

Standards and Assessment Guide

AIRCRAFT MAINTENANCE

Preamble

Aircraft maintenance is a highly regulated industry and all maintenance work performed must be conducted in accordance with the **appropriate maintenance manuals**. ATA Chapter 20 is the designated area for manufacturers to publish information pertinent to Standard Practice. This may include, but is not limited to, standard practices, standard torque values, handling precautions for ESDS devices, plumbing installation, cleaning and inspection of electrical wiring and bonding tests.

In the absence of the appropriate aircraft / component maintenance manuals and Original Equipment Manufacturer “OEM” manuals, the following document, latest edition, will serve as “Standards and Assessment Guide” in the competition.

- The Federal Aviation Administration “FAA” [Advisory Circular 43.13-1B](#) contains information about methods, techniques, and practices considered acceptable for repairs and inspection where no specific manufacturer instructions will apply.
- Australian Civil Aviation Safety Authority “CASA” [AC 21-99](#) for Aircraft Wiring and Bonding. This AC provides guidance material for maintenance of aircraft electrical systems and bonding of aircraft.
- AC43-13-1B Chapter 5 section 8 and FAA-H-8083-31A-AMT-Airframe-Vol-1, chapter 7 provides for guidance to repairs and alterations of bonded and composite structures.
- List of acceptable Acronyms and Definitions: EASA abbreviations at <https://www.easa.europa.eu/en/abbreviations>

It is important therefore, that all Competitors are familiar with authoritative publications and to perform all the Test Projects accordingly.

The publications listed above, containing diagrams and dimensions, will ensure that all assessment by different Experts will be standardized and consistent.

Skill 14 - Measurement

Measurement is used to assess accuracy, precision, and other performance that can be measured objectively. It is used where ambiguity must be avoided.

Aspect	WSOS section as per TD	Descriptor
Sustainable Practice	4	Refer to “Sustainability” in this document for details.
Aircraft and System Inspection Line Maintenance	5	Inspection to be performed in compliance with aircraft manuals. Other reference: FAA AC43.13-1B Chapter 5 Section 2 “Visual Inspection”.
Aircraft Structure fabrication, and/or Repair	8	All measurement and workmanship must be following aircraft structural manuals. Other reference: FAA AC43.13-1B Chapter 4 “Metal Repair Procedures”.
		Inspection to be performed in compliance with approved structural manuals. Other references: FAA AC43.13-1B Chapter 5 Section 8 “Tap Testing” and FAA-H-8083-31A-AMT-Airframe-Vol-1, chapter 7
Aircraft Avionic System Inspection Rectification	7	All maintenance practices must be following aircraft manuals. Other reference: CASA AC 21-99 for “Aircraft Wiring and Bonding”.
Aircraft component inspection rectification	6	All maintenance practices must be following engine manuals. Other references: FAA AC43.13-1B Chapter 7 “Aircraft Hardware” and Chapter 9 “Aircraft Systems Components”
Aircraft troubleshooting and defect rectification at line maintenance	9	A specific manual will be provided for this test. Other reference: FAA AC43.13-1B - Aviation Standard Practices

Measurement (M)

Measurement is used to assess accuracy, precision, and other performance that can be measured objectively. It is used where ambiguity must be avoided. The total marks allocated to measurement marking may vary from competition to competition depending on the Test Project. The assessment group comprises three Experts plus one additional Expert. It is forbidden for Experts to assess their own compatriot Competitor.

1.1 - Aircraft and System Inspection Line Maintenance

Overview

This section assesses the Competitor's proficiency in performing aircraft and system inspections as part of line maintenance, adhering to aircraft manuals and established visual inspection standards.

Assessment Procedures

Compliance with Aircraft Manuals: All inspection procedures must strictly comply with the relevant aircraft maintenance manuals. Competitors will be assessed on their ability to correctly interpret and apply instructions from these manuals.

Visual Inspection Techniques: Competitors will be evaluated on their application of visual inspection techniques, as outlined in references such as FAA AC43.13-1B Chapter 5 Section 2. This includes:

- **Thoroughness:** The inspection must be comprehensive, covering all specified areas and components.
- **Identification of Discrepancies:** Competitors must accurately identify and document any defects, damage, or anomalies observed during the inspection.
- **Use of Proper Lighting and Tools:** Assessment will include the appropriate use of lighting, mirrors, magnifiers, and other visual aids to ensure effective inspection.

