

LAPORAN *ON THE JOB TRAINING*
DI FL TECHNICS INDONESIA – HANGGAR BALI
01 April 2024 – 30 Juni 2024



Disusun Oleh :

ALI ZAENAL YUSUF AULIYA IRAWAN
NIT 30421002

PROGRAM STUDI DIPLOMA 3 TEKNIK PESAWAT UDARA
POLITEKNIK PENERBANGAN SURABAYA
2024

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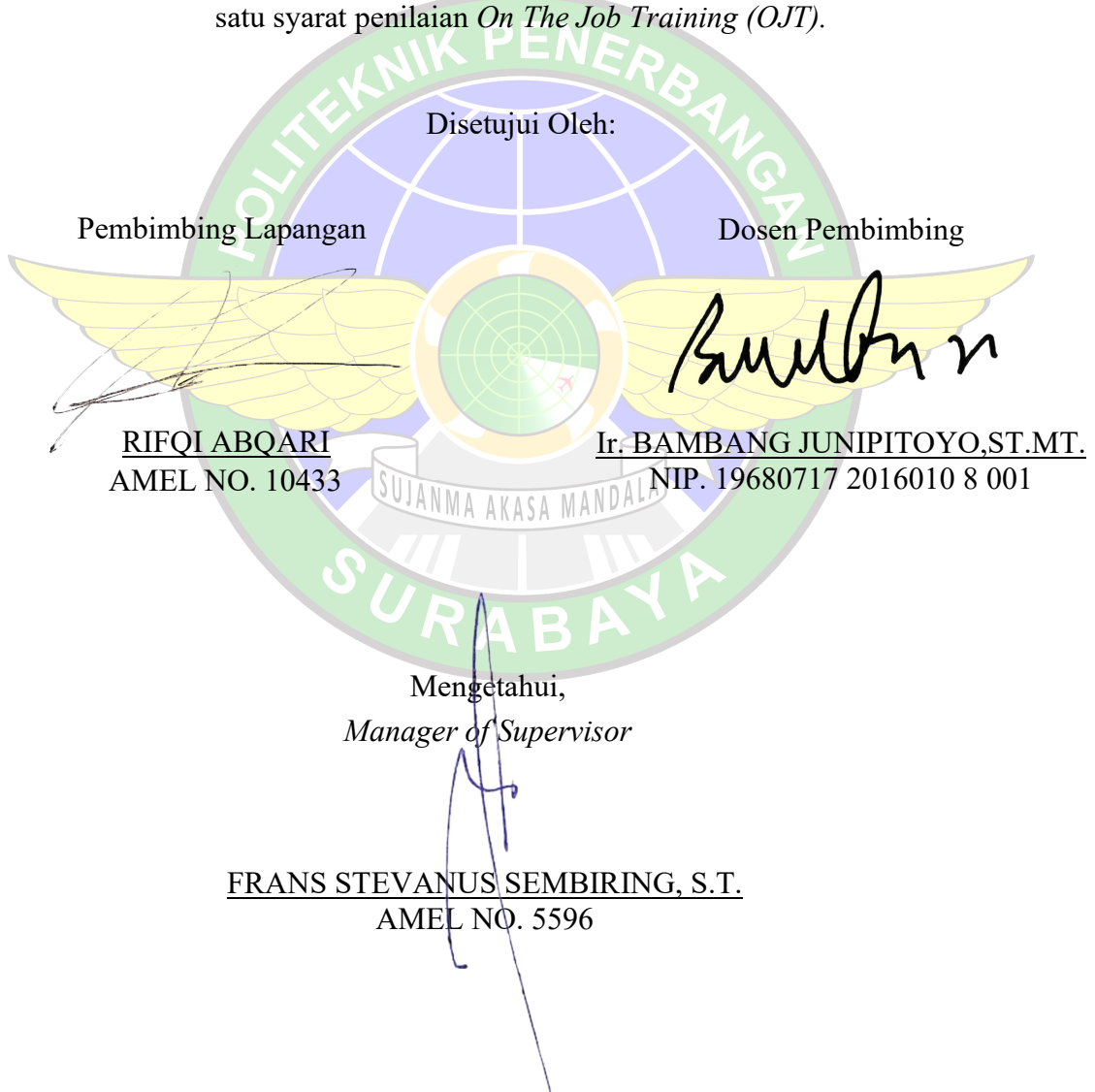
**PROGRAM STUDI DIPLOMA 3 TEKNIK PESAWAT UDARA
POLITEKNIK PENERBANGAN SURABAYA
2024**

LEMBAR PERSETUJUAN

LAPORAN *ON THE JOB TRAINING (OJT)* DI FL TECHNICS INDONESIA – HANGGAR BALI

Oleh:
Ali Zaenal Yusuf Auliya Irawan
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Laporan *On The Job Training (OJT)* ini telah diterima dan disetujui sebagai salah satu syarat penilaian *On The Job Training (OJT)*.



LEMBAR PENGESAHAN

Laporan *On The Job Training* telah dilakukan pengujian didepan Tim Penguji pada tanggal 26 Juli 2024 dan dinyatakan memenuhi syarat sebagai salah satu komponen penilaian *On The Job Training*.

Tim Penguji :

Ketua

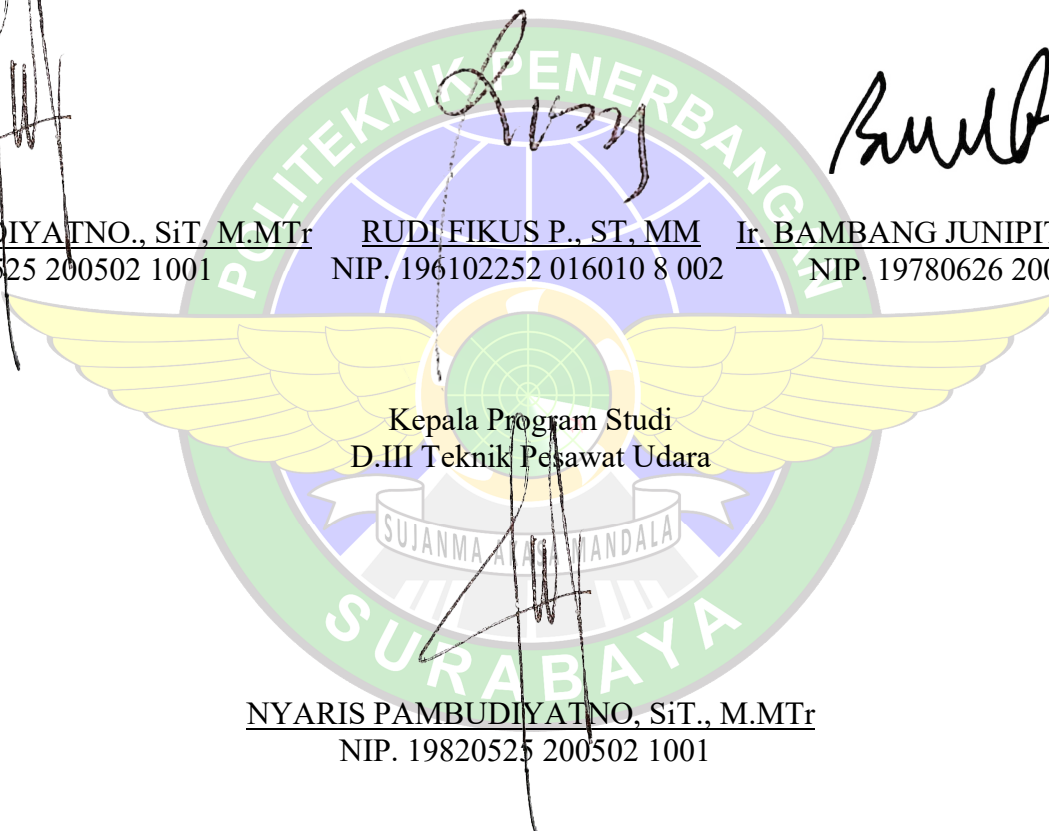
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KATA PENGANTAR

Syukur alhamdulillah kami panjatkan kepada Allah SWT atas rahmat dan karunia-Nya kami dapat menyelesaikan laporan *On the Job Training (OJT)* di FL Technics Indonesia – Hanggar bali ini dapat diselesaikan dengan baik.

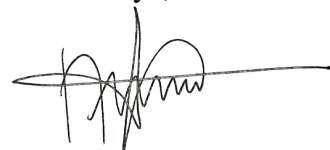
Penyusunan laporan *On the Job Training (OJT)* memiliki maksud dan tujuan sebagai cara kami untuk lebih mendalami dan mengimplementasikan ilmu yang telah didapatkan dalam pelaksanaan *On the Job Training (OJT)*. Selain itu juga bermanfaat untuk menambah wawasan dan pengetahuan bagi para pembaca, khususnya bagi pribadi kami.

