjust flying controls and check control surface movements; replace landing gear and check alignment track

10.3.13 Fabric and dope

- Exercises in covering frames with hand-sewn fabric; doping; stringing; repairing cuts in fabric; patching

10.3.14 Wheels and tyres

- Complete wheel assemblies: dismantling, inspection (including crack detection of wheels) and reassembly
- Inner tubes: puncture repairs
- Outer covers: inspection, identification of defects, and spot vulcanizing
- Brake units: inspection and salvage of brake pads and discs
- Inspection and testing of anti-skid devices

10.3.15 Control surfaces

- Overhaul and repair: repairs to typical fabric-covered and metal-skinned ailerons, and elevators
- Hinges and actuating mechanisms: inspection, and renewal of ball races

- Correction of mass balance after repair
- Adjustment of balance tabs, and servo-tabs on aircraft (to correct for hinge moments and flying faults)

10.3.16 Multi-engined aircraft

- Simulated airline check: familiarization with maintenance schedule
- Performance of sequence of major periodic inspection by the students, including signing of check sheets for each job done and recording of and, if possible, rectification of all defects
- Full functioning checks after replacement of components, including ground testing of hydraulic system with retraction of landing gear and function testing of electrical system; ground running of engines; weighing of the aircraft and calculation of centre of gravity

10.4 BASIC WORKSHOP AND MAINTENANCE PRACTICES: REPAIR, MAINTENANCE AND FUNCTION TESTING OF AIRCRAFT SYSTEMS/COMPONENT

10.4.1 Hydraulic systems

- Demonstration of hydraulic system rig
- Dismantling and reassembly of typical components such as hydraulic pumps, regulators, selectors, control valves, accumulators and actuators
- Dismantling and examination of control and actuating devices from powered flying control systems
- Dismantling, reassembly and recharging of selection of landing gear shock struts, nose-wheel steering mechanisms, anti-shimmy devices and other landing gear components

10.4.2 Pneumatic systems

- Demonstration of pneumatic system rig, examination of typical components such as compressors, regulators, selectors and actuators
- Dismantling, reassembly and testing of representative selection of pneumatic components: selectors, thrust reversal rams, and others

10.4.3 Environmental control systems

- Demonstration of pressurization system models or rigs
- Dismantling and reassembly of selected components such as cabin superchargers, mass flow controllers, cabin pressure controllers, discharge valves and safety valves
- Demonstration and partial dismantling of cabin heating, cooling and humidifying devices
- Dismantling, reassembly and testing of selected components
- Familiarization with the servicing and inspection of various types of pressure and mass flow control devices; heat exchangers, combustion heaters and electrical heaters; cold air units (air cycle machines), vapour cycle coolers, cabin temperature sensing and regulating devices; humidifying and dehumidifying equipment; crew and passenger emergency oxygen equipment

10.4.4 Fire control systems

- Inspection, weighing and recharging of fire extinguisher bottles
- Demonstration of fire detection and extinguishing system principles by using simulators, individual components, and operation
- Practice in controlling aircraft and shop fires
- Familiarization with different types of alarm systems, extinguishers and their uses

10.4.5 De-icing systems

- Demonstration of rigs and individual de-icing system components
- Dismantling, reassembly and testing of air control devices for mechanical de-icing systems; repairs to inflatable leading-edge overshoes/boots
- Hot air systems: overhaul procedures for combustion heaters, and hot air control valves
- Repair schemes for air-to-air heat exchangers, and mixing valves
- Repair schemes for electrically heated overshoes, and spray-mats

10.4.6 Miscellaneous systems

- Demonstrations and inspection of vacuum systems, water/methanol, drinking and washing water systems
- Inspection and tests, as necessary, of fuel system components: cocks, line booster pumps, filters, and refuelling valves
- Tests and repairs, as necessary, of safety equipment: inspection of dinghies, life jackets, survival kits, safety belts etc.

10.5 JOB/TASK DOCUMENTATION AND CONTROL PRACTICES

10.5.1 Aircraft heavy maintenance check

- Preparation for Heavy Maintenance Check: documentation (task/job cards), logbooks, defect records, modification instructions; emptying and inserting fuel tanks, draining oil and other systems; selection and display of equipment; tools required
- Selected major operations: internal inspection of internal tanks; detailed examination of cabin structure followed by pressurization and leak rate test; change of main landing gear
- Adherence to aircraft maintenance manual and a typical airline major check schedule for each job

- Conclusion of Heavy Maintenance Check: replacement of components, function tests, restoration of internal and external finish, weighing and calculation of centre of gravity, preparation for flight test, and completion of documentation

10.5.2 Aircraft or helicopter repair

- Selection of repair scheme: damage to be studied and related to approved repair scheme as shown on manufacturers' drawings or structural repair manual (SRM)
- Selection of material to be checked for compliance with specification
- Embodiment of repairs according to prepared drawings or SRM
- Testing to destruction of selected repair specimens to demonstrate strength of repair
- Experience in workshop processes as applicable to repair and reconditioning of aircraft parts (e.g. enlargement or reduction of dimensions to accept oversized or undersized parts; chemical or electro-chemical treatments for the protection of metals; metal depositing processes; special methods of heat treatment; special methods of welding; advanced metal processing techniques, surface texture measurement)
- Acceptance tests and final inspection
- Completion of documentation

Appendix 1 to Chapter 10

PRACTICAL MAINTENANCE SKILLS: AIRFRAME — FACILITIES, TOOLS AND EQUIPMENT

1. INTRODUCTION

This appendix provides guidance for the kind of facilities, tools and equipment that are likely to be needed to meet the Training Objectives of Chapter 10.

2. METALWORK AND SHEET METAL WORK WITH HAND TOOLS

2.1 For basic skills training, the training workshop should be equipped with sturdy benches mounted with vices at approximately 2-m intervals, one vice per student. Other items required include:

- a) powered grinding wheel for tool sharpening
- b) powered drilling machine
- c) large surface table for precision marking-off
- d) compressor air supply suitable for use with pneumatic hand tools
- e) powered hacksaw for cutting stock material
- f) sheet metal guillotine
- g) chalkboard/whiteboard for workshop instruction and work schedule

Note.— This list is identical to the one outlined in Appendix 1 to Chapter 11.

2.2 For airframe skills training, the workshop should ideally include the following:

- a) A complete aircraft of all-metal construction with retractable landing gear, complete with engines in

running order, or alternatively, an all-metal fuselage, wings and control surfaces of stressed skin type suitable for practising repair and inspection duties

- b) Hydraulic lifting jacks, trestles, fuselage cradles, lifting slings, cables and steering bars, dihedral and incidence boards, and work and tools suitable for aircraft types provided
- c) Desk for manuals and notices
- d) Display board for inspection worksheets
- e) Ground electrical power trolley
- f) Apron-type fire extinguisher trolley
- g) Hangar access equipment such as benches, trestles, ladders, chocks, etc.
- h) Mobile lifting equipment, i.e. small crane or overhead gantry
- i) Spray guns for aircraft paint and dope
- j) Oil and fuel replenishing bowsers
- k) Cable swaging machine
- l) Mobile hydraulic test trolley
- m) Landing gear oleo cylinders and retraction jacks, and wheel and brake units
- n) Hydraulic pumps (both fixed and variable delivery)
- o) Flying control surface hydraulic actuators
- p) Flap/slat drive motors gearboxes and screw jacks