Documentation of Findings: Accurate and clear documentation of all inspection findings is crucial. This includes:

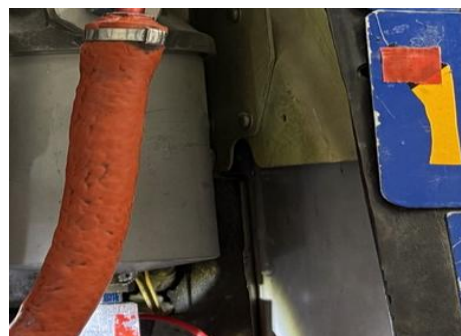
- **Legibility and Clarity:** All entries in inspection logs or forms must be legible and unambiguous.
- **Detail and Accuracy:** Documented findings must be precise, including location, nature, and extent of any discrepancies.
- **Adherence to Reporting Standards:** Competitors must follow established reporting standards for inspection results, including proper terminology and formatting.

Safety during Inspection: Competitors will be assessed on their adherence to safety protocols during inspection tasks, including proper use of PPE and maintaining a safe work environment.

Marking Examples

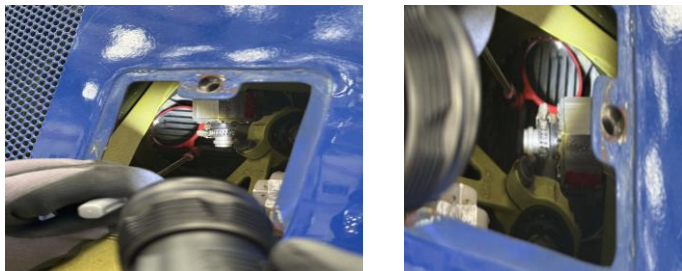
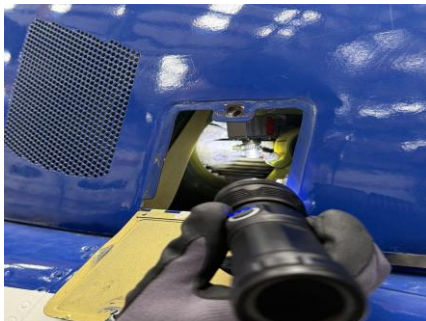
Examine airframe fuel filter assembly

For evidence of leakage.



The Competitor performs a detailed visual inspection of the fuel filter, prioritizing leak detection. Note that the analysis covers not only the component's body but also focuses specifically on critical failure points, such as fuel connections and interfaces

			The Competitor fails to adhere to the task step by inspecting unsolicited components. This deviation from the established procedure indicates a lack of focus on the task requirements, leading to a mandatory point deduction.
	For security.		The Competitor performs a detailed visual inspection of the fuel filter, prioritizing the security of attachment. Note that the analysis covers not only the component's body but also focuses specifically on mounting points and hardware, ensuring the integrity of brackets and the proper security of all interfaces.

			The Competitor fails to properly verify component security by relying solely on a visual check rather than performing a physical 'hand-check' on the mounting points. By failing to physically ensure that no fasteners are loose or out of compliance with standard practices, the Competitor demonstrates a lack of adherence to the technical roadmap, resulting in a point deduction.
Examine oil cooler blower impeller	For condition.		In this image, the Competitor demonstrates the correct procedure by inspecting the blower impeller throughout its full circumference (360 degrees). Using an inspection mirror, they ensure a comprehensive assessment of all blades and surfaces, verifying that the component is in airworthy condition.
			The Competitor fails by performing only a partial inspection of the component, limiting the assessment to only one side of the rotor (180 degrees). By neglecting a full inspection of the impeller, the Competitor fails to check for potential damage in critical areas not directly visible, demonstrating a lack of technical thoroughness and warranting a point deduction.

1.2 - Aircraft Structure fabrication, and/or Repair

Overview

This section details the assessment criteria for tasks involving the fabrication and repair of aircraft metal structures, emphasizing precision, adherence to technical specifications, and safety protocols.