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3. Bapak Dobrica Djordjovic, selaku *Chief Production Officer* FL Technics Indonesia.
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9. Seluruh dosen dan instruktur pengajar Politeknik Penerbangan Surabaya yang telah membimbing kami selama ini.
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11. Seluruh engineer dan mekanik FL Technics Indonesia - Hanggar
12. Seluruh rekan – rekan yang senantiasa mendukung saya.

Tentunya laporan ini masih jauh dari kata sempurna. Atas kesalahan dan kata-kata yang kurang berkenan, kami memohon maaf. Saran dan kritik membangun kami harapkan demi karya yang lebih baik di masa mendatang.

Surabaya, 26 Juli 2024



Ali Zaenal Yusuf Auliya Irawan

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DAFTAR ISTILAH

OJT (*On The Job Training*)

Kegiatan pembelajaran praktek maupun teori secara langsung pada lingkungan kerja dengan supervisi yang kompeten dibidangnya.

BLU (Badan Layanan Umum)

Pengelolaan keuangan yang memberikan keleluasaan untuk menerapkan praktek bisnis yang sehat untuk meningkatkan pelayanan kepada masyarakat untuk memajukan kesejahteraan dan mencerdaskan kehidupan bangsa.

ICAO (*Internatonal Civil Aviation Organization*)

Sebuah lembaga Perserikatan Bangsa-Bangsa yang didirikan menurut Konvensi Chicago 1944 tentang Penerbangan Sipil Internasional

CASR (*Civil Aviation Safety Regulation*)

Berisi tentang aturan pengoprasian pesawat.

DGCA (*Directorate General of Civil Aviation*)

Unsur pelaksana sebagian tugas dan fungsi Kementerian Perhubungan Indonesia, yang berada di bawah dan bertanggung jawab kepada Menteri Perhubungan.

AMO (*Approved maintenance organizations*)

Organisasi yang disahkan oleh DGCA untuk melakukan perawatan, perbaikan dan modifikasi pesawat sesuai dengan cakupan kemampuannya

AMM (*Aircraft Maintenance Manual*)

Prosedur yang dilakukan dalam perawatan pesawat.

PEL (*Personal Experient Logbook*)

Sebagai salah satu bukti bahwa yang bersangkutan telah berpengalaman melaksanakan suatu pekerjaan.

BAB I

PENDAHULUAN

1.1 Latar Belakang

Politeknik Penerbangan Surabaya merupakan salah satu lembaga pendidikan dibawah naungan Badan Pengembangan Sumber Daya Manusia (BPSDM) Perhubungan sebagai penyelenggara pendidikan dan pelatihan penerbangan guna menghasilkan Sumber Daya Manusia Perhubungan yang berkompetensi dalam dunia transportasi udara yaitu tenaga kerja yang terampil yang siap pakai karena telah mendapatkan program pendidikan khusus/kejuruan untuk mendapatkan kecakapan khusus yang bersifat operasional / praktikal dengan sertifikasi kecakapan tertentu.

Politeknik Penerbangan Surabaya memiliki 7 program studi, salah satunya adalah Program Studi Teknik Pesawat Udara (TPU). Para Taruna/I dibekali materi secara teori dan praktek di lapangan yang seluruhnya ditujukan untuk meningkatkan kualitas kinerja sebagai tenaga kerja nantinya. Salah satu program kegiatan pendidikan di dalamnya adalah Praktek Kerja Lapangan / *On the Job Training (OJT)*.

On the Job Training (OJT) atau praktek kerja lapangan merupakan salah satu rangkaian program kurikulum pendidikan di Politeknik Penerbangan Surabaya. Taruna diharapkan dapat menerapkan kemampuan dan pengetahuan yang telah diperoleh untuk melakukan perawatan pesawat udara. Selain itu, taruna yang melaksanakan OJT diharapkan memperoleh wawasan dan dapat meningkatkan kemampuan dalam melakukan perawatan pesawat sebelum memasuki dunia kerja.

Teknisi Pesawat Udara mempunyai fungsi yang sangat penting dalam melaksanakan perawatan pesawat udara baik di *base maintenance* ataupun di *line maintenance*. Contohnya seperti pelaksanaan OJT Taruna Teknisi Pesawat Udara dari Politeknik Penerbangan Surabaya yang dilaksanakan di FL Technics Indonesia – Hanggar Bali. Para peserta OJT melakukan perawatan pesawat Airbus

dan Boeing dibagian Base Maintenance yang berada di FL Technics Indonesia – Hanggar Bali

Setelah melaksanakan *On the Job Training* (OJT), taruna membuat laporan *On the Job Training* (OJT) sebagai bentuk hasil bahwa taruna telah melaksanakan OJT. Laporan OJT ditulis berdasarkan pengalaman taruna selama bekerja di instansi terkait, penulisan dilakukan secara sistematis, bersifat objektif, dan menggunakan Bahasa Indonesia yang benar berdasarkan kaidah KBBI. Laporan OJT ditulis dengan tujuan menjadi referensi dan sumber bagi peserta OJT selanjutnya

1.2 Maksud dan Manfaat

1.2.1 Maksud

Adapun Maksud dilaksanakannya *On The Job Training* (OJT) berdasarkan pedoman OJT terbagi menjadi dua yaitu maksud secara umum dan khusus, sebagai berikut :

1. Maksud Secara Umum

- a. Mengembangkan kerja sama dan kemampuan sosialisasi yang baik sesama taruna dan tenaga kerja pada unit kerja Politeknik Penerbangan Surabaya maupun pada FL Technics Indonesia – Hanggar Bali
- b. Memperoleh pengalaman nyata dari perusahaan atau lembaga sebagai upaya untuk mengembangkan ilmu pengetahuan serta keterampilan dalam melakukan perbaikan dan perawatan pesawat udara.

2. Maksud Secara Khusus

- a. Peserta OJT mampu mengaplikasikan segala pengetahuan tentang teknik pesawat udara yang diperoleh selama mengikuti Pendidikan di Politeknik Penerbangan Surabaya.
- b. Memahami prosedur dalam melakukan perbaikan serta perawatan pesawat udara.

- c. Taruna dapat mengembangkan kompetensi serta pengetahuan yang sudah didapatkan pada saat melaksanakan pendidikan dikampus.
- d. Peserta OJT mampu membiasakan diri dengan budaya kerja dalam Lembaga penyelenggaraan perawatan pesawat udara.

1.2.2 Manfaat

A. Manfaat bagi Taruna

- 1. Mendapatkan pengalaman secara langsung untuk melakukan perbaikan dan perawatan pesawat udara.
- 2. Mendapatkan gambaran nyata mengenai situasi dan kondisi di lapangan kerja.
- 3. Meningkatkan ilmu yang diperoleh selama belajar di Politeknik Penerbangan Surabaya.

B. Manfaat bagi lokasi OJT

- 1. Adanya saran dan masukan yang membangun yang diperoleh dari Taruna yang melaksanakan program *On The Job Training*.
- 2. Intansi akan mendapat bantuan tenaga dari Taruna yang melaksanakan program *On The Job Training*.

BAB II **PROFIL LOKASI OJT**

2.1 Sejarah PT. Avia Technics Dirgantara (FL Technics Indonesia)

FL Technics didirikan pada tahun 2005 dan berkantor pusat di Bandara Internasional Vilnius, Lithuania, serta hanggar FL Technics pertama berada di bandara Vilnius. Pada tahun 2007 perusahaan mulai melakukan tindakan dalam pertumbuhan dan perkembangan dengan membangun hanggar kedua di bandara internasional Lithuania. Luas total hanggar mencapai 13,742 m dan mencakup 5 ruang perawatan pesawat, gudang dan fasilitas pendukung lainnya.

Pada bulan Mei 2009, FL Technics menandatangani perjanjian dengan perusahaan penerbangan di Slovakia (Seagle Air). Perjanjian tersebut mencakup pemeliharaan teknis rutin untuk pesawat Boeing 737. Pada bulan Juli, FL Technics Indonesia menandatangani perjanjian dengan Koala Rika MRO untuk menyediakan layanan teknis untuk pekerjaan pemeliharaan berat yang dilakukan untuk pesawat jarak jauh, seperti Boeing 757-200. Pada bulan Oktober 2009, perusahaan menandatangani perjanjian pemeliharaan pangkalan Boeing 737-200 dengan Italy Air dan Slowakia Air.

Pada tahun 2010, FL Technics Indonesia melakukan perluasan layanan dengan pelatihan pemeliharaan dengan layanan pelatihan pesawat ATR, ATR 72-100/200 dan ATR 42-200/300.