- q) Airflow control valves and actuators – Sheet metal snips
- r) Air cycle machines (cold air units) – Various sizes and types of screwdrivers
- s) Flying control pulley, lever assemblies, tensioners and spring tab units – Set of double-ended, open-ended and ring spanners of appropriate range in sizes and appropriate type (American, BSF, Unified or Metric) to suit available airframes
- t) Seats and safety equipment – Set of socket wrenches with handles and accessories to suit available airframes

2.3 *Personal tool kit.* Students should have their own tools and a toolbox. This may be issued on a shop basis, i.e. a kit issued in the basic metalwork shop may contain only tools required for training in this shop and be retained by the shop when the students progress to the next phase, or students may be issued, and retain on a permanent basis, a personal basic kit which is their own property until completion of their training. Some schools may require students to purchase their own tools, their kits becoming more complete as their training advances. The following items are suggested for basic metalwork:

- a) Measuring and marking-off tools
 - 30-cm steel rule graduated in fractions of inches and millimetres
 - Outside and inside calipers
 - Try square
 - Set of feeler gauges
 - 15-cm dividers
 - Scriber
- b) Fitter's tools
 - Round-nose and side-cutter pliers
 - 15-cm long screwdriver
 - Hacksaw
 - Selection of files of different sections, lengths and cuts
 - Hand drill and a set of small diameter drills
 - Set of centre and pin punches
 - Ball-peen and cross-pane hammers
 - 20-cm flat chisel and a set of small chisels (including flat, cross-cut and round-nose)
 - Plastic or hide-faced hammer

3. METALWORK WITH MACHINE TOOLS

3.1 *Workshop equipment.* It is not important for Aircraft Maintenance (Technician/Engineer/Mechanic) (AMEs) to acquire a high degree of skill as machine tool craftsmen but they should understand the principles of turning, screw cutting, etc. For this reason, it is generally sufficient to have one or two centre lathes while a capstan or turret lathe is not essential. A small machine shop can be incorporated in the basic metalwork shop or can be housed separately, according to the premises available. It is suggested that the machine tools provided should generally be the simple, robust types suitable for training and might include the following:

- a) Sensitive drilling machines
- b) Surface grinding machine
- c) Buffing machine
- d) Centre lathe
- e) Horizontal milling machine
- f) Slotting or shaping machine

3.2 Trainees will not normally need any specific personal tool kit. Other items may be included to suit local needs.

4. AIRFRAME FAMILIARIZATION WORKSHOP

Shop equipment in the airframe workshop is determined according to the requirements of the technicians undergoing training. In general, it is desirable that licensed AME students should have the opportunity to remove and replace major components. Practise in inspection functions during

simulated repair or maintenance activities is considered an important training element in this phase. The requirements for the training of licensed AMEs are as follows:

- a) Ideally, a complete aircraft of all-metal construction with retractable landing gear, complete with engines in running order
- b) Alternatively, an all-metal fuselage, wings and control surfaces of stressed skin type suitable for practising repair and inspection duties
- c) Hydraulic lifting jacks, trestles, fuselage cradles, lifting slings, cables and steering bars, dihedral and incidence boards, and work and tools suitable for aircraft types provided
- d) Desk for manuals and notices
- e) Display board for inspection worksheets
- f) Ground electrical power trolley
- g) Apron-type fire extinguisher trolley
- h) Hangar access equipment such as benches, trestles, ladders, chocks, etc.
- i) Mobile lifting equipment, i.e. small crane or overhead gantry
- j) Spray guns for aircraft paint and dope
- k) Oil and fuel replenishing bowsers
- l) Cable swaging machine
- m) Mobile hydraulic test trolley
- n) Test boards designed to represent sections of typical aircraft cable, air and fluid systems. These should be complete with rigging instructions so that student errors are known upon completion of training

5. SPECIALIST ACTIVITIES: WOOD AND FABRIC, WELDING, AND COMPOSITES

5.1 Introduction

Equipment in the training areas for these specialist activities depends on the training requirements.

5.2 Woodwork and fabric workshop

5.2.1 Most wooden aircraft are covered with fabric as are the control surfaces of some current metal-framed commuter and light aircraft. There is therefore a continuing requirement to teach fabric covering and related repair and maintenance skills. The shop should be divided into two main areas: a) the woodworking area, and b) the fabric area. The fabric area should be separated from other areas and should be dust-free, with controlled humidity and well ventilated to expunge dangerous fumes from dopes and paints. Depending upon the types of dopes and paints used, breathing apparatus might also be required. Lighting should be adequate and all electric switches must be of the explosion-proof/spark-arresting type. There should be sufficient space to carry out work on aircraft and their components. Entry and exit doors to the fabric area must be big enough to accommodate the movement and transport of aircraft or their components.

5.2.2 The fabric area should have the following tools and equipment:

- a) Trestles
- b) Compressor
- c) Air hoses
- d) Spray gun
- e) Water separator
- f) Paint store cupboard
- g) Paint brushes
- h) Electric heat gun
- i) Fabric condition testers (punch and pull)
- j) Various types of scissors
- k) Fabric sewing machine

5.2.3 The woodwork workshop should be equipped with carpenters' benches and with a carpenter's vice at each workstation. It should have the following combination of powered tools:

- a) one carpenter's lathe
- b) one wood planer
- c) one circular saw
- d) one disc sander

5.2.4 The following tools should be issued to form part of the students' personal basic tool kits or be made available to them from the woodwork workshop:

- a) 50-cm panel saw
- b) 25-cm dovetail saw
- c) 30-cm padsaw
- d) metal jack plane
- e) 20-cm smoothing plane
- f) one wood type spokeshave
- g) two Firmer chisels (6 mm and 20 mm)
- h) one 12-mm sash-mortise chisel
- i) one claw hammer (600 to 700 g)
- j) one 150-g pattern maker's hammer
- k) one carpenter's try square
- l) one adjustable bevel
- m) one marking gauge
- n) one 1-m long folding rule
- o) one ratchet brace and a selection of bits and countersinks
- p) one bradawl
- q) one 30-cm cabinet pattern screwdriver
- r) one 20-cm ratchet screwdriver
- s) one mallet
- t) one carpenter's toolbox with lock and key

5.3 Welding

5.3.1 The purpose of a short course on welding is to impart enough knowledge of welding techniques to enable students to assess the airworthiness of welded joints and structures. It is not intended to produce skilled welders. The welding shop must be chosen and equipped to comply with the safety regulations for oxyacetylene and other types of

welding. Metal-screened working bays with metal workbenches should be built according to the number of workstations required.

5.3.2 Welding equipment might include the following:

- a) Set of oxyacetylene welding equipment
- b) Electric arc welder
- c) Electric TIG or MIG welder
- d) Eye and face shields, goggles, leather gloves and aprons
- e) Electrodes, welding rods and welding fluxes
- f) Electric resistance welder for spot welding (may be stored in sheet metal shop)

5.4 Fibreglass and reinforced plastics workshop

5.4.1 Many aircraft are fitted with secondary structures constructed from fibre or glass materials. (Indeed, some aircraft even have their primary structures made of fibre or glass materials.) From the training point of view, only secondary structures should be of concern. The repair of structures is a complex and specialized operation that requires expertise often available only from the aircraft manufacturer.

5.4.2 As far as space, a dust-free, humidity-controlled atmosphere, lighting and doors are concerned, the workshop should follow the general pattern of the fabric shop. Fireproof storage facilities for highly inflammable and corrosive resins and activators are also required. The correct type of extinguishers must also be available. The following tools should be provided for the fibreglass and reinforced plastics workshop:

- a) Laying-up tables
- b) Brushes and spatulas
- c) Scissors and cutters
- d) Sanders
- e) Measuring cups
- f) Heat lamps
- g) Pots and trays

Chapter 11

PRACTICAL MAINTENANCE SKILLS: ENGINE AND PROPELLER

11.1 INTRODUCTION

11.1.1 In order to be able to satisfactorily assimilate the training on individual types of engines, propellers and systems, the Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs) must have good fundamental practical skills and understand the maintenance processes and principles generally used in aircraft hangars and workshops.