Assessment Procedures

Calculations: Competitors will be assessed on the accuracy, legibility, and completeness of their calculations. All steps of the calculation must be clearly demonstrated, and proper rounding procedures followed. Erasures should be minimal and legible.

Personal Protective Equipment (PPE): Proper use and adherence to PPE requirements are critical. Points may be deducted for non-compliance. If the equipment manufacturer specifies PPE not listed in the general PPE table, the expert must inform the Competitor prior to the task.

Calibration: A general assessment will be made across all modules regarding the calibration of tools. Competitors are expected to ensure all measuring and specialized tools are properly calibrated before use.

Pneumatic Connection: When changing drill bits or other pneumatic tools, Competitors must disconnect the pneumatic pressure to ensure safety and prevent accidental activation.

Dimension Identification: Competitors must accurately identify the dimensions to be measured on disassembled parts.

Multiple-Point Measurement: Measurements of the same dimension must be taken at three distinct points along its length to ensure accuracy and consistency.

Calliper Use: The calliper must be parallel to the surface being measured and properly zeroed before use.

Bend Measurement: For bent parts, the entire piece should be measured. However, if the assessment involves an angle, the angle measurement should only be performed after the bending process is complete.

Radius Rounding: Radius will be assessed for adherence to tolerance, even if the shape appears asymmetrical, if the radius itself is within specified limits.

Drilling: Before riveting, the diameter and location of holes must be measured to ensure they meet specifications.

Riveting: Rivets should be checked with a digital scanner and/or vernier caliper when the gauge is snug (close to the minimum limit). It is important to note that the gauge is not a precision tool.

Digital Scanner

In WSC 2026, we are moving toward high-precision digital inspection and assessment.

Transitioning from manual calipers to 3D scanning, we will accelerate the speed of the assessment and enhance the transparency and fairness it provides to the Competitors.

By adopting scanner-based assessment, we are addressing historical pain points:

- **Elimination of perceived bias:** Manual measurements can vary slightly between different experts. A scan ensures every assembly is judged against the exact input data (the drawings - CAD).
- **Comprehensive Data:** While a caliper measures one point, a scan captures the form and flatness of the entire surface.
- **Speed & Scalability:** Assessment time is slashed, allowing the Experts more time to focus on safety and maintenance practices.

Product

Shining 3D, WSC Global Partner, will provide the scanners, technical support and training for Experts.

Work Area Cleanliness: The cleanliness of the work area will be assessed, with photographic comparisons provided "SAG" to illustrate acceptable and unacceptable conditions. Specific characteristics include:

Unclean Area: Presence of multiple particles grouped in the same region, dirt outside the individual workstation, uncollected debris in common areas, or intentional disposal of waste outside the designated work area.

Clean Area: Isolated and scattered particles are acceptable, indicating a generally clean workspace.

Tool Storage: If the original tool storage location uses a tool shadowing system, tools must be returned precisely to their designated spots. If no shadowing system is present, tools must be returned to the same toolbox or drawer from which they were taken.

1.3 - Aircraft Structure fabrication, and/or Repair

Overview

This section evaluates the Competitor's ability to inspect and repair aircraft composite structures, focusing on specialized techniques and adherence to approved structural manuals.

Assessment Procedures

Compliance with Approved Structural Manuals: All inspection and repair procedures for composite structures must strictly comply with approved structural manuals. Competitors will be assessed on their ability to correctly interpret and apply instructions from these specialized manuals.

Inspection Techniques for Composites: Competitors will be evaluated on their application of specific inspection techniques for composite materials, including but not limited to:

- **Tap Testing (Coin Tap):** Proper execution and interpretation of tap testing to identify delamination's, disbonds, or other subsurface damage, as referenced in FAA AC43.13-1B Chapter 5 Section 8.
- **Visual Inspection:** Thorough visual inspection for surface defects such as cracks, delaminations, erosion, and impact damage.

Damage Assessment and Classification: Competitors must accurately assess the type, size, and severity of damage to composite structures and classify it according to repair limits specified in manuals.