Pada tahun 2011, FL Technics pertama kali melakukan layanan perawatan dan perbaikan pesawat Airbus A320 yang juga digunakan untuk sertifikasi EASA Part-145. Pada bulan Juli 2011, perusahaan membeli 7 pesawat Boeing 737-300 dari Air Asia untuk diurai menjadi beberapa bagian dan komponen (Scrap). Dengan memanfaatkan tersebut, FL Technics Indonesia mampu meningkatkan tingkat layanan dengan mempertahankan lebih banyak stok suku cadang serta komponen

Pada tahun 2012, perusahaan mendapatkan sertifikat EASA Part-21 “*Design Organization Approval*” dengan tujuan agar perusahaan dapat merancang serta menyetujui adanya perubahan kecil dan perbaikan kecil pada pesawat. Selain

sertifikat yang diterima dari EASA, FL Technics juga menerima sertifikat audit suku cadang ISO 9001-2008 dan sertifikat untuk pengendalian kualitas.

Selain itu, pada tahun 2013, perusahaan bermitra dengan pemasok komponen dirgantara termasuk XTRA Aerospace dan Seal Dynamics. Pada tahun 2014, FL Technics meningkatkan kapasitas di Lithuania, hanggar di Lithuania merupakan hanggar teknologi terbesar di Eropa Timur. Pada bulan Agustus 2014, FL Technics memperluas layanannya dengan meluncurkan Pelatihan Online, sebuah platform Internet yang menyediakan layanan pelatihan online sesuai standar EASA. Selanjutnya FL Technics membuat layanan berupa konsultasi MRO (Maintenance Repair Organization) pada bulan Maret 2015 untuk mesin, APU dan landing gear. Kemudian, pada bulan November, FL Technics membuka kantor perwakilan di Miami, Florida sehingga perusahaan dapat bekerja sama langsung dengan pemasok lokal.

Selain di Amerika, FL Technics juga mulai berekspansi ke pasar Asia dengan menggandeng program Power-by-Hour (PBH) dengan maskapai asal Thailand K-Mile Asia, khusus untuk kargo Boeing 737 khusus di Thailand, FL Technics semakin berkembang dan juga memperluas cakupan operasinya dengan mendirikan hanggar MRO di Bandara Internasional Soekarno-Hatta di Jakarta, Indonesia pada bulan Desember 2016. Gedung FL Technics di Indonesia pada awalnya merupakan bengkel pembuatan pesawat Angkasa Pura II. Fasilitas seluas 20.000 m² ini melayani tiga jenis pesawat: Boeing 737 NG, Boeing 737 CL dan Airbus 320 series. Perkembangan yang cukup baik dari FL Technics Indonesia atau dikenal juga dengan PT. Avia Technics Dirgantara akhirnya mendapatkan sertifikasi yang disetujui oleh Maintenance Organization (AMO) Administrasi Penerbangan Sipil Vietnam. FL Technics Indonesia juga beroperasi di dua bidang: Aircraft Maintenance Organization (AMO) dan Aircraft Maintenance Training Organization (AMTO) untuk meningkatkan daya saing di sektor dirgantara industri, khususnya penerbangan MRO.

2.2 Data Umum

2.2.1 Visi dan Misi

Visi PT.Avia Technics Dirgantara (FL Technics)

Desired worldwide, multibillion Modern MRO. (Menjadi multi miliar MRO yang diinginkan seluruh dunia).

Misi PT.Avia Technics Dirgantara (FL Technics)

Building a safer aviation world through speed, knowledge and innovative solutions. (Membangun dunia penerbangan yang lebih aman melalui kecepatan, pengetahuan dan Solusi yang inovatif)

2.2.2 Fasilitas

PT. Avia Technics Dirgantara (FL Technics) yang berada di Bandara International Ngurah Rai mempunyai fasilitas Pendidikan yaitu Gedung Operasional 1 dan 2, Gedung Simulator, Asrama, Kelas, dan Hanggar.

1. Fasilitas Hanggar Pesawat Udara

FL Technics memiliki fasilitas 2 unit hanggar pesawat udara yaitu Hanggar A dan Hanggar B. Kedua unit tersebut dapat menyimpan pesawat dengan total kapasitas pesawat 2 yang bertipe Airbus dan Boeing. Untuk gambar 2.1 dan gambar 2.2 merupakan Hanggar A dan B yang digunakan untuk pelaksanaan perawatan dan perbaikan pesawat, baik berupa maintenance, penggantian komponen, cleaning, penggantian consumable part, inspeksi ringan hingga tahunan, dan lain-lain.



Gambar 2. 1 Hanggar A



Gambar 2. 2 Hanggar B

Hanggar A memiliki fasilitas sebagai berikut :

1) *Composite Workshop*

untuk melakukan perawatan pesawat udara khususnya berbahan dasar composite, yaitu skin pesawat. Dapat dilihat pada gambar 2.3



Gambar 2. 3 Composite Workshop

2) *Structure Repair Workshop*

untuk melakukan perbaikan dan modifikasi structure pesawat yang telah rusak seperti corrosion dan leak seperti pada gambar 2.4



Gambar 2. 4 Structure Repair Workshop

3) *Training Room*

Pada gambar 2.5 sebagai ruangan yang digunakan karyawan atau mechanic yang melakukan Pendidikan, pelatihan dan type rating pesawat.



Gambar 2. 5 Training Room

4) *Bay Manager Room*

sebagai ruangan untuk mengatur dan merencanakan program maintenance yang akan dilakukan pada pesawat. Dapat dilihat pada gambar 2.6



Gambar 2. 6 Deputy Bay Room

5) *Team Room*

Sebagai ruangan untuk berkumpulnya masing – masing *team* untuk melakukan *briefing* sebelum melakukan *maintenance* yang dapat dilihat pada gambar 2.7.



Gambar 2. 7 Team Room.

6) *Machining Workshop*

sebagai ruangan pemrosesan komponen pesawat udara yang dapat dilihat pada gambar 2.8



Gambar 2. 8 Machining Workshop.

7) *NDT Room*

sebagai ruangan untuk pengujian yang dilakukan guna mengevaluasi suatu material tanpa merusak fungsi dari benda yang diuji tersebut yang dapat dilihat pada gambar 2.9



Gambar 2. 9 NDT Room.

8) *Dark Room*

sebagai ruangan untuk melihat *leak* dan *crack* suatu benda dengan menggunakan bantuan sinar *ultraviolet* yang dapat dilihat pada gambar 2.10



Gambar 2. 10 Dark Room

Hanggar B memiliki fasilitas sebagai berikut :

1) *Store Room*

tempat untuk mengambil part yang sudah di order untuk pesawat dan menyerahkan part yang sudah rusak (*unserviceable*) dapat dilihat pada gambar 2.11



Gambar 2. 11 Store Room

2) *Sheet Metal Shop*

untuk melakukan maintenance pada pesawat yang berbahan dari metal atau sebagainya dapat dilihat pada gambar 2.12.



Gambar 2. 12 Sheet Metal Shop

3) *Chemical Room*

sebagai tempat penyimpanan bahan-bahan yang mengandung bahan kimiawi untuk pesawat dapat dilihat pada gambar 2.13



Gambar 2. 13 Chemical Room

4) *Quality Inspection Room*

sebagai ruangan untuk memeriksa dan meneliti kualitas Perusahaan dalam berbagai aspek dan sebagai tempat masuk dan keluarnya barang yang sudah di order dapat dilihat pada gambar 2.14



Gambar 2. 14 Quality Inspection Room

5) *GSE (Ground Support Equipment)*

sebagai alat untuk membantu dalam pergerakan selama di hangar, yaitu seperti *Towing*, *Boom Lift*, dan *Scissors* dapat dilihat pada gambar 2.15



Gambar 2. 15 Ground Support Equipment

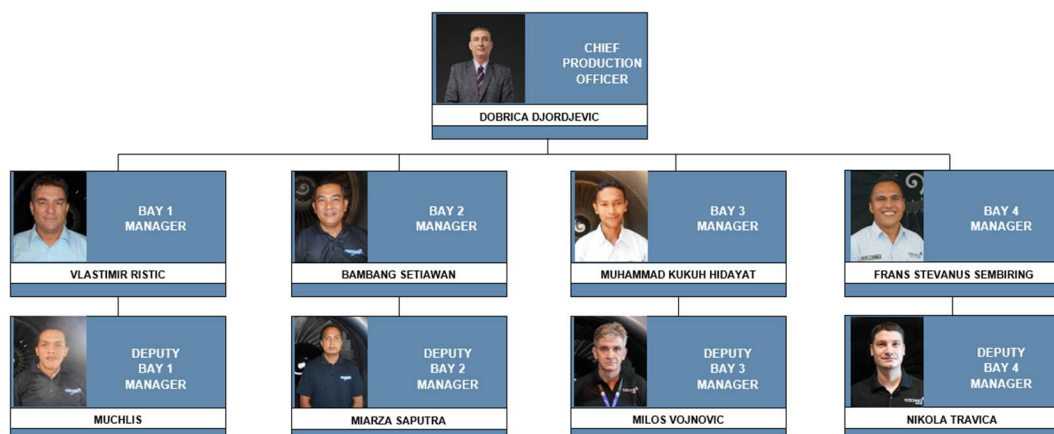


2.2.3 Struktur Organisasi

PT Avia Technics Dirgantara Indonesia sebagai perusahaan yang beroperasi pada dunia perawatan pesawat terbang bersifat profesional memiliki struktur organisasi yang cukup kompleks dapat dilihat pada gambar 2.16 dan gambar 2.17 untuk menjalankan roda dari organisasi perusahaan untuk mencapai target-target tertentu. Struktur organisasi Perusahaan yang ideal menjadi salah satu aspek penentu efektivitas kerja dari orang-orang yang bekerja pada perusahaan tersebut. Mengetahui tentang apa saja struktur organisasi perusahaan, termasuk mengenai manfaat dan fungsi struktur organisasi dalam perusahaan menjadi hal yang amat penting.