11.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the engines, propellers and systems, the AME must have a very complete knowledge of all the tools and associated maintenance processes that are likely to be used in hangars and workshops.

11.1.3 For future aircraft hangar or workshop technicians, their basic workshop training should commence with Phase Two — Skills and should be completed before the students begin working on airworthy aircraft, engines, propellers or equipment in Phase Three — Experience. For this purpose, the Performance parameters required to meet the Training Objectives outlined in 11.2 of this chapter are divided into two sections: Section a) requires basic manual skills and Section b) refers to the application of these skills to non-airworthy engines, propellers, components or specially designed practice rigs. The level of manual skills to be developed varies according to the category of technicians being trained. For example, bench fitting is of importance to all categories of technicians, while radio technicians may require skill in soldering but they only need an introduction to welding.

11.1.4 The recommended facilities, tools and equipment are described in Appendix 1 to this chapter.

11.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided with appropriate facilities; tools (both hand and

machine); materials; a test/demonstration engine, propeller, necessary parts and raw materials; specially-made repair, assembly and rigging test exercises. (See Appendix 1 to Chapter 11.)

- Performance:*
- a) The trainees will practise dismantling, repairing and reassembly by using non-airworthy parts and/or specially-designed test exercise pieces and/or assemblies. They will also use simple engineering drawings as well as engine manufacturers’ maintenance, overhaul and repair tests (real or simulated).
 - b) The trainees will practise fault finding, dismantling, inspecting, repairing, decision making regarding repair or replacement, reassembly and test running of engines and propellers. They will also use engineering drawings and engine manufacturers’ maintenance, overhaul and repair manuals.

Standard of accomplishment:

During workshop training, the standard is a function of the variety of exercises completed and the time spent in workshop training. The trainees/students should work individually on engine and/or propeller exercises so that they have “ownership” of the standard. If necessary, they should practise and repeat increasingly complex exercises to develop greater manual skills within their respective areas of competence. Finally, they should ground run the engine and/or propeller, either on a test bed or on an actual aircraft.

11.3 BASIC WORKSHOP AND MAINTENANCE PRACTICES: ENGINE AND PROPELLER

11.3.1 Introduction

11.3.1.1 Training in workshop practice should begin with exercises in the use of hand tools to make a series of simple shapes to specified dimensions from various metals. Each shape should be progressively more complicated with more precise tolerances. From the start, instructors should ensure that students develop the habit of handling basic hand or machine tools in the correct manner, and action should be taken to correct any bad or potentially dangerous practices before they become habitual. At all times, and particularly during the early stages of training, the importance of producing accurate and careful work must be stressed. These exercises can be used to develop the trainees' inspection ability, i.e. the necessary judgment and sense of responsibility required to assess the accuracy of their own work and that of others.

11.3.1.2 It is desirable that licensed AME students should have the opportunity to remove and replace major components. Practise in inspection functions during simulated repair or maintenance activities is considered an important training element in this phase.

Note.— The basic practical training specified in this paragraph is very similar to that described in 10.3 of Chapter 10 for airframe trainees.

11.3.2 Bench fitting

- Cutting and filing: exercises in cutting metal with hacksaws, filing, drilling, drill grinding, thread cutting with taps and dies, and scraping
- Measurements: use of steel rule, dividers, calipers, micrometers, vernier, combination set, surface plate, and dial test indicator

11.3.3 Forging, heat treatment, soldering and welding

- Forging by hand simple specimens such as chisels, punches and others
- Hardening and tempering carbon steel by using forge
- Tin soldering, tin-plating, and use of proper flux
- Silver soldering and brazing

- Welding: oxyacetylene and metallic arc welding of different materials
- Inspection of welded joints for flaws

11.3.4 Sheet metalwork

- Sheet aluminium alloy: cutting, marking out, drilling, forming, bending, bending allowances, shrinking and flashing
- Forming sheet metal by pressing and rolling
- Riveting: types of rivets, riveting with hand tools, rivet spacing, countersinking and dimpling
- Use of pneumatic riveting hammer
- Blind riveting
- Inspection of rivets, removal of rivets, use of oversized rivet and rivet jackets
- Tube work: use of taper pins and tubular rivets
- Exercises in sheet metal patching and repair work
- Heat treatment of aluminium alloy and alloy rivets: use of salt baths and furnaces; annealing and solution treatment

11.3.5 Machine shop

- Drilling: using machine drills to drill close tolerance holes in various materials; reaming holes to close tolerances; others
- Turning: exercises in turning steel, aluminium alloy and brass parts; use of lathe for thread cutting; others
- Grinding: use of grinding wheels for tool sharpening

11.3.6 Wire and cable work

- Inspection of aircraft cables for defects
- Splicing exercises
- Swagging exercise: attachment of standard end fittings to engine control cables
- Demonstration of proof test on engine control cable

11.3.7 Tube work

- Tube bending, with and without heat treatment
- Tube flaring
- Fitting of different kinds of unions used in fuel, oil and hydraulic systems
- Inspection and testing of tubes and flexible hoses

11.3.8 Familiarization

- Practical explanation of the mechanical arrangement of the engines available for work and practice (e.g. 2-stroke and 4-stroke spark ignition and compression ignition engines); air-cooled and water-cooled piston engines; piston aero engines of various types; turbojet, turboshaft, turbofan and turboprop aero engines; others

11.3.9 Initial inspection

- Examination of complete engine and propeller for identification to manufacturers' service publications
- Confirmation of external accessories and features
- Recognition of visible defects
- Ground run of engines (if possible) and recording of performance
- Ensured availability of manuals, workshop tools and equipment
- Identification of safety precautions to be observed

11.3.10 Dismantling

- Removal of accessories as appropriate (i.e. starters, generators and electrical equipment, pressure transmitters, transducers, thermocouples, magnetos, carburettors and spark plugs)
- Dismantling of core engine to a specified level according to manufacturer's service publications
- Complete dismantling of smaller engines: removal of all accessories, manifolds, cylinders, pistons, connecting rods, crankshaft and bearings; cleaning and laying out of these components for inspection
- Partial dismantling of larger engines: removal of accessories, reduction gear, cylinders, and pistons (without disturbing crankshaft or crankcase)

- Partial dismantling of gas turbines: removal of accessories, jet pipe assembly, and combustion chambers (without disturbing turbine/compressor assembly)

11.3.11 Inspection of dismantled engine

- Visual inspection in accordance to manufacturer's service publications
- Dimensional checks in accordance with procedures given in manufacturers' manuals for deterioration in accordance to manufacturer's service publications on blades, vanes, shafts, bearings, and connecting rods for wear, ovality, twist and distortion
- Checking of cylinder valves, pistons and piston rings as directed in overhaul manual: checking of fits and clearances; practise on repair schemes, as applicable
- Non-destructive crack detection: electromagnetic, dye penetrant, etc. on crankshafts and camshafts
- Checking for cracks and distortion on exhaust manifolds, jet pipes, and combustion chamber flame tubes
- Inspection of gas turbine and turbo-supercharger compressor and turbine assemblies; inspection of blades for deposits, damage and distortion

11.3.12 Repair and reconditioning of engine parts

- Repairs by machining and grinding; checks for fits and clearances; fitting of oversized or undersized parts
- Castings: checks and rectification of cracks, porosity and corrosion
- Rigid and flexible pipes and hoses: testing and reconditioning
- Inspection and repair of gears, accessory drives, and torque metre components
- Welding repairs to nickel alloy components (e.g. jet pipes)