Repair Procedures for Composites: Assessment will include the Competitor's ability to perform appropriate repairs, which may involve:

- **Material Selection:** Correct selection of composite materials (e.g., prepregs, resins, core materials) for the repair.
- **Visual Inspection:** Proper preparation of the damaged area, including sanding, cleaning, and scarfing/step-sanding techniques.
- **Lay-up and Curing:** Accurate lay-up of repair plies, proper vacuum bagging techniques, and adherence to specified curing cycles (e.g., heat, pressure, time).
- **Finishing:** Proper finishing of the repaired area, including sanding and sealing, to restore aerodynamic smoothness and environmental protection.

Tooling and Equipment Usage: Competitors will be assessed on the correct and safe use of specialized tools and equipment for composite repair, such as heat guns, vacuum pumps, and cutting tools.

Documentation of Repairs: Accurate and detailed documentation of all repair steps, materials used, and post-repair inspection results is critical.

1.4 - Aircraft Avionic System Inspection Rectification

Overview

This section assesses the Competitor's proficiency in performing inspection, fabrication, and rectification of aircraft avionic systems and associated wiring. The module emphasizes precision workmanship, adherence to approved standards for wiring and bonding, and the correct application of avionic maintenance practices to ensure airworthiness and system reliability.

Assessment Procedures

Compliance with Standards: All maintenance practices must be in full compliance with the relevant aircraft manuals. Additional reference includes CASA AC 21-99 "Aircraft Wiring and Bonding", which outlines accepted standards for electrical wiring installation, termination, and protection.

Competitors will be evaluated on their ability to apply correct procedures, materials, and techniques in accordance with these requirements throughout all avionic inspection and rectification tasks.

Wiring and Installation Techniques: Competitors must demonstrate correct application of standard wiring practices, including:

- Wire identification, measurement, and preparation according to specifications
- Installation and routing of wiring harnesses through aircraft structures and conduits
- Proper lacing, tying, and securing of wire bundles to prevent chafing or strain
- Crimping of terminals and contacts using approved tools and verified pull strength
- Soldering of terminals, splices, and connectors following standard electrical techniques
- Installation of connectors, back shells, clamps, and protective sleeving
- Verification of continuity, insulation resistance, and polarity before system connection

System Inspection and Rectification: Competitors will be assessed on their ability to conduct avionic system inspections and fault rectifications, including:

- Identifying discrepancies or wiring defects such as damaged insulation, loose terminations, or corrosion
- Troubleshooting avionic systems using wiring diagrams, schematics, and logical diagnostic methods
- Replacing, repairing, or reworking wires, connectors, or components as required
- Performing functional checks to confirm successful rectification and system serviceability

1.5 - Aircraft component inspection rectification

Overview

This section assesses the Competitor's ability to perform inspection, troubleshooting, and rectification of aircraft systems and components, including powerplants, in accordance with approved maintenance documentation and safety standards. Emphasis is placed on accurate defect interpretation, application of maintenance procedures, and adherence to proper recording and certification practices.

Assessment Procedures

Compliance with Manuals and Publications: All rectification procedures must strictly follow the relevant aircraft and engine maintenance manuals, as well as supporting documentation such as parts catalogues and task cards. Competitors will be assessed on their ability to correctly interpret, apply, and cross-reference technical data

Defect Interpretation and Rectification: Competitors will be evaluated on their application of specific inspection techniques for aircraft component inspection and rectification, including but not limited to:

Competitors will be evaluated on their ability to

- Interpret defect reports and task cards accurately, referencing the correct maintenance procedures.
- Identify the nature and probable cause of defects using logical troubleshooting methods.
- Perform appropriate corrective actions, including:
 - Component replacement or servicing
 - Adjustment and calibration of systems or components
 - Functional testing to verify rectification

1.6 - Aircraft Troubleshooting and Defect Rectification at Line

Overview

This section assesses the Competitor's ability to perform inspection, troubleshooting, and rectification of aircraft systems and components, in accordance with approved maintenance documentation and safety standards. Emphasis is placed on accurate defect interpretation, application of maintenance procedures, and adherence to proper recording and certification practices.