Gambar 2. 16 Struktur Organisasi



Gambar 2. 17 Struktur Organisasi Base and Line Maintenance

(Sumber: PT Avia Technics Dirgantara Indonesia – Company Profile)

PT. Avia Technics Dirgantara Indonesia memiliki beberapa departemen dan unit yang mendukung kegiatan pemeliharaan pesawat terbang, yaitu sebagai berikut:

1. Base Department
 - a. Maintenance Unit
 - b. Workshop Unit
 - c. Planning and Engineering Unit
2. Logistic Department
 - a. GSE (Ground Support Equipment)
 - b. Logistic Unit
3. Administration Department
 - a. Facility Maintenance Unit
 - b. IT (Information and Technology) Unit
 - c. Sekretariat Unit
 - d. Human Resources Department
 - e. Finance Department
 - f. Sales Department
 - g. Procurement Department
 - h. Quality Safety Department

2.2.4 Safety Management System Concept

Manajemen PT Avia Technics Dirgantara berkomitmen kuat untuk Manajemen Keselamatan adalah proses siklus yang membantu kita untuk:

- Mematuhi peraturan
- Mendorong setiap orang untuk bersikap proaktif bukan reaktif.
- Menyelidiki kecelakaan dan insiden.
- Memastikan keselamatan adalah bagian integral dari segala sesuatu yang kita lakukan.
- Pastikan kepatuhan.

2.2.5 *Quality Audit Program*

Program audit yang dilaksanakan melalui prinsip PDCA (*Plan-Do-Check-Act*):

- *Plan*. Seluruh kegiatan harus dipersiapkan, direncanakan, dan didokumentasikan.'
- *Do*, semua tugas harus dilakukan sesuai prosedur yang telah ditentukan
- *Check*, kinerja actual harus dievaluasi
- *Action*, ditinjau atau diperbaiki dengan rencana perbaikan

2.2.6 **Jam Kerja Perusahaan**

FL Technics Indonesia memiliki jam kerja yaitu : Senin – Jumat mulai jam 07.00 – 16.00 dan Sabtu – Minggu libur.



BAB III

TINJAUAN TEORI

3.1 Airbus A320



Gambar 3. 1 Logo Airbus A320

Airbus A320 adalah pesawat penumpang komersial jarak dekat sampai menengah yang diproduksi oleh Airbus. A320 merupakan pesawat penumpang pertama dengan sebuah sistem kendali *fly-by-wire* digital, di mana pilot mengendalikan penerbangan melalui penggunaan sinyal elektronik dan bukan secara mekanik dengan hendel dan sistem hidraulik. Kelompok pesawat A320 (yang termasuk A318, A319, A320, dan A321, serta pesawat jet bisnis ACJ) adalah satu-satunya kelompok pesawat berbadan sempit (*narrow-body*) yang diproduksi Airbus. Logo dapat dilihat pada gambar 3.1

Airbus A320 family merupakan pesawat bersayap tunggal dengan sayap jenis *low-wing* dengan model ekor konvensional menggunakan sebuah ekor tunggal dan rudder. Mereka memiliki tiga set roda pendarat yang dapat dilipat dan ditenagai oleh dua mesin turbofan yang terpasang di sayap.

Dibandingkan dengan pesawat penumpang komersial lainnya yang memiliki kelas sama, A320 memiliki kabin satu lantai yang lebih lebar dengan diameter luar 1.555 inci (39,5 m), dibandingkan dengan 148 inci (3,8 m) pada Boeing 737 dan 1.316 inci (33,4 m) pada Boeing 717, dan memiliki ruang bagasi atas yang lebih besar, bersama dengan teknologi *fly-by-wire*. Sebagai tambahan, pesawat ini memiliki sebuah ruang kargo yang dilengkapi dengan pintu besar untuk membantu proses bongkar muat kargo yang cukup besar.

A320 memiliki sebuah ECAM (*Electronic Centralised Aircraft*

Monitor/Monitor Pesawat Elektronik Terpusat) yang memberikan informasi kepada awak pesawat mengenai semua sistem di dalam pesawat. Dengan pengecualian versi paling awal dari A320, sebagian besar sistem dapat ditingkatkan ke dalam standard avionik paling akhir, membuat pesawat tetap berkembang meski telah beroperasi selama dua dekade.

Spesifikasi Airbus A320 dapat dilihat pada table 3.1 dan gambar 3.2:

Tabel 3.1 *Airbus A320 Specification*

<i>Aircraft Dimensions</i>		
	Metric	Imperial
<i>Overall Length</i>	37.57 m	123 ft. 3 in
<i>Height</i>	11.76 m	38 ft. 7 in
<i>Fuselage diameter</i>	3.95 m	13 ft
<i>Maximum cabin width</i>	3.70 m	12 ft. 1 in
<i>Cabin length</i>	27.51 m	90 ft. 3 in
<i>Wingspan (geometric)</i>	34.10 m	111 ft. 10 in
<i>Wing area (reference)</i>	122.6 m	1.320 ft ²
<i>Wing sweep (25% chord)</i>	25 degrees	25 degrees
<i>Wheelbase</i>	12.64 m	41 ft. 5 in
<i>Wheel track</i>	7.59 m	24 ft. 11 in
<i>Basic Operating Data</i>		
<i>Engines</i>	Two CFM56-5 or IAE V2500	Two CFM56-5 or IAE V2500
<i>Engine thrust range</i>	111-120 kN	22.000-27.000 lb.
<i>Typical passenger seating</i>	150	150
<i>Range (w/max.passenger)</i>	4.800 (5.700) km	2.600 (3.000) nm
<i>Max.operating Mach number (Mmo)</i>	0.82 Mo	0.82 Mo
<i>Bulk hold volume – Standard/option</i>	37.41 m ³	1.322 ft ³

<i>Design Weights</i>		
<i>Maximum ramp weight</i>	73.9 (77.4) tonnes	162.9 (170.6) lbs. x 1000
<i>Maximum takeoff weight</i>	73.5 (77) tonnes	162 (169.8) lbs. x 1000
<i>Maximum landing weight</i>	64.5 (66) tonnes	142.2 (145.5) lbs. x 1000
<i>Maximum zero fuel weight</i>	61 (62.5) tonnes	134.5 (137.8) lbs. x 1000
<i>Maximum fuel capacity</i>	23.860 (29.840) Litres	6.300 (7.885) US gal.
<i>Typical operating weight empty</i>	42.4 tonnes	93.5 lbs. x 1000
<i>Typical volumetric payload</i>	16.6 tonnes	36.59 lbs. x 1000



Gambar 3. 2 Airbus A320 Spesifikasi

Sumber : <https://edition.cnn.com/2014/12/28/travel/airbus-a320-profile/index.html>

3.2 Sistem Maintenance Pada Pesawat Airbus A320

Sistem maintenance yang sering dipakai adalah metode *preventive maintenance*. *Preventive maintenance* adalah pemeliharaan yang dilakukan secara terjadwal, umumnya secara periodic, dimana sejumlah tugas pemeliharaan adalah

seperti inspeksi, perbaikan, penggantian sebelum pesawat diterbangkan, maskapai melakukan sejumlah perawatan rutin untuk menjaga keamanan penerbangan. Inilah tahapannya seluruh kendaraan membutuhkan perawatan (maintenance) agar mampu beroperasi dengan baik selama perjalanan. Tak terkecuali pesawat terbang yang memiliki system perawatan kompleks dan harus dilakukan secara disiplin. Dapat dilihat pada gambar 3.3



Gambar 3. 3 Maintenance Airbus A320

Pesawat harus memiliki sertifikat Perusahaan perawatan pesawat udara yaitu tanda bukti terpenuhinya standar dan prosedur dalam perawatan pesawat, mesin pesawat, baling-balik pesawat, dan komponen-komponen lain oleh suatu perusahaan perawatan.

Di samping berpatokan pada standar dari Kemenhub, Perawatan pesawat dibedakan menjadi line maintenance dan base maintenance. Secara sederhana, pembeda kedua jenis perawatan ini adalah dengan perlu atau tidaknya hanggar. Line maintenance ini dapat dilakukan di bandara yang dilakukan sebelum pesawat berangkat. Pada saat ini dilakukan inspeksi inspeksi ringan. Line maintenance dilakukan before departure check.