11.3.13 Reassembly

- Rebuilding of totally or partially dismantled engines (with particular attention to be paid to cleanliness, correct torquing and safety, correctness of working clearances, and accuracy of valve and ignition timing)

11.3.14 Engine test bed running and fault finding

- Installation of engine on test bed, checking of instrumentation, control runs, and fuel supplies
- Fan testing of piston engines: calibration of test fan for test site, and engine type
- Full “after overhaul” test programme as specified in the State’s airworthiness requirements and in the manufacturer’s approved test schedule, using a method appropriate to the type of engine: initial test, strip inspection, reassembly and final test
- Interpretation of engine performance based on test results
- Experience in starting, running and ground testing of aero engines
- Inspection of powerplant installed in aircraft
- Fault finding and rectification

11.3.15 Aircraft installation

- Preparation of powerplant for installation in aircraft: functional checks on controls and interconnections
- Flow tests of fuel system
- Checks on pyrometry and on fire warning system
- Checks on engine bearers and alignment
- Slings and installation of powerplant
- Ground running tests after installation

11.3.16 Storage and transit of engines

- Protection against corrosion
- Engine stands, crating, lifting and tie-down points
- Storage bags/covers and use of desiccant
- Preparation of engines for running after long-term storage

11.3.17 Propeller maintenance tasks

- Practise in removal and replacement of propellers on engine propeller shaft
- Dismantling and inspection of typical variable pitch propeller

- Checking of blades and blade root bearings for damage and permissible repairs
- Reassembly, resetting of blade angles, blade torque loadings, static balance of propeller, and inspection

11.4 BASIC WORKSHOP AND MAINTENANCE PRACTICES: ENGINE/PROPELLER SYSTEMS/COMPONENTS AND FUNCTION TESTING

11.4.1 Components: Ignition

- Dismantling, reassembly and testing of various kinds of magnetos and distributors
- Renewal of cables in an ignition harness
- Continuity and insulation tests
- Cleaning and testing of spark plugs
- Inspection and testing of igniter equipment for turbine engines
- Safety precautions associated with ignition equipment

11.4.2 Components: Fuel and control

- Float and injection carburettors: partial dismantling and inspection; reassembly and flow tests; others
- Propeller control devices, governors and feathering pumps: partial dismantling, reassembly and bench tests
- Fuel pumps, oil pumps, oil coolers, gearboxes, flow, pressure and other tests as specified in manufacturer’s manuals
- Gas turbine fuel system components: pumps, pressure and flow control units, metering devices, automatic valves, and burners; partial dismantling to view and understand mechanism; reassembly testing; others

11.5 JOB/TASK DOCUMENTATION AND CONTROL PRACTICES

11.5.1 Heavy maintenance check or overhaul of engine/propeller

- Preparation for Heavy Maintenance Check: documentation (task/job cards), logbooks, defect records,

- modification instructions; draining oil and other systems; selection and display of equipment; tools required
 - Selected major operations (e.g. turbine blade inspection either by dismantling or by optical probe techniques)
 - Adherence to the aircraft maintenance manual and to a typical airline check or overhaul schedule for each job
 - Conclusion of Heavy Maintenance Check or overhaul: replacement of components, function tests, restoration of internal and external finish, preparation for engine run, and completion of documentation
- 11.5.2 Engine/propeller repair**
- Selection of repair scheme: damage to be studied and related to approved repair scheme as shown on manufacturers' drawings or repair manual
 - Selection of material to be checked for compliance with specification
 - Embodiment of repairs according to prepared drawings or repair manual
 - Testing to destruction of selected repair specimens to demonstrate strength of repair
 - Experience in workshop processes as applicable to repair and reconditioning of aircraft parts (e.g. enlargement or reduction of dimensions to accept oversized or undersized parts; chemical or electrochemical treatments for the protection of metals; metal depositing processes; special methods of heat treatment; special methods of welding; advanced metal processing techniques; surface texture measurement)
 - Acceptance tests and final inspection engine run
 - Completion of documentation
-

Appendix 1 to Chapter 11

PRACTICAL MAINTENANCE SKILLS: ENGINE AND PROPELLER — FACILITIES, TOOLS AND EQUIPMENT

1. INTRODUCTION

This appendix provides guidance for the kind of facilities, tools and equipment that are likely to be needed to meet the Training Objectives of Chapter 11.

2. METALWORK AND SHEET METALWORK WITH HAND TOOLS

2.1 For basic skills training, the training workshop should be equipped with sturdy benches mounted with vices at approximately 2-m intervals, one vice per student. Other items required include:

- a) powered grinding wheel for tool sharpening
- b) powered drilling machine
- c) large surface table for precision marking-off
- d) compressor air supply suitable for use with pneumatic hand tools
- e) powered hacksaw for cutting stock material
- f) sheet metal guillotine
- g) chalkboard/whiteboard for workshop instruction and work schedule

Note.—This list is identical to the one described in Appendix 1 to Chapter 10.

2.2 For engine skills training, the workshop should ideally include the following:

- a) Sectioned engines (piston or turbine, according to the needs of the company or State), mounted and rotatable for demonstration purposes
- b) Solvent washing plant for cleaning parts
- c) Mobile lifting gantry for hoisting engines and heavy equipment
- d) Engine slings and work stands for each type of engine in the shop
- e) Manufacturer's tool kits for each type of engine (including extractors, assembly jigs, etc.) used for the complete dismantling of engines
- f) Electromagnetic (magnetic particle) crack detection equipment
- g) Medium-sized surface table with vee-blocks, DTI stand, etc.
- h) Propeller assembly bench with tools for measuring blade torque
- i) Propeller manufacturer's tool kit for each type of propeller used
- j) Example of contemporary propeller controllers
- k) Example of various types of magnetos
- l) Example of various high-energy and other types of gas turbine igniter
- m) Example of various types of carburettor and petrol injection equipment
- n) Example of turbocharger

2.3 *Personal tool kit.* Students should have their own tools and a toolbox. This may be issued on a shop basis, i.e. a kit issued in the basic metalwork shop may contain only tools required for training in this shop and be retained by the shop when the students progress to the next phase, or students may be issued, and retain on a permanent basis, a personal basic kit which is their own property until completion of their training. Some schools may require students to purchase their own tools, their kits becoming more complete as their training advances. The following items are suggested for basic metalwork, airframe or engine tool kit:

- a) Measuring and marking-off tools
 - 30-cm long steel rule, graduated in fractions of inches and millimetres
 - Outside and inside calipers
 - Try square
 - Set of feeler gauges
 - 15-cm dividers
 - Scriber
- b) Fitter's tools
 - Round-nose and side-cutter pliers
 - 15-cm long screwdriver
 - Hacksaw
 - Selection of files of different sections, lengths and cuts
 - Hand drill and a set of small diameter drills
 - Set of centre and pin punches
 - Ball-peen and cross-pane hammers
 - 20-cm flat chisel and a set of small chisels (including flat, cross-cut and round-nose)
 - Plastic or hide-faced hammer
 - Sheet metal snips

- Various sizes and types of screwdrivers
- Set of double-ended, open-ended and ring spanners of appropriate range in sizes and appropriate type (American, BSF, Unified or Metric) to suit available airframes
- Set of socket wrenches with handles and accessories to suit available airframes

3. ENGINE FAMILIARIZATION WORKSHOP

3.1 The supply or provision of engines in the airframe workshop is determined according to the requirements of the technicians undergoing training (e.g. piston or turbine engines). In general it is desirable that licensed Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) students should have the opportunity to remove and replace major components. Practise in inspection functions during simulated repair or maintenance activities is considered an important training element in this phase. The requirements for the training of licensed AMEs are as follows:

- a) Ideally, a complete engine piston and/or turbine
- b) Engine test bed or airframe on which the engine can be operated
- c) Mobile lifting equipment (i.e. small crane or overhead gantry lifting slings) and tools suitable for engine types provided
- d) Desk for manuals and notices
- e) Display board for inspection work sheets
- f) Access and storage equipment such as benches, trestles, shelves, etc.
- g) Oil and fuel replenishing bowsers
- h) Test boards designed to represent sections of typical aircraft/engine cable, air and fluid systems. These should be complete with rigging instructions so that student errors are detected immediately.