Assessment Procedures

Compliance with Manuals and Publications: All rectification procedures must strictly follow the relevant aircraft maintenance manuals, as well as supporting documentation such as parts catalogues and task cards. Competitors will be assessed on their ability to correctly interpret, apply, and cross-reference technical data.

Defect Interpretation and Rectification: Competitors will be evaluated on their application of specific inspection techniques for aircraft troubleshooting and defect rectification at line, including but not limited to:

Competitors will be evaluated on their ability to:

- Interpret defect reports and task cards accurately, referencing the correct maintenance procedures.
- Identify the nature and probable cause of defects using logical troubleshooting methods.
- Perform appropriate corrective actions, including:
 - Component replacement or servicing
 - Adjustment and calibration of systems or components
 - Functional testing to verify rectification

2 - Judgement

Judgement is used to assess the quality of the Competitors' documentation in accordance with national aerospace legislation.

As the format may differ for different national aviation regulations, the Chief Expert will conduct briefing to all Competitors for WorldSkills competition.

Refer to "Aspect – Documentation" for details.

2.1 - Aspect - Documentation

WSOS section as per TD	Score	Descriptor	Resource
	0	Poor- technical tasks were non-compliant to the aviation legislation- missing crucial information	• Illegible handwriting and without technical references to support task performed, and/or • Missing crucial details that are required by aviation legislation, such as: Dates, sign-off, aircraft registration, part number and serial number (if parts are replaced), and/or • No description and location of defect, for aircraft inspection, and/or • Not in compliance with Test Project "TP" instructions, and/or • Not in compliance with briefing conducted by TP Experts and Expert Lead. • Does not meet as per: WorldSkills Glossary, the EASA 'List of Acceptable Acronyms and Definitions' and/or AC 43.13-1B APPENDIX 2. ACRONYMS AND ABBREVIATIONS.
	1	Needs re-work-Meet the minimum technical log entry	Technical entries are correct. • The certificate of release to service contains a record of maintenance carried out on the aircraft. • Meets air legislation requirements for Technical Log entry for release to service. • Defect entry and corrective actions are recorded.

WSOS section as per TD	Score	Descriptor	Resource
	2	Good-Meets the correct reference entries	Technical entries are correct, with proper references. • The certificate of release to service contains a record of the details of maintenance carried out on the aircraft. • Meets air legislation requirements for Technical Log entry for release to service. • Calibrated tools used are recorded accordingly. • Accurate maintenance entry for defect(s) found. • All entries are legible and CAPITALISED. • All fields in the "Resolution" section are populated, and erroneous entry is strike out with a single horizontal line with initial of the Competitor. • Defects not rectified are deferred in accordance with approved procedures.
	3	Excellent- Technical entries are correct and include the proper reference	Technical entries are correct, with proper references. • The certificate of release to service contains complete record of the details of maintenance carried out on the aircraft. • Exceeds air legislation requirements for Technical Log entry for release to service. • Calibrated tools used are recorded accordingly, with serial number and expiry date annotated. • Accurate maintenance entry for defect(s) found, indicating nature and the accurate location of the defect. Additionally, there is reference to the manual for limitation of the defect(s) and supported by sketches. • All entries are legible, with no ambiguity and are neatly CAPITALISED using permanent ink. • All fields in the "Resolution" section are fully populated correctly with no correction and erroneous entry. • Defects not rectified are deferred in accordance with approved procedures, indicating the correct MEL and the rectification interval category.

Three Experts will judge each Aspect, normally simultaneously, and record their scores. A fourth Expert coordinates and supervises the scoring and checks their validity. They also act as a judge when required to prevent compatriot marking.

2.1.1 Technical Documentation

Refer to “Aircraft Technical Log - SAMPLE ENTRY” for guidance.

The development of electronic documentation is in progress. There should not be much deviation from the hardcopy documentation.

GUIDE FOR TECHNICAL DOCUMENTATION ENTRY

Step 1: Write a Clearly the Task Performed

Be specific on what was done. Avoid vague wording like "maintenance performed".

Use specific language such as:

- Example: "Replaced alternator as per manual ref xxxx. Installed P/N 12345, S/N 67890. Function check performed as per xxxx" Calibrated tools used are recorded

Step 2: Add Timing and Context

Use the date the work was finished.