Sementara itu untuk base maintenance yang lebih rumit dan kompleks, perawatannya dilakukan di hanggar. Perawatan ini diberikan untuk pesawat yang sudah terbang selama ratusan jam dan bertahun-tahun.

Misalnya untuk perawatan yang disebut sebagai A-check, ini dilakukan pada pesawat tipe Airbus A320 setiap 500 jam penerbangan kemudian ada yang disebut sebagai C-check. Pada pesawat Airbus A320 dilakukan setiap 3 tahun sekali.

3.3 Program Pemeriksaan

Otoritas penerbangan atau maskapai penerbangan umumnya menggambarkan pemeriksaan terperinci sebagai pemeriksaan. Pemeriksaan ini dibagi menjadi empat bagian. Dua pemeriksaan pertama tergolong pemeriksaan ringan dan dua pemeriksaan sisanya termasuk pemeriksaan lebih berat. Dalam bahasa bengkel pesawat, setiap pemeriksaan ini disebut pemeriksaan A, B, C dan D.

1. A-Check

Pengecekan biasanya dilakukan setiap 400-600 jam terbang atau 200-300 pergerakan seperti lepas landas dan mendarat. Perawatan pesawat setidaknya membutuhkan 150-180 jam kerja dan biasanya dilakukan di hanggar atau derek minimal 10 jam. Selain itu, jenis pesawat juga bisa menentukan pengecekan yang satu ini.

2. B-Check

Pengecekan yang satu ini dilakukan setiap 6-8 bulan sekali dengan estimasi waktu 160-180 jam kerja. Biasanya bisa selesai antara 1-3 hari di towing. Karena masih satu kelompok cek, sebenarnya cek A dan cek B ini bisa digabungkan menjadi satu cek yang berkesinambungan.

3. C-Check

Pemeriksaan C tergolong pemeriksaan berat. Oleh karena itu, dibutuhkan waktu lebih lama. Biasanya setiap 20-24 bulan atau sejumlah jam terbang tertentu yang ditentukan oleh pabrikan pesawat. Pengecekan yang satu ini membutuhkan pengecekan yang hampir semua komponen pesawat diperiksa. Perawatan pesawat juga membuat pesawat tidak dapat beroperasi sementara selama proses pemeriksaan. Ini karena pesawat tidak diperbolehkan meninggalkan area inspeksi sebelum selesai. Dan dibandingkan dengan pemeriksaan A dan B, pemeriksaan ini membutuhkan area yang lebih luas.

Waktu yang dibutuhkan untuk pemeriksaan ini antara 1-2 minggu dan membutuhkan waktu kerja hingga 6000 jam. Dan jadwal pemeriksaan itu sendiri dipengaruhi oleh beberapa faktor dan komponen yang diperiksa, diantaranya jenis pesawat.

4. D-Check

Pemeriksaan ini adalah yang paling luas dan berat untuk sebuah pesawat terbang. Pasalnya, pemeriksaan ini dilakukan kurang lebih setiap enam tahun sekali dan dalam prosesnya mengharuskan setiap bagian pesawat dibongkar untuk pemeriksaan dan pemeriksaan. Bahkan, catnya memang harus dikupas untuk bisa dilakukan pemeriksaan lebih lanjut terhadap lambung pesawat. Waktu inspeksi dapat memakan waktu hingga 50.000 jam kerja dan hingga 2 bulan untuk menyelesaikannya dengan sempurna. Pemeriksaan ini juga membutuhkan ruang yang cukup luas. Sehingga lokasi yang paling tepat adalah di pangkalan perawatan pesawat yang memadai.

3.4 Program Maintenance

Menurut UAL *Engineer maintenance check* terbagi dalam 3 kategori yaitu:

1. Block Maintenance (Letter Check)

Block Maintenance adalah taskcard yang dikelompokkan menjadi grup yang dikelompokkan masing masing. A-Check biasanya terdiri dari A1, A2, A3,..., A8. C-check juga begitu, C1,..., C8. Interval taskcard ditentukan dari interval letter checknya. Ada beberapa taskcard yang berdiri sendiri, tergantung maskapai penerbangan atau customer ingin melakukan program maintenance seperti apa. Maintenance program yang dibuat memakai MSG-2 biasanya menggunakan letter check.

2. *Progressive Maintenance*

Setiap taskcard dikerjakan berdasarkan intervalnya sendiri (*day by day maintenance*). Tidak ada pengelompokan secara resmi, yang ada hanya dikerjakan secara bersamaan. Seperti taskcard yang membutuhkan pengerjaan

yang lama. Beberapa maskapai penerbangan ada yang menerapkan maintenance programnya dengan menggunakan MSG3.

3. *Equalized maintenance*

Equalized Maintenance adalah equalized beban kerja dalam kelompok-kelompok tertentu. Untuk sistem ini dikenal dengan sebutan phase check. Seluruh maintenance check untuk pesawat tersebut dilist, lalu dihitung workloadnya, lalu dibagi-bagi menjadi beberapa phase dengan interval yang tetap. Interval yang dipilih bisa Flight Hours dan Flight Cycle.

Setelah taskcard dikumpulkan lalu membuat table beban kerja, interval yang telah dibuat lalu dibagi dalam phase dengan interval yang sama. Beban kerja dibagi sedemikian sehingga setiap phase mempunyai beban kerja yang serupa. Terkecuali beberapa phase yang memang berbeda karena adanya taskcard yang membutuhkan groundtime yang lama. Phase dengan beban kerja rendah biasanya diserupakan dengan a-check. Kebanyakan maskapai penerbangan yang menggunakan MSG-3 memilih program ini karena lebih mudah dimonitor dibandingkan block maintenance.

3.5 *Daily/Weekly Check*

1. *Daily Check*

Merupakan pengecekan yang dilakukan secara berkala pada setiap hari. Pengecekan ini biasanya untuk kerusakan dan masalah kecil seperti kekurangan tekanan angin, oli dan kampas rem landing gear pesawat. Walaupun terlihat seperti masalah sepele, pengecekan ini penting dilakukan agar kondisi pesawat saat dipakai dalam keadaan layak untuk penerbangan.

2. *Weekly Check*

Merupakan pengecekan yang dilakukan secara berkala pada setiap minggu

	Daily / Weekly Check List
---	---------------------------

CHECKLIST

ENERGIZE THE AIRCRAFT ELECTRICAL CIRCUITS FROM THE EXTERNAL POWER OR APU
Ref. AMM 24-41-00-861-002-A OR 24-41-00-861-002-A01.

TASK NO.	DESCRIPTION	APPLICABLE TO			
		DAILY	WEEKLY		
200000-NS-1	REVIEW ETL FOR OPEN/EXPIRED DEFECTS. <i>Ref: Standard Practices</i> NOTE: IF ETL IS NOT INSTALLED OR U/S REVIEW: PAPER TECHNICAL LOGS, CABIN DEFECT REPORTS LOGS FOR OPEN/EXPIRED DEFECTS. PAPER HOLD ITEM LIST AND CABIN HOLD ITEM LIST FOR OPEN/EXPIRED DEFECTS.	YES	YES		
200000-NS-3	REVIEW POST FLIGHT REPORT (PRINT OUT FROM MCDU). START TROUBLE SHOOTING AND RECORD RESULT IN THE TECHNICAL LOG. SCAN AND SEND TOGETHER WITH REST OF DOCUMENTS TO: DOCS@AVIONEXPRESS.AERO. IF ANY MESSAGE REQUIRES IMMEDIATE ACTIONS, RECORD IT AND START RECTIFICATION / TROUBLESHOOTING <i>Ref: Standard Practices</i>	YES	YES		
351000-NS-1	CHECK CREW OXYGEN PRESSURE ON THE LOWER ECAM DISPLAY UNIT ON THE DOOR/OXY PAGE: - MAKE SURE THAT THE PRESSURE SHOWN IS MORE THAN THE MINIMUM PRESSURE. Note crew member number for minimums.	YES	YES		
				LY-VEL, LY-MLG, LY-NVI, LY-NVJ, LY-MLN, LY-MLI, LY-MLJ, LY-MLK, LY-NVL, LY-NVM	LY-MLF, LY-NVN
	Min for 2 Crewmembers (PSI)			731	522
	Min for 2 Crewmembers +1 OBS (PSI)			959	675
	Min for 2 Crewmembers +2 OBS (PSI)			1215	846
	NOTE: Pressure is indicated for REF Temperature of 20 °C/68 °F - On ground: REF Temperature = (OAT + Cockpit TEMP) / 2 - In flight: REF Temperature = CAB TEMP (°C) - 10 (°C), or REF Temperature = CAB TEMP (°F) - 18 (°F) For other temperatures please refer to table in FCOM (LIMITATIONS - OXYGEN).				
351100-NS-1	CHECK CREW OXYGEN THERMAL DISCHARGE INDICATOR <i>Ref: AMM 35-11-00 PB 001 2.C.</i>	YES	YES		
293000-NS-1	CHECK HYDRAULIC FLUID QUANTITIES (ECAM HYD PAGE) MAKE SURE THAT THE LOWER DISPLAY UNIT OF THE ECAM SHOWS A RESERVOIR QUANTITY INDICATION FOR EACH HYDRAULIC SYSTEM. NORMAL FILL: LEVEL IN GREEN BAND - GREEN SYSTEM - 14L - BLUE SYSTEM - 6L - YELLOW SYSTEM - 12L (WITH BRAKE ACCUMULATOR FULL OF FLUID AT SYSTEM PRESSURE [3000PSI]) <i>Ref: AMM 29-30-00-200-002 / Service AMM 12-12-29-611-001</i>	YES	YES		
121379-NS-1	SERVICE THE LEFT AND RIGHT ENGINE OIL AS REQUIRED AND CHECK THE DIFFERENTIAL PRESSURE INDICATOR RECORD ADDED AMOUNT PER ENGINE IN FLIGHT LOG AND RECORD SERVICING IN TECHNICAL LOG. IF NO SERVICING WAS NECESSARY, ENTER 0. <i>Ref: AMM 12-13-79-610-001-A, AMM 12-13-79-610-002-A, AMM 12-13-79-610-011-A</i> NOTE: RII - MAKE SURE BOTH OIL TANK FILLER CAPS ARE LOCKED AND CLOSED CORRECTLY. RECORD THAT IN THE TECHNICAL LOG.	YES	YES		
ZL-100-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF LOWER HALF OF FUSELAGE OF THE AIRCRAFT INCLUDING ANTENNAS. <i>Ref: AMM 05-21-00-200-001</i>	YES	YES		
052100-NS-1	CHECK RVSM AREAS, PITOT-PROBES, STATIC PORTS, TAT PROBES AND AOA VANES <i>Ref: AMM 05-21-00-200-001</i>	YES	YES		
ZL-123-02-1	NOSE LANDING GEAR WELL GENERAL VISUAL INSPECTION OF NOSE GEAR WELL (EWIS) <i>Ref: AMM 05-21-20-200-012</i>	NO	YES		
325112-NS-1	"PARKING BRAKE ON" LIGHT ON NLG. <i>Ref: AMM 32-51-12-720-051-A</i>	YES	YES		