Chapter 12

PRACTICAL MAINTENANCE SKILLS: AVIONICS — ELECTRICAL, INSTRUMENT, AUTOFLIGHT AND RADIO

12.1 INTRODUCTION

12.1.1 In order to be able to satisfactorily assimilate training on individual types of aircraft avionics systems, the Aircraft Maintenance (Technicians/Engineers/Mechanics) (AMEs) must have good fundamental practical skills and understand the maintenance processes and principles generally used in aircraft hangars and workshops.

12.1.2 In order to be able to perform or supervise “hands-on” tasks of mechanic/technician on the aircraft and avionics systems, the AME must have a very complete knowledge of all the tools and associated maintenance processes that are likely to be used in hangars and workshops.

12.1.3 For future aircraft hangar or workshop technicians, their basic workshop training should commence with Phase Two — Skills and should be completed before the students begin working on airworthy aircraft and avionics equipment in Phase Three — Experience. For this purpose, the Performance parameters required to meet the Training Objectives outlined in 12.2 of this chapter are divided into two sections: Section a) requires basic manual skills and Section b) refers to the application of these skills to non-airworthy avionics components, systems or specially-designed practice rigs. The level of manual skills to be developed varies according to the category of technician being trained. For example, bench fitting is of importance to all categories of technicians, while radio technicians may require skill in soldering but they only need an introduction to welding.

12.1.4 The recommended facilities, tools and equipment are described in Appendix 1 to this chapter.

12.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided with appropriate facilities; tools (both hand and machine); materials; test/demonstration avionics, electrical, instrument, autoflight items of equipment, necessary parts and raw materials or specially-made repair, assembly and rigging test exercises. (See Appendix 1 to Chapter 12.)

- Performance:*
- a) The trainees will practise equipment removal, replacement, dismantling, inspection, decision-making regarding repair or replacement, reassembly and function testing using simple engineering drawings and manufacturers’ maintenance, overhaul and repair tests (real or simulated).
 - b) The trainees will practise fault finding, dismantling, inspecting, repairing, decision-making regarding repair or replacement, reassembly and testing of avionics units. They will also use engineering drawings and engine manufacturers’ maintenance, overhaul and repair manuals.

Standard of accomplishment:

During workshop training, the standard is a function of the variety of exercises completed and the time spent in workshop training. The trainees/students should work individually on the avionics exercises so that they have

“ownership” of the standard. If necessary, they should practise and repeat increasingly complex exercises to develop greater manual skills within their respective areas of competence. Finally, they should function test the units or systems on a test rig.

12.3 BASIC WORKSHOP AND MAINTENANCE PRACTICES: AVIONICS — ELECTRICAL

12.3.1 Lead acid batteries

- Checking of battery condition, adjustment of specific gravity of electrolyte, battery charging practise; capacity, discharge and insulation tests; others
- Overhaul procedures, including leak test of cells and cell replacement
- Safety precautions

12.3.2 Nickel cadmium batteries

- Checking of battery condition: determining state of charge, cell balancing, charging, etc.
- Checking of electrolyte level and insulation tests
- Safety precautions
- Cell replacement
- Deep cycling of nickel cadmium units

12.3.3 Wire and cable work

- Making up of wire lengths and specimen cable looms: soldering and crimping ends, identification of cables, using routing charts, and fitting plugs and sockets
- Cable tracing practise: continuity and insulation checks on cable runs
- Practice in aircraft wiring as carried out during modification or repair work: full tests of circuit

12.3.4 Bonding, continuity and insulation testing

- Bonding checks: use of bonding tester

- Continuity and insulation tests on aircraft circuit; use of Megger testers
- Millivolt drop checks at cable joints and terminal ends

12.3.5 Generators and electric motors

- Dismantling, examination and reassembly
- Demonstration of generator test

12.3.6 Voltage regulators, cut-outs and relays

- Partial dismantling, followed by examination and reassembly, of carbon pile and other types of voltage regulators
- Dismantling, examination and reassembly of accumulator cut-outs, reverse current relays, solenoids and relays from various circuits, and thermal circuit breakers

12.3.7 Generators and alternators

- Strip inspection: undercutting of commutators, checks for brush wear, brush spring loading and brush bedding
- Testing of generator elements: armature testing, continuity tests on field coils, armature shaft alignment, and wear of ball races and housings
- Reassembly and insulation test of generator
- Testing of generators and alternators on test rig
- Voltage regulators: overhaul procedure, correction of basic setting and adjustments making
- Adjustment and rig testing of cut-outs and relays
- Current balancing adjustments of DC power circuits on simulator of multi-engined aircraft electrical system
- Electromagnetic relays: inspection and polishing of contacts, setting and adjustment, and millivolt drop tests on test rig
- Constant speed drives (CSD): removal from alternator and testing
- Integrated drive generator (IDG): dismantling, inspection, and overhaul

12.3.8 Electric motors

- Starter motors for piston and turbine aero engines: dismantling, examination for condition and wear, check for brush gear and commutator, check of clutches and geared drives; reassembly and test
- Dismantling, inspection, reassembly and test of motors for fuel line pumps, hydraulics, propeller feathering, and windscreen wipers
- Linear and rotary actuators: dismantling, reassembly, and bench testing

12.3.9 Inverters and converters

- Rotary inverters and converters: dismantling and check for brushes and commutators, cleaning and testing of armature, and reassembly and adjustment
- Testing: checking of input and output voltages; adjustment of frequency control
- Static inverters and converters: inspection, adjustment and testing of output voltage and frequency

12.3.10 Equipment

- Magnetos: overhaul and test procedure for high and low tension systems
- Spark/igniter plug testing, ignition lead testing and inspection, and booster coil testing
- Engine high-energy ignition units: overhaul and test procedure
- Safety precautions

12.3.11 Electrical circuit equipment

- Examination and partial overhaul of a wide range of miscellaneous electrical components such as transducers, magnetic amplifiers, rectifiers, transformers, Wheatstone bridge and other balancing devices, and sensing elements
- Adherence of all testing in accordance with manufacturers' instructions
- Dismantling (as appropriate), examination and reassembly of electrical components, including converters, inverters, switchgear, heating units, and actuators

12.4 BASIC WORKSHOP AND MAINTENANCE PRACTICES: AVIONICS — INSTRUMENT**12.4.1 Pressure indication**

- Mechanically-operated gauges (e.g. Bourdon tube gauges): partial dismantling, examination, strip inspection, reassembly and calibration with dead weight tester
- Pressure transducers, electrically-operated transmitters, ratio metres, etc.: strip inspection, reassembly and calibration
- Electrically-operated gauges: strip inspection, reassembly and calibration