If the action was part of a scheduled inspection or required service, mention that context:

- Example: "Completed 100-hour inspection per FAR 43.11."

Step 3: Link to Relevant Documents or Requirements

If the work relates to an AD, SB, or specific regulation, make that connection clear:

- Example: "Complied with AD 2024-01-12 requiring torque check of aileron hinge bolts, no defects found."

Step 4: Confirm Who Performed and Approved the Work

Include the name of the Competitor (License number is not required for the Competition).

Step 5: Review the Entry Before Finalizing

- Double-check every part of the entry for:
- Correct dates and tail numbers
- Proper part numbers and descriptions
- Clear references to applicable regulations
- Missing names or dates

For any Technical records corrections

1. All correction will be made in ink with ONE line striking out the error. Correction will be made by striking out the incorrect entry in such a manner that the underlying information remains legible and inserting the correct entry beside the stricken-out error and then printed initials, date and reason provided. E.I.E. (Entered in Error) is an acceptable reason.

Proposed Judgement Scale

0 – Poor- technical tasks were non-compliant to the aviation legislation- missing crucial information

- Unreadable or fundamentally non-compliant.
- Not in accordance with official WorldSkills Glossary, the EASA 'List of Acceptable Acronyms and Definitions' and/or AC 43.13-1B APPENDIX 2. ACRONYMS AND ABBREVIATIONS.

1 – Needs re-work-Meet the minimum technical log entry

Guidance, with examples provided in the SAG:

- Logbook entries do not consistently meet requirements for legibility, correction control, or authorisation.
- This may include the use of prohibited correction methods, missing endorsements, or corrections made by unauthorised persons.

2 – Good - Meets the correct reference entries

Guidance, with examples provided in the SAG:

- Logbook entries are consistently clear and legible, completed in black ink.
- No evidence of erasures, obliterations, or use of correction fluid.
- Any incorrect entries are clearly identified, corrected in accordance with requirements, and signed and dated by an appropriately licensed or authorised person.
- Maintenance procedures are correctly identified and appropriately referenced.

3 – Excellent - Technical entries are correct and include the proper reference

Guidance, with examples provided in the SAG:

- Logbook entries are exemplary in clarity, structure, and compliance.
- Corrections, attachments, and endorsements are applied correctly, consistently, and proactively.
- Demonstrates a strong understanding of regulatory responsibilities and best-practice record keeping.

ACRONYMS AND ABBREVIATIONS

When completing technical documentation, only abbreviations listed in the official WorldSkills Glossary, the EASA 'List of Acceptable Acronyms and Definitions' and/or AC 43.13-1B APPENDIX 2. ACRONYMS AND ABBREVIATIONS are permitted. Use of unauthorized acronyms will be marked as incorrect and will result in a point deduction for non-compliance.

Formats

1. Date Formats

Mandatory Format (Shaded Fields): For documents containing a shaded date format placeholder (e.g., **DD/MMM/YYYY**), the Competitor must strictly follow the required format.

Example: 20/APR/2026

DATE:	dd/mmm/yyyy
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For documents that do not provide a specific shaded format, any of the following international formats are acceptable. The Competitor should ensure clarity and consistency throughout the task:

- Numeric (Day/Month/Year): DD/MM/YY or DD/MM/YYYY
Examples: 20/04/26 or 20/04/2026
- Numeric (Month/Day/Year): MM/DD/YY or MM/DD/YYYY
Examples: 04/20/26 or 04/20/2026
- Alphanumeric: DD/MMM/YYYY (*Recommended*)
Example: 20/APR/2026

Where no specific format is prescribed, the following international standards are acceptable. However, consistency throughout the document is required.

1. Hours Formats

For documents containing a shaded placeholder or where UTC time is specified (aviation standard), the Competitor must strictly follow the 24-hour format.

- Format: HH:MM (24-hour clock)
- *Example: 08:30 or 15:45 (UTC)*

TIME UP (UTC)
13:00
15:30
12:00

For general documents without a pre-defined shaded format, all the following international formats are acceptable. However, the 24-hour clock remains the preferred industry standard.