Gambar 3. 4 Daily/Weekly Check

3.6 *Exterior Light*

Sistem lampu pada pesawat terbang mempunyai peranan penting dalam operasi penerbangan, sekaligus sebagai penerangan dan komunikasi baik dengan ground station maupun dengan pesawat lain. Exterior Lighting mempunyai peranan penting, terutama pada malam hari, diantaranya :

- 1) Untuk mempermudah penglihatan terhadap adanya pesawat yang sedang mengudara
- 2) Sebagai penerangan *fuselage* pesawat terbang
- 3) Mencegah terjadinya tabrakan
- 4) Mempermudah penglihatan adanya *icing* pada sayap pesawat dan tempat lain sering terjadinya *ice*
- 5) Komunikasi *External*

3.6.1 *Strobe Light*

Strobe position light adalah lampu kilat yang memancarkan cahaya kurang lebih 60 kali setiap menitnya yang berguna untuk mengetahui posisi pesawat terbang pada saat di udara. *Strobe position light* terpasang di setiap wing tip dan pada *fuselage tail cone*. *Strobe position light* adalah LED wing strobe light yang berwarna putih dan ketika dipancarkan seperti kilat. Letak posisi LED wing strobe light terletak di ujung wing. Berguna untuk mengetahui posisi pesawat terbang ketika di udara. Mempunyai flash rate 60 +5 per menitnya. Strobe Light sendiri terletak di dua tempat, yang pertama pada bagian Wings kiri kanan dan yang ke dua terletak di bagian Tail. Strobe Light berfungsi sebagai isyarat aktivitas pesawat agar terlihat oleh Air Traffic Control (ATC). Strobe Light mempunyai switch untuk menyalakan lampu yang terdapat pada Cockpit pada bagian Overhead Panel. Strobe Light mempunyai switch untuk menyalakan lampu yang terdapat pada Cockpit pada bagian Overhead Panel.



Gambar 3. 5 *Strobe Light*

3.7 *Weather Radar*

Weather Radar adalah untuk mendeteksi dan menghindari dari cuaca yang dapat merusak pesawat. Display akan menampilkan informasi cuaca dengan warna yang membedakan tingkat ketebalan awan, deras atau tidaknya hujan. *Weather radar* terletak pada nose dapat dilihat pada gambar 3.6

Cara kerja *Weather Radar* akan menunjukkan kepada pilot dengan menguraikan beberapa tempat yang digambarkan pada display termasuk gambar waktu menembus hujan lebat atau gambar sungai – sungai, pinggir laut, pegunungan, atau kota untuk posisi yang tetap. *Weather Radar Display* akan menunjukkan kepada pilot untuk menghindari hujan disertai angin dan petir dan termasuk turbulensi. *Basic Weather Radar* terdiri dari *receiver* dan *transmitter unit*, *antenna assembly* serta *wave guide* dan *control panel*.



Gambar 3. 6 Nose Airbus A320 tempat Weather Radar berada

3.8 DME (*Distance Measurement Equipment*)

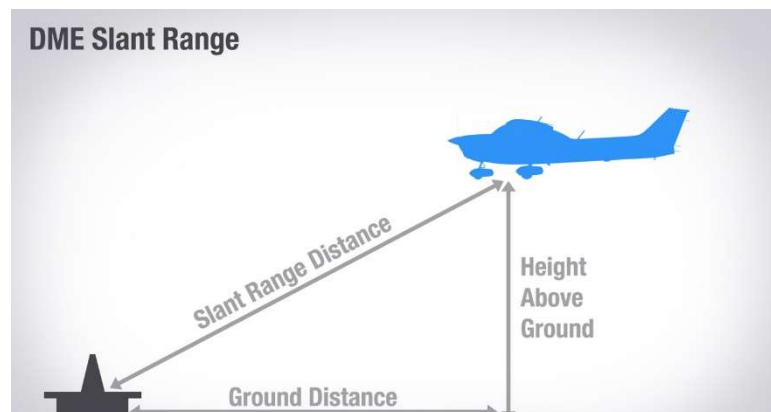
DME adalah suatu alat yang digunakan pesawat terbang untuk mengetahui jarak pesawat terhadap ground station. Fasilitas DME dipasang untuk melengkapi system DVOR dan ILS, dengan fungsi untuk memberikan informasi ke penerbang tentang jarak pesawat terhadap runway. DME bekerja pada range frekuensi UHF 962 – 1213 Mhz. yang mana pancarannya tidak tergantung pada keadaan cuaca dan pola pancarnya secara line of sight.

3.8.1 Prinsip Dasar DME (*Distance Measurement Equipment*)

DME adalah sebuah alat navigasi untuk mengukur jarak dari base transponder dengan pesawat. Jarak yang di berikan adalah sudut miring antara pesawat dan transmitter dari DME ini dan bukan jarak sesungguhnya antara pesawat dan DME dapat dilihat pada gambar 3.6.

DME bekerja pada range frekuensi UHF 926 – 1213 Mhz yang mana pancarannya tidak tergantung pada keadaan cuaca dan pola pancarannya secara line of sight

DME pada pesawat terdiri dari transmitter dan receiver UHF yang disebut dengan INTERROGATOR dan DME pada ground station disebut TRANSPONDER.



Gambar 3. 7 DME Slant Range

3.8.2 Interrogator

Interrogator merupakan sebuah pemancar radar yang mengirimkan pasangan pulsa dan memicu sebuah transponder. Interrogator DME terletak pada *EE Compartment* dapat dilihat pada gambar 3.8. Sistem ini biasanya dikombinasikan dalam satu unit dengan alat penjawab, yang menerima sinyal balasan dari transponder dan menghasilkan output yang sesuai. Hal ini disebut juga dengan *interrogator-transmitter*.

DME terdiri dari Interrogator yang berada pada pesawat sedangkan DME Station berada di on ground. Interrogator pada pesawat memancarkan pulse pada DME Station yang on ground. Pulse yang diterima memicu DME Station untuk membalas pulse tersebut. Balasan tersebut diterima oleh DME Interrogator yang berada pada pesawat. Perbedaan waktu antara transmisi dan penerima digunakan untuk menghitung jarak dari pesawat ke DME Station. Karena Interrogasi itu berulang, informasi yang didapatkan juga digunakan untuk menghitung kecepatan di darat.