12.4.2 Flight instruments

- Calibration checks of flight instruments
- Pitot heads and static vents: maintenance checks
- Altimeters: dismantling, inspection, reassembly and calibration checks
- Air speed indicators (ASI): dismantling, inspection, reassembly and calibration checks
- Machmeters: dismantling, inspection, reassembly and calibration checks
- Rate-of-climb indicators: dismantling, inspection, reassembly and calibration checks

12.4.3 Gyroscopic instruments

- Air-driven gyroscopic instruments: partial dismantling, examination and reassembly
- Electrically-driven gyroscopic instruments: partial dismantling, examination and reassembly
- Artificial horizon: dismantling, inspection and reassembly
- Directional gyro: dismantling, inspection and reassembly
- Turn and bank indicator: dismantling, inspection and reassembly
- Zero reader: dismantling, inspection and reassembly
- Calibration checks on gyroscope test turntable

12.4.4 Engine speed indication (ESI)

- ESI generators (DC and AC types): partial dismantling, inspection and reassembly
- ESI gauges: partial dismantling, inspection and reassembly
- Engine speed synchronizing gear: examination and demonstration of principles
- Generators and gauges: dismantling, inspection, reassembly and calibration checks

12.4.5 Thermometers and temperature indication

- Engine temperature thermocouples: demonstration of cylinder head, jet-pipe temperature and other types
- Radiometer temperature gauges: partial dismantling, examination and reassembly of transmitter and indicator units
- Dismantling, reassembly and testing of temperature, and measuring instruments of various kinds
- Tests on various kinds of temperature sensing units (e.g. fire and overheating detectors, cabin air ductstats, and inching controls for cooler shutters)
- Use of portable test kits for checking gas turbine powerplant thermocouple installations

12.4.6 Fuel contents indication

- Float-operated desynn contents gauges: examination and demonstration of operation dismantling, inspection, reassembly and test
- Capacitance type contents gauges: examination and demonstration of operation reassembly and test
- Flowmeters: dismantling, inspection, reassembly and test

12.4.7 Compass systems

- Magnetic compasses: friction and damping tests, practice compass swing, and compensation
- Remote compass: examination and demonstration
- Tests of compass swinging site
- Swing of compass in available aircraft: compensation practice

- Remote compass: partial dismantling, inspection, reassembly and test

12.4.8 Miscellaneous instruments

- Examination and demonstration of other types of instruments (flowmeters, navigation and landing aid presentations)

**12.5 BASIC WORKSHOP AND
MAINTENANCE PRACTICES:
AVIONICS — AUTOFLIGHT**

12.5.1 Autopilots

- Examination and demonstration of autopilot mock-up and components

12.5.2 Flight control systems

- Autopilots (electrical or electronic): dismantling, examination of components, reassembly, and installation in aircraft or on simulator by following manufacturer's test programme; practise with portable test kit
- Autopilots (pneumatic or hydraulic actuation): dismantling of component parts, reassembly, installation in aircraft or simulator, and function tests
- Examination and testing of elements of flight director systems, automatic flare and automatic landing systems, as required

**12.6 BASIC WORKSHOP AND
MAINTENANCE PRACTICES:
AVIONICS — RADIO**

12.6.1 Radio workshop: fundamental techniques

- Safety precautions associated with radio equipment hazards: high voltages, radio frequency (RF) emissions and microwave emissions, electrostatic discharge, etc.
- Wiring and cabling: demonstration and practice in wiring and soldering radio circuits
- Multimeters, Megger and bonding testers: demonstrations and practice

- Identification and inspection of antenna: external wire aerials, blade, rod and rail aerials, D/F loops, and suppressed aerials; viewing on aircraft, and inspection for physical condition
- Aerial masts, static dischargers, etc.: inspection and servicing
- Chassis: sheet metalwork using drawings
- Simple receiver assembly kit: study of circuit, demonstration of assembly, operation and testing
- Measurements and experiments with circuit demonstration units simulating the following system elements:
 - TRF receiver
 - intermediate frequency amplifier
 - frequency converter
 - superheterodyne alignment
 - buffer-doubler amplifier
 - RF amplifier
 - modulation
 - transmission lines
 - reactance tube modulators
 - interference (filtering and shielding)
- Troubleshooting practice

12.6.2 Demonstration of test procedures on airborne equipment

- Identification: identity and location of principal types of airborne communication and navigation equipment: racking systems, power supplies, antennae and other interconnections
- Demonstrations of bench tests on sample equipment, including use of screened rooms

12.6.3 Wiring, cabling and soldering techniques

- Wiring: practice in stripping insulation; splicing; wiring to lugs; terminals and tube sockets; and dismantling, soldering and reassembly of connectors
- Cables: lacing of wires to form a cable, termination and soldering of cable ends, and serving of coaxial cables
- Soldering: practice with different sizes of soldering irons, different grades of solder, fluxes and types of connectors
- Microminiature precision soldering techniques
- Handling of electrostatic sensitive devices

12.6.4 Instrumentation

- Multimeter: practice in measuring and calculating series and parallel resistance; voltage and current measurements on various circuits; others
- Megger: continuity and insulation tests on aircraft cable assemblies structure; practice with circuit boards; others
- Simple valve voltmeter
- Frequency metres, absorption and heterodyne: practice in frequency measurement
- “Q” metres: practice in measuring L, R, C and Q
- Signal generators: demonstration of cathode ray oscilloscope; demonstration of use to examine waveforms, wave envelopes, and DC measurements

12.6.5 Antennae

- External wire aerials: splicing, tensioning and making connections
- Static dischargers: inspection, servicing and renewal procedures
- Fibreglass and resin laminate aerial masts: maintenance and repair
- External blade, rod and rail aerials: removal, maintenance and repair, and replacement
- Suppressed aerials: care and maintenance, maintenance and repair of dielectric covers
- DF loops: inspection, routine maintenance, ground calibration, and preparation of correction chart
- Reflectors and directors: care and maintenance

12.7 REPAIR, MAINTENANCE AND FUNCTION TESTING OF AIRCRAFT SYSTEMS/COMPONENT: AVIONICS

12.7.1 Airborne and test equipment practice

- Use of representative airborne radio and radar equipment and practice in servicing, installation and overhaul according to procedures laid down in the manufacturers’ approved manuals

- Removal and replacement of equipment from aircraft racks, checks on power supplies, and remote controls
- Routine maintenance inspections of equipment in situ
- Operational checks
- Bench tests, measurement of performance characteristics, tuning, adjusting, fault finding, aligning and repairing
- Understanding and use of remote specialist communications, navigation and radio test equipment for both ramp and workshop
- Understanding and use of system built-in test equipment (BITE), including comprehension of output data
- Power supplies, installation and wiring, signal tracing, and use of cathode ray oscilloscope (CRO)
- Audio amplifier, installation and wiring, fault tracing and rectification

12.8 JOB/TASK DOCUMENTATION AND CONTROL PRACTICES

12.8.1 Aircraft heavy maintenance check: Avionics

- Preparation for Heavy Maintenance Check: documentation (task/job cards), logbooks, defect records,

modification instructions; selection and display of equipment; tools required

- Selected heavy maintenance operations
- Compliance to the aircraft maintenance manual and typical airline major check schedule for each job
- Conclusion of Heavy Maintenance Check: replacement of components; function tests; preparation for flight test; completion of documentation

12.8.2 Aircraft repair or modification: Avionics

- Selection of repair scheme or modification: damage to be studied and related to approved repair scheme as shown on manufacturers' drawings
- Selection of material (to be checked for compliance with specification)
- Embodiment of repairs according to prepared drawings or manufacturers' manuals
- Testing to destruction of selected repair specimens to demonstrate strength of repair
- Experience in workshop processes as applicable to testing, repair and reconditioning of aircraft parts
- Acceptance tests and final inspection
- Completion of documentation

Appendix 1 to Chapter 12

PRACTICAL MAINTENANCE SKILLS: AVIONICS — ELECTRICAL, INSTRUMENT, AUTOFLIGHT AND RADIO — FACILITIES, TOOLS AND EQUIPMENT

1. INTRODUCTION

This appendix provides guidance for the kind of facilities, tools and equipment that are likely to be needed to meet the Training Objectives of Chapter 12.