- 24-Hour Format: HH:MM (Examples: 09:00 or 21:30)
- 12-Hour Format: HH:MM AM/PM (Examples: 09:00 AM or 09:30 PM)

Judgment example

Descriptor:	Discrepancy:	Action:
Poor- technical tasks were non-compliant to the aviation legislation- missing crucial information	APU FAULT.	Dispatched MEL 49-01 cat C rev 33.
Needs re-work-Meet the minimum technical log entry	APU FAULT.	Performed APU BITE procedure. Dispatched MEL 49-01 cat C rev 33.
Good-Meets the correct reference entries	APU FAULT during start.	Performed APU BITE procedure. IAW AMM 49-60-00-810-801 rev. 87 Due to no available time, this item was dispatched under MEL 49-01 cat. C rev. 33.
Excellent- Technical entries are correct and include the proper references	During APU start, the FAULT indication light came on.	Performed APU BITE procedure IAW AMM 49-60-00-810-801 rev. 87 and found maintenance message 49-41181: "IGNITION CIRCUIT SHOWS OPEN CIRCUIT". Due to no available time for further troubleshooting, this item was dispatched under MEL 49-01 cat. C rev. 33 with the APU inoperative.

2.2 - Sustainable Practice

Overview: This section evaluates the Competitor's adherence to sustainable practices throughout the competition, focusing on waste management, material usage, and environmental consciousness.

Assessment Procedures

Recycling: Competitors are required to dispose of waste in properly labelled waste bins provided for different types of materials. Assessment will include correct segregation and disposal of recyclable and non-recyclable materials.

Minimization of Material Wastage: Competitors will be assessed on their ability to use materials efficiently and minimize waste. This includes:

- Request for Additional Consumables: Points may be deducted if Competitors frequently request additional consumable materials beyond the initial allocation, indicating inefficient use.
- Excess Consumables Disposed: Assessment will consider the number of excess consumables used and subsequently disposed of. The goal is to reduce unnecessary consumption.

Wastage Measurement: The amount of acceptable wastage will be determined by the ITPD (Independent Test Project Designer) and agreed upon by the Experts and Chief Expert for each specific test project. Competitors' waste will be examined at the end of production for assessment against these agreed upon standards.

General Sustainable Practices: Adherence to general sustainable practices such as reducing paper consumption and embracing a diverse and inclusive workplace will be implicitly assessed through observation of Competitor behaviour and overall conduct.

Aircraft Technical Log (aka Journey Log) - Hard copy

		AIRCRAFT TECHNICAL LOG		REGISTRATION #	CAPTAIN	PAGE SEQUENCE	
				F-WSC	SIGNATURE		
FLIGHT DETAILS	LEG	DATE	TIME UP (UTC)	TIME DOWN (UTC)	AIRTIME	FROM	TO
	1	22/Sep/2026	13:00	14:00	01:00	STN 1	STN 2
	2	22/Sep/2026	15:30	16:45	01:15	STN 2	STN 3
TIME	TOTAL TIME B/F FLIGHT		12:00	TOTAL AIRTIME	02:15	TOTAL TIME	14:15
DEFECT/ MAINT							REPORTED BY
							Capt Samson
	WORK ORDER SUMMARY #	if applicable					DATE: 22/Sep/2026
RESOLUTION							RESOLVED BY
							signature
							DATE: dd/mmm/yyyy
	P/N		DEFERRAL #		☐ Function Check	Independent Check accomplished before Maintenance Release by	Certifies that the work specified except as otherwise specified was carried out in accordance with the requirement of the Air Navigation Act and in respect to that work the aircraft/engine/aircraft component is considered ready for release to service
	S/N ON		MEL		☐ Leak Check		
	S/N OFF		CAT	A / B / C / D / P	☐ Independent Check	signature Date	
BATCH #				☐ Others	signature Date		