Gambar 3. 8 DME Interrogator



BAB IV

PELAKSANAAN OJT

4.1 Lingkup Pelaksanaan OJT

Pelaksanaan OJT dilaksanakan menyesuaikan dengan kegiatan yang sedang berjalan di FL Technics sebagai berikut:

4.2 Waktu dan Tempat

On The Job Training (OJT) ini dilaksanakan dengan data sebagai berikut:

Peserta : Taruna Politeknik Penerbangan Surabaya.
 Jumlah : 6 (Enam) orang.
 Waktu : 01 April 2024 sampai dengan 30 Juni 2024.
 Tempat : PT. Avia Technics Dirgantara. (FL Technics)

4.3 Jadwal Kegiatan

Pelaksanaan *On The Job Training (OJT)* bagi taruna program studi D3 Teknik Pesawat Udara angkatan 7 secara intensif dimulai sejak tanggal 01 April 2024 sampai dengan 30 Juni 2024 di Hanggar FL Technics Indonesia.

Pada tabel 4.1 jadwal kegiatan selama pelaksanaan *On The Job Training*. Dikarenakan jumlah peserta *On The Job Training (OJT)* 6 orang, maka menjadi satu grup. Adapun waktu pelaksanaannya dimulai pukul 07.00 – 16.00 WITA yang dilaksanakan setiap hari Senin-Jumat dan libur untuk hari Sabtu-Minggu

Tabel 4.1 Jadwal Kegiatan *On The Job Training*

NO	JAM	KEGIATAN
1	06.30	Persiapan kerja
2	06.30 – 07.00	<i>Prepare taskcard</i>
3	07.00 – 07.30	<i>Briefing</i>
4	07.30 – 11.30	Waktu kerja

5	11.30 – 12.30	Ishoma
6	12.30 – 15.30	Waktu kerja
7	15.30 – 16.00	<i>Cleanup</i>
8	16.00 – 16.15	<i>Briefing</i> dan persiapan pulang

4.4 Permasalahan

Pelaksanaan *On The Job Training* taruna dilibatkan secara langsung dalam kegiatan Inspeksi dan perawatan pesawat Airbus A320 sehingga peserta menjumpai beberapa studi kasus yang diangkat menjadi materi penulisan laporan, studi kasus diambil dari satu kegiatan disetiap minggunya sebagai bentuk laporan kegiatan *On The Job Training* di FL Technics Indonesia – Hanggar Bali. Secara garis besar selama mengikut kegiatan *On The Job Training* di FL Technics Indonesia – Hanggar Bali, peserta OJT mempelajari tahapan mengenai perawatan pesawat udara, Adapun urutan kerangka kerja dijelaskan sebagai berikut:

1. Identifikasi Masalah

Identifikasi Masalah adalah tahap sebelum melaksanakan suatu perbaikan maupun perawatan pesawat udara langkah pertama yang harus dilakukan yaitu identifikasi *troubleshooting* dimana teknisi akan mendiagnosa letak maupun sumber permasalahan sebelum masuk ke tahap selanjutnya .

2. *Inspection*

Inspection adalah ketika pesawat digunakan maka umur penggunaan dari suatu komponen akan berkurang sehingga salah satu tujuan dari *aircraft inspection* adalah mengganti atau memperbaiki part-part tersebut serta memastikan kondisi pesawat laik terbang ketika dioperasikan. Semua kegiatan inspeksi sudah ditentukan melalui *task card* dan dilakukan berdasarkan AMM *Airbus A320*.

3. *Repair/Service*

Repair adalah kegiatan memperbaiki atau mengganti suatu bagian yang rusak, perbaikan biasanya meliputi penggantian suku cadang yang terdapat pada pesawat

4. *Functional Test*

Functional Test adalah tahap setelah semua kegiatan penggantian maupun perbaikan komponen pesawat telah selesai tahap berikutnya adalah melakukan pengamatan terhadap kinerja daripada part yang diganti ataupun diperbaiki

5. *Return to Service*

Return to Service adalah tahap ketika maintenance telah selesai dilaksanakan dan hasil *functional test* melalui *ground run* menyatakan bahwa semuanya layak, maka pesawat tersebut dikatakan *RTS (Return To Service)* sehingga dapat dioperasikan kembali.

Ke lima point tersebut diimplementasikan oleh peserta selama pelaksanaan OJT. Berikut akan disajikan studi kasus yang memenuhi point point diatas dan *servicing* yang telah dikerjakan:

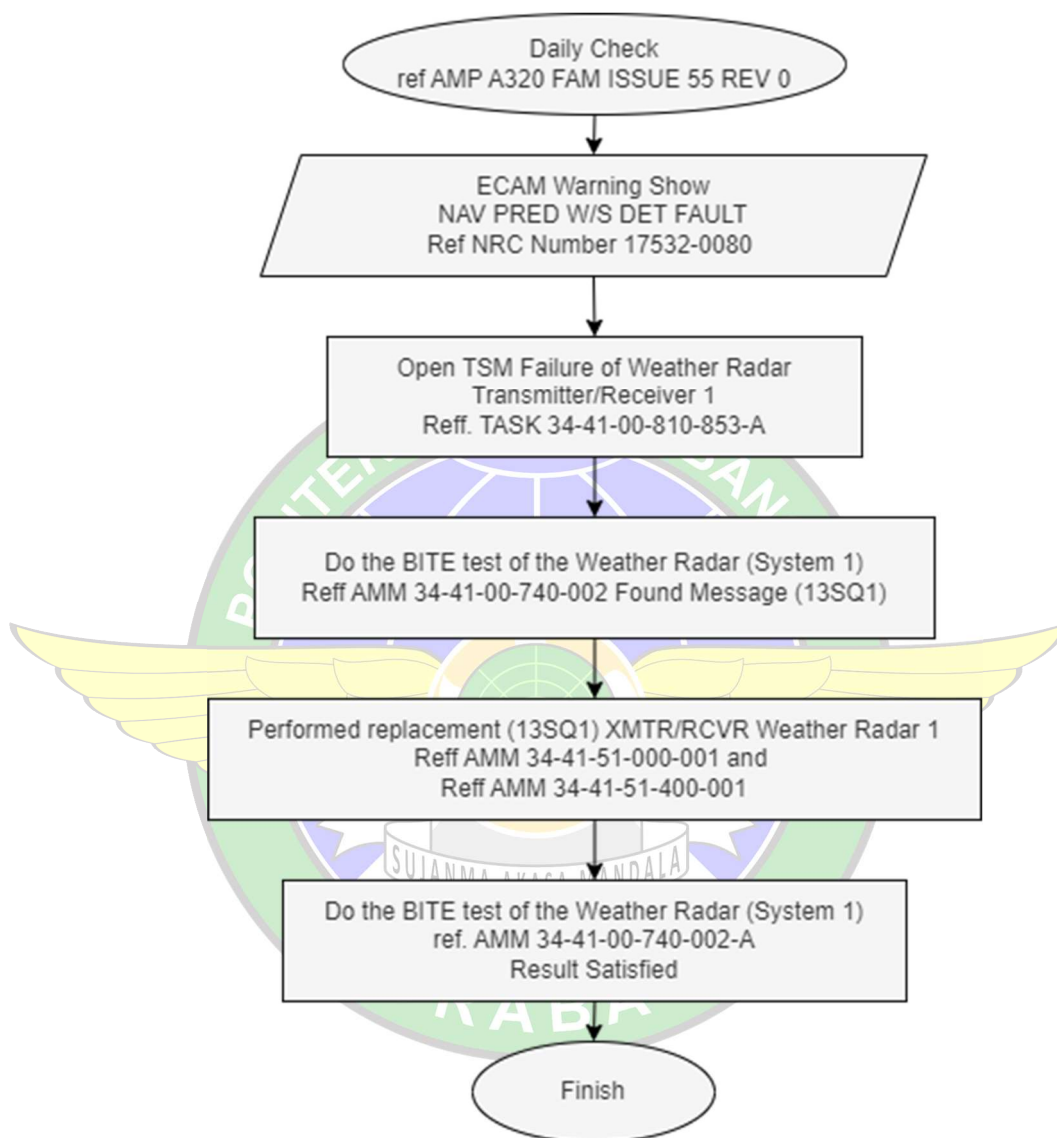
1. *Failure of Weather Radar Transmitter/Receiver.*
2. *Failure of the DME Interrogator 1.*
3. *Strobe light one of the anti – collision does not flash.*

4.5 Penyelesaian Masalah

Dari beberapa troubleshooting yang ditemukan pada saat melaksanakan *On The Job Training* maka harus diberikan beberapa penanganan masalah sebagai berikut :

4.5.1 Troubleshooting Failure of the Weather Radar Transmitter/Receiver.

Pada pesawat Airbus A320 dengan registrasi LY – NVI harus dilakukan perbaikan dengan alur berikut :



Bagan 4. 1 Flowchart Troubleshooting Weather Radar Transmitter/Receiver 1

1. *Inspection*

[illegible]



Gambar 4. 2 Invalid UPPER ECAM

2. Rectification

6/12/24, 11:07 AM BAV - A318 / A319 / A320 / A321 - TSM - 01-May-2024 - 34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiv...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiver 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 05:06:41					

SUBTASK 34-41-00-810-116-A

A. If there is confirmation of the fault:

(1) Get access to the TSD page:

(a) If the last four digits of the TSD fault message are 13BB:

1. Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) Ref. AMM 34-41-51-000-001 and Ref. AMM 34-41-51-400-001.