2. AVIONICS WORKSHOP: ELECTRICAL

2.1 *Shop equipment.* The electrical workshop should be equipped with demonstration mock-ups representing typical aircraft circuits. If made realistically, these can be of value for practising adjustments and troubleshooting as well as for demonstration. All areas of the engine shop should have adequate benches, racks, shelves and storage bins; electric power points and piped compressed air to operate powered hand tools; factory safety precautions with fire warning and extinguishing provisions. Benches should be smooth-topped and have sufficient vices and power points (for soldering irons) to suit the class size planned. The following major equipment items should also be available:

- a) workshop test unit for testing electrical machines (universal types are available for testing a wide variety of generators and motors)
- b) appropriate special tools and test metres (necessary because of the considerable range and variety of electrical equipment on the modern aircraft)
- c) battery charging plant, preferably housed in a separate, well-ventilated charging room. For lead acid batteries, the charging plant should be of the series type suitable for charging several batteries at different rates.

Note.— For charging lead acid and nickel cadmium batteries, a separate and totally isolated charging room

and equipment will be required for each type. For nickel cadmium batteries, a constant current charger and battery analyser must be specified.

2.2 *Personal tool kit.* Students should have their own tools and a toolbox. This may be issued on a shop basis, i.e. a kit issued in the electrical shop may contain only tools required for training in this shop and be retained by the shop when the students progress to the next phase, or students may be issued, and retain on a permanent basis, a personal basic kit which is their own property until the completion of their training. Some schools may require students to purchase their own tools, their kits becoming more complete as their training advances. The following items are suggested for basic electrical work:

- a) one electric 5-mm point temperature-controlled soldering iron (soldering copper)
- b) one wire stripper for removing insulation
- c) a selection of small screwdrivers (including a Phillips)
- d) one adjustable hook wrench (18 to 50 mm)
- e) one set of Allen keys

2.3 The exercises with components should be designed to develop skills in dismantling, inspection, decision-making and assembly. The following types of components should be available and used as appropriate according to the potential needs of the trainees:

- a) Lengths of aircraft cabling with typical plugs, sockets, bulkhead sealing bungs, grommets, etc. for practising wire work and making up looms

- b) A selection of switches, fuses, thermal circuit breakers, wire connecting devices, junction boxes and other electrical system elements
- c) Specimens of airborne batteries (both lead acid and nickel cadmium): sectioned, serviceable and chargeable
- d) DC generators and AC alternators (constant speed drives)
- e) Voltage regulators, generator control unit (GCU), and other types of current limiting devices (i.e. vibrator types and variable-resistance types)
- f) Various types of DC and AC motors, including engine starters, continuously rated motors, rotary and linear actuators
- g) Static and rotary inverters and specimens of other types of current conversion devices, such as transformer rectifier units (TRUs)
- h) Specimens of various types of airborne electrical instruments, including instruments embodying principles of the voltmeter, ammeter, ohmmeter, Wheatstone bridge, thermocouple, ratio metre, servos and synchros, etc.
- i) Specimens of aircraft electric heating devices, such as pitot heads, thermal de-icing shoes, etc.
- j) Specimens of aircraft lighting appliances, such as cabin fluorescent lamps, landing lamps, navigation lights, etc.

3. AVIONICS WORKSHOP: INSTRUMENT

3.1 *Workshop equipment.* This shop should be a “clean area,” i.e. it should be protected from dust, workshop fumes and industrial contaminants. Ideally, a separate building or room with filtered ventilation is desirable and in very humid climates, air conditioning is essential. Benches should be topped with smooth hardwood or covered with a Formica top. If air conditioning is not installed, it may be necessary to provide sealed cabinets with silica gel (for air drying) for storage of some of the test equipment and instrument specimens.

3.2 The instrument workshop should be equipped with demonstration mock-ups representing typical aircraft circuits. If made realistically, these can be of value for practising adjustments and troubleshooting as well as for demonstration. Benches should be smooth-topped and have

sufficient vices and power points (for soldering irons) to suit the class size planned. The following major equipment items should also be available:

- a) Dead weight tester for pressure gauges
- b) Altimeter test chamber with substandard instrument
- c) Mock-up of air speed indicator (ASI) system for leak test practice
- d) Gyroscopic instrument test table
- e) Mock-up for compass swinging practice (i.e. an old aircraft or a specially-made trolley which can be used on an outdoor site selected as compass base)
- f) Bridge Megger for insulation testing of electrical items

3.3 The personal basic tool kits of students should be supplemented by the following items:

- a) one set of watchmaker’s screwdrivers
- b) one set of miniature spanners
- c) one set of Allen keys (appropriately sized)
- d) one set of Bristol spline keys
- e) one electric temperature-controlled soldering iron with fine point (similar to that issued in the electrical workshop)

3.4 The exercises with components should be designed to develop skills in dismantling, inspection, decision-making and assembly. The following types of components should be available and used as appropriate according to the potential needs of the trainees:

- a) Boost or manifold pressure gauge
- b) Hydraulic pressure gauge
- c) Engine oil pressure gauge (Bourdon tube type)
- d) Engine oil pressure gauge (electrical type)
- e) ASI
- f) Pitot static head
- g) Altimeter (simple and sensitive types)
- h) Rate-of-climb indicator

- i) Turn and slip indicator (air-driven and electrical types)
- j) Directional gyroscope (air-driven and electrical types)
- k) Artificial horizon (air-driven and electrical types)
- l) Engine speed indicator (DC and AC types)
- m) Oil thermometer (physical and electrical types)
- n) Cylinder head or jet-pipe thermocouple
- o) Fuel content gauge (float-operated and capacitance types)
- p) Magnetic compass
- q) Simple type of autopilot

4. AVIONICS WORKSHOP: AUTOFLIGHT, NAVIGATION AND RADIO

4.1 *Workshop equipment.* This shop should be a “clean area,” i.e. it should be protected from dust, workshop fumes and industrial contaminants. The shop could be combined with the instrument workshop. Ideally, a separate building or room with filtered ventilation is desirable and in very humid climates, air conditioning is essential. Benches should be topped with smooth hardwood or covered with a Formica top. If air conditioning is not installed, it may be necessary to provide sealed cabinets with silica gel (for air drying) for storage of some of the test equipment and instrument specimens.