Aircraft Technical Log - SAMPLE ENTRY

worldskills		AIRCRAFT TECHNICAL LOG		REGISTRATION #	CAPTAIN	EXPERT ABC		PAGE SEQUENCE
				EXPERT ABC	SIGNATURE	EXPERT ABC		Expert to fill
FLIGHT DETAILS	LEG	DATE	TIME UP (UTC)	TIME DOWN (UTC)	AIRTIME	FROM		TO
	1	dd/mm/yyyy	hh:mm	hh:mm	hh:mm	STN (DEP)		STN (ARRV)
	2	dd/mm/yyyy	hh:mm	hh:mm	hh:mm	STN (DEP)		STN (ARRV)
TIME	TOTAL TIME B/F FLIGHT		hh:mm	TOTAL AIR TIME		hh:mm	TOTAL TIME	
DEFECT/ MAINT	 Write legibly, IN BOLD.							REPORTED BY
								PILOT / EXPERT
RESOLUTION	WORK ORDER SUMMARY #		if applicable		When aircraft is ready for release for service		DATE:	dd/mm/yyyy
							RESOLVED BY	
							COMPETITOR Name	
							DATE:	dd/mm/yyyy
							signature & date	
P/N		DEFERRAL #	Task card #	☐ Function Check	Independent Check accomplished before Maintenance Release by		Certifies that the work specified except as otherwise specified was carried out in accordance with the requirements of the Air Navigation Rules and in respect to that work the aircraft/engine/aircraft component is considered ready for release to service.	
S/N ON		MEL		☐ Leak Check				
S/N OFF		CAT	A / B / C / D / P	☐ Independent Check	N/A			
BATCH #				☐ Others				

Aviation Component Tags

TASK CARD		From Tech Log		Page:
sample		Aircraft Regn #		Reported by
		Date		
S/N	MAINTENANCE REQUIRED / DEFECT DESCRIPTION	RESOLUTION	RESOLVED BY / DATE	
1				
2				
3				
4				
5				
6				
Certifier that the work specified except as otherwise specified was carried out in accordance with the requirements of the Air Navigation Act and in respect to that work the aircraft/fundamental aircraft component is considered ready for release to service		Signature & Date		

Unserviceable Tag			
Description		Date	
Part Number		Number of Engineer	
Serial Number		Sign	
Removed from:			

* Unserviceable (Red Tag/Label): Used to identify broken or non-airworthy parts to prevent accidental installation.

Unserviceable Tag

Description		Date	
Part Number		Number of Engineer	
Serial Number		Sign	
Removed from:			

*Holding Tag (Yellow Tag/Label): Used for serviceable components that are removed for servicing / inspection.

Serviceable Tag

Description			
Part Number		Number of Engineer	
Serial Number		Sign	
		Date	

*Serviceable Tag (Green Tag/Label): Used to identify parts or components that are fully serviceable, airworthy, and approved for installation on an aircraft.

Safety Management

Introduction

All accredited personnel must comply with the Health, Safety, and Environment legislation specified by the Competition Organizer as well as the WorldSkills Health, Safety, and Environment policy and regulations for skill competitions.

Ref: TD chapter 7 “Skill-specific safety requirements”

Refer to section 7.1 for “Personal Protective Equipment”.

In addition to compliance with section 7.1, Experts must be familiar with Safety Risk Management (SRM) as it is a key component of safety management and includes hazard identification, safety risk assessment, safety risk mitigation and risk acceptance. The importance of safety cannot be understated.

Safety should extend into the development of working station for the Test Projects which take account of human factors principles and human performance.

Competitors should be encouraged to report unsafe situations to the Experts for corrective action.

Expert Lead will work with the Chief Expert to manage safety for Aircraft Maintenance, and all Experts and Competitors will be briefed before the start of the competition. Safety violation by Competitors during competition should be corrected immediately and be assessed accordingly.

General safety rules for all modules

General rules to be observed in the competition site.

- Do not run in the workshops.
- Do not eat in the workshops.
- Do not wear jewellery (e.g. rings, necklaces, watches) to avoid personal injury. The Competitor may place a clock or timer on the workbench.
- Long hair should be tied back to keep it safely out of danger.
- Do not wear loose clothing.
- Do use appropriate PPEs. (Ref TD Section 7.1 Personal Protective Equipment)

In general, unless otherwise specified, ear protection may be worn by the Competitor if they want to isolate themselves from outside noise, even if they are in an area without a risk of high noise.