4.2 The following test equipment items should also be available:

- a) Variable stabilized power supply unit
- b) Signal generator (high grade)
- c) Signal generators for bench
- d) Signal generator (UHF/NHF)
- e) Audio-frequency oscillators
- f) Spectrum analyser
- g) Cathode ray oscilloscopes
- h) Frequency metres

- i) Moving coil, volt-ohm-milliampere, and multimeters
- j) Variac
- k) Digital analyser
- l) Valve and transistor characteristics tester
- m) Digital voltmeter/ohmmeter/ammeter
- n) Logic probe
- o) R, L, C bridge
- p) Voltage standing wave metres
- q) Absorption and thermocouple watt meter

4.3 The workshop should be equipped with demonstration mock-ups representing typical aircraft circuits. The following equipment may be of value for practising adjustments and troubleshooting as well as for demonstration:

- a) High frequency (HF) transmitter/receiver
- b) Very high frequency (VHF) transmitter/receiver
- c) Automatic direction finder system
- d) VHF omnidirectional radio range/instrument landing system (VOR/ILS) system (including glideslope and marker receivers)
- e) Distance measuring equipment system
- f) Air traffic control transponder system (including altitude reporting mode)
- g) Radio altimeter
- h) Weather radar
- i) Very Low Frequency (VLF) Omega navigation system
- j) Loran-C system
- k) Doppler navigation system
- l) Navigation indicators capable of presenting combined navigation information, typically a radio magnetic indicator (RMI) and horizontal situation indicator (HSI) wired for both compass and various radio navigation inputs

- m) Instrument systems with electronic amplifiers (e.g. capacitance type fuel contents gauges, cabin temperature controllers, and automatic pilots)

4.4 The radio section of the workshop needs a screened room or “cage” to prevent undue radiation from equipment undergoing testing and to provide an interference-free region for fine measurement. Although it is desirable to have this room adjoining the radio workshop, they should not be close to sources of interference, such as an electrical overhaul shop or spark plug testing equipment. As a further safeguard against interference, all power supplies to the radio workshop should be filtered, and outgoing interference should be suppressed by adequate screening of aerial cables and artificial aerials. Alternatively, if a screened room is unavailable, for certain types of equipment, it is possible to use a field simulator specified by the equipment manufacturer. (A metal box in which the respective antenna is placed to eliminate unwanted radiations and interference.) The following power supplies will be required:

- a) AC mains supply for lighting, heating, air conditioning, mains rectifiers, test instruments, soldering irons, etc. (This will be at the standard voltage of the locality and the supply should be wired throughout in screened conduit.)
- b) 30-volt DC supply, surge-free and of adequate capacity for the size of the workshop. (A ring main

supply from lead acid or alkaline cells, ripple-free and filtered is suitable or a mains rectifier/regulator can be used.)

- c) 15-volt DC supply, also surge-free
- d) 115-volt, 400-cycle, single-phase AC supply. (This should be frequency-monitored and can be taken from a static inverter.)
- e) 115-volt, 400-cycle, three-phase AC supply, frequency-monitored and wired to the working benches by screened cable
- f) 26-volt, 400-cycle, single-phase AC supply, taken from the 115-volt AC supply through a transformer or from the 26-volt AC output from the static inverter
- g) Compressed air and vacuum supplies

4.5 The personal basic tool kits of students should be the same as specified for the instrument workshop but may be supplemented to suit local needs.

4.6 The exercises with components and system demonstration rigs should be designed with a view to developing skills in inspection fault finding and decision-making.

PHASE THREE — EXPERIENCE

Chapter 13

APPLIED PRACTICAL TRAINING: EXPERIENCE

13.1 INTRODUCTION

13.1.1 Phase Three — Experience of the course takes the form of a series of supervised on-the-job exercises in which trainees are given the opportunity to develop decision-making abilities by applying the knowledge, skills and attitude learned in Phase One — Knowledge and Phase Two — Skills. The exercises consist of simulated (or real, if fully supervised) maintenance tasks based on actual sample maintenance programme extracts as well as on compliance with regulations, operator or approved maintenance organization (AMO) procedures and amendments. If this phase of the training can be arranged on the job at an operator or AMO, then this part of the curriculum should be omitted at the training school. Instead it can be given at the organization where the trainees can receive the required practical training under the guidance and supervision of an Aircraft Maintenance (Technician/Engineer/Mechanic) (AME) instructor. In the latter case, however, it will expedite the trainees' training if, in addition to "real" maintenance exercises, hypothetical situations are set up as practical exercises when time allows.

13.1.2 The simulated or assumed operating conditions for each exercise must be clearly specified by the instructor. The exercises should be made as realistic as possible. Past maintenance records, etc. can be used (e.g. case studies), and answers arrived at by the trainees should be compared to what actually took place. A group discussion after each exercise will be beneficial in eliminating possible misconceptions.

13.1.3 The details described in 13.3 and 13.4 are divided into Line and Base modules. If the State licensing policy is not arranged in this way, the trainees should divide their time appropriately so as to cover both modules. The items are equally applicable to any of the technical disciplines (i.e. airframe, engine/propeller and avionics).

13.2 TRAINING OBJECTIVES

Conditions: The trainees will be provided with appropriate hangar or workshop facilities; tools (both hand and machine); materials; an aircraft or components as applicable; aircraft maintenance manuals; AMO task or job cards and procedure documents.

Performance: The trainees will practise removal, replacement, dismantling, inspection, decision-making regarding repair or replacement, reassembly and function testing of fault-finding equipment, using both engineering drawings as well as manufacturers' maintenance, overhaul, and repair tests (real or simulated).

Standard of accomplishment:

During this experience phase of training, the standard is a function of the variety of exercises completed and the time spent in workshop training. The trainees/students may work individually or in teams on the exercises so that they have "ownership" of the standard. If necessary, they should practise and repeat increasingly complex exercises to develop greater skills within their respective areas of competence. Finally, they should function test the units or systems either on a test bed or on the aircraft itself.

13.3 APPLIED PRACTICAL LINE MAINTENANCE OPERATIONS: AIRFRAME/ENGINE/AVIONICS

13.3.1 The required materials and publications include the following:

- a) Extract from an approved maintenance programme
- b) Appropriate aircraft, engine or part thereof
- c) Aircraft maintenance manual (AMM)
- d) Operator's minimum equipment list (MEL)
- e) Operator's maintenance control manual
- f) AMO task or job cards
- g) Operator's technical log
- h) Associated special tools or test equipment

13.3.2 Operating conditions defined by the instructor should include, but not be limited to, the following:

- a) Simulated aircraft departure time
- b) Simulated aircraft maintenance state and age
- c) Availability of spare parts
- d) Availability of role play flight crew for questioning
- e) Statement that if a defect is found, trainees must make a decision to repair, replace or defer
- f) Recording of work in accordance with AMO and operator manuals and with State regulations
- g) Simulated condition of the maintenance facility

13.3.3 Exercises should be designed to give trainees practice in the following:

- a) Manual and diagnostic skills
- b) Compilation of necessary additional work or job cards
- c) Understanding of flight crew entries in the technical logs
- d) Verbal briefing and debriefing of flight crew
- e) Correct use of manuals such as the AMM or MEL

- f) Making of accurate and complete entries in the technical logs, work or job cards

13.4 APPLIED PRACTICAL BASE MAINTENANCE OPERATIONS: AIRFRAME/ENGINE/AVIONICS

13.4.1 Operating conditions defined by the instructor should include, but not be limited to, the following:

- a) Simulated stage of aircraft check completion
- b) Simulated aircraft maintenance state and age
- c) Availability of spare parts and materials
- d) Availability of role play maintenance personnel for questioning
- e) Statement that if a defect is found, trainees must make a decision to repair, replace or defer
- f) Recording of work in accordance with AMO and operator manuals and with State regulations
- g) Simulated condition of the maintenance facility

13.4.2 Exercises should be designed to give trainees practice in the following:

- a) Manual and inspection skills
- b) Assessment of damage, corrosion, etc.
- c) Determination of appropriate repair/rectification action
- d) Compilation of necessary additional work or job cards
- e) Verbal briefing and debriefing of other maintenance personnel
- f) Correct use of manuals such as the AMM or structural repair manual (SRM)
- g) Making of accurate and complete entries in the work or job cards

© ICAO 2003
11/03, E/P1/2000
Order No. 7192D1
Printed in ICAO