(b) If the last four digits of the TSD fault message are 13AE and 13AF:

1. Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) Ref. AMM 34-41-51-000-001 and Ref. AMM 34-41-51-400-001.

(c) If the last four digits of the TSD fault message are 13B6:

1. Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) Ref. AMM 34-41-51-000-001 and Ref. AMM 34-41-51-400-001.

(d) If the last four digits of the TSD fault message are 0BE2:

1. Do a check and repair the wiring from weather radar transceiver 1 (13SQ1) pin AA/1T to weather radar transmitter/receiver 1 (13SQ1) pin A/<Z Ref. AMM 34-41-03.

2. Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) Ref. AMM 34-41-51-000-001 and Ref. AMM 34-41-51-400-001.

Gambar 4. 3 Troubleshooting Manual Weather Radar Transceiver

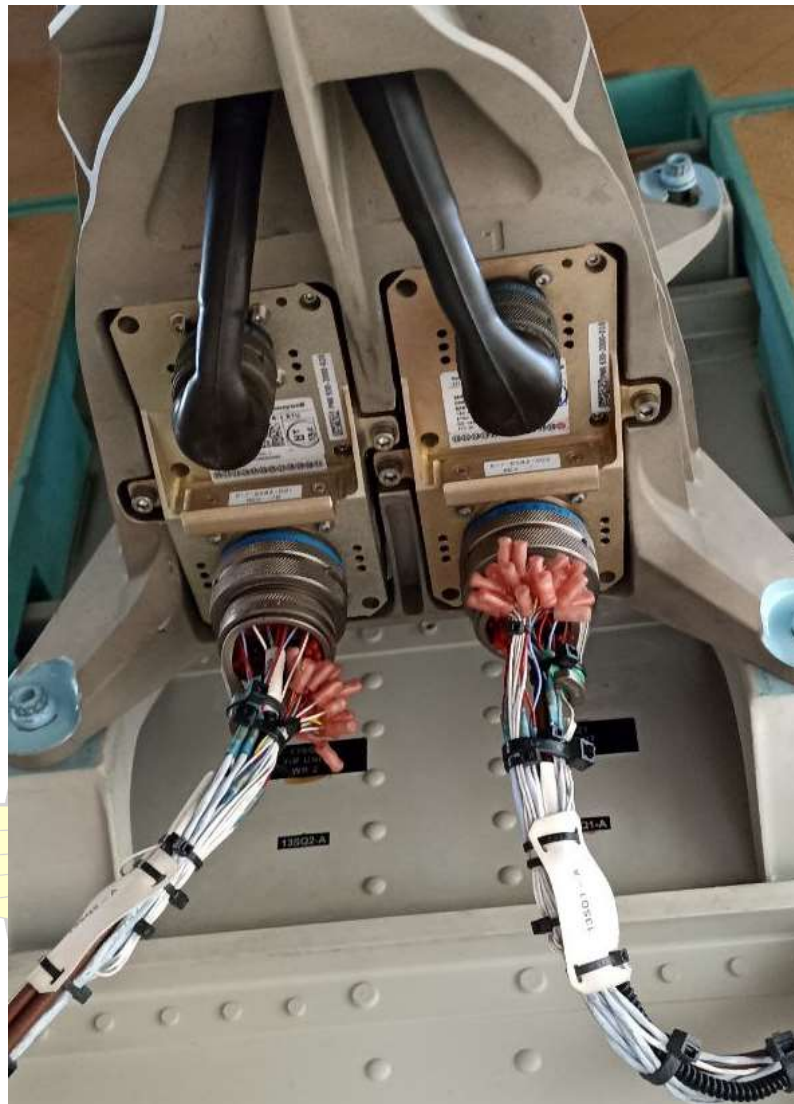
Maintenance yang dilakukan sesuai dengan TSM (Troubleshoot Manual) Weather Radar Transceiver 1 Ref. TSM TASK 34-41-00-810-853-A pada gambar 4.2, Hasil BITE TEST ref. AMM 34-41-00-740-002-A menunjukkan message (13SQ1). Setelah melakukan BITE TEST, engineer dan mekanik harus melakukan *replace* XMTR/RCVR-WEATHER RADAR 1 (13SQ1) sesuai pada message MCDU pada gambar 4.4.



Gambar 4. 4 Weather Radar Transceiver found message (13SQ1)

3. Repair

Selanjutnya engineer dan mekanik melakukan *replacement Weather Radar Transceiver 1* berdasarkan referensi AMM *Removal TASK 34-41-51-000-001-A* dan AMM *installation TASK 34-41-51-400-001-A*.



Gambar 4. 5 Weather Radar Transceiver

Pada gambar 4.5 adalah komponen *Weather Radar Transceiver* 1 (LH) dan *Weather Radar Transceiver* 2 (RH)



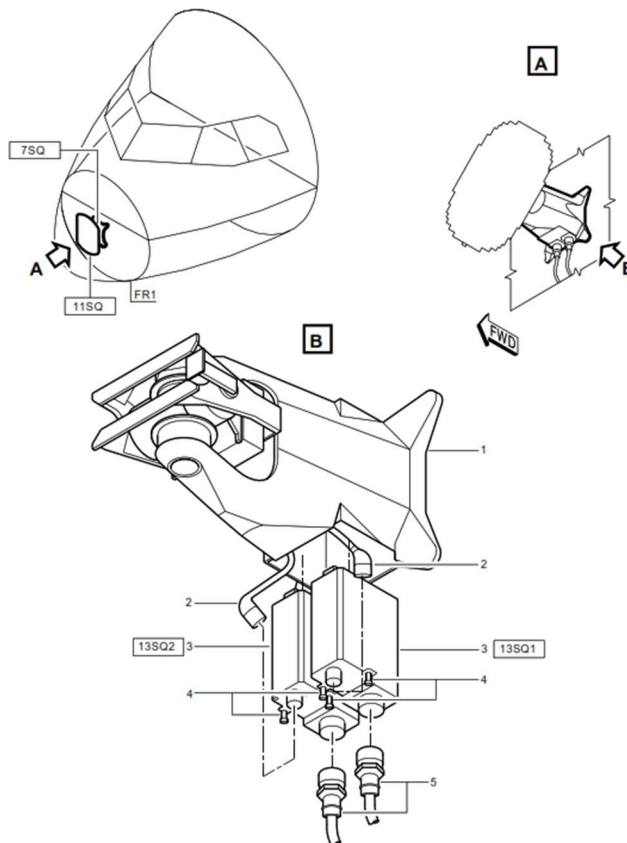
Gambar 4. 6 Pergantian Weather Radar Transceiver 1

Pada Gambar 4.6 adalah pada saat pergantian *Weather Radar Transceiver* 2 (kanan) yang bermasalah dengan dilakukannya *removal* dibutuhkan *tools* yaitu *ACCESS PLATFORM SM (16 FT) – ADJUSTABLE*, *CAP – BLANKING*, *SAFETY CLIP – CIRCUIT BREAKER*, *WARNING NOTICE(S)* dengan tahapan sebagai berikut :

1. *In the cockpit, put a WARNING NOTICE(S) on the center pedestal, to tell persons not to operate the weather radar system.*
2. *Put the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE in position in zone 110 below the radome.*
3. *Open the radome 110AL.*

CAUTION: WHEN YOU REMOVE OR INSTALL THE TRANSMITTER RECEIVER UNIT, BE CAREFUL NOT TO HIT THE LOCALIZER ANTENNA. THE CLEARANCE BETWEEN THE RADAR ANTENNA ASSEMBLY AND THE LOCALIZER ANTENNA IS SMALL.

Setelah melakukan konfigurasi maka dilakukan tahapan *removal* sesuai dengan TSM TASK 34-51-33-000-001-A dengan tahapan sebagai berikut :



Gambar 4. 7 Referensi Instalation Weather Radar Transceiver 1

1. Disconnect the electrical connectors (2) and (5) from TRU (3)
2. Put CAP - BLANKING on the disconnected electrical connectors (2) and (5).
3. Remove the TRU (3) from the weather-radar antenna drive-unit (1).
4. Put the TRU (3) in a correct container.

Setelah dilakukan *removal* maka selanjutnya adalah *installation Weather Radar Transceiver 1* berdasarkan AMM TASK 34-41-51-400-001-A. Sebelum dilakukannya *installation* maka konfigurasi dengan menggunakan tools yaitu ACCESS PLATFORM 5M (16 FT)-

ADJUSTABLE, CAP – BLANKING, SAFETY CLIP - CIRCUIT BREAKER, WARNING NOTICE(S), dan Torque wrench: range to between 0.34 and 0.40 m.da N (30.09 and 35.40 lbf.in) dengan tahapan sebagai berikut :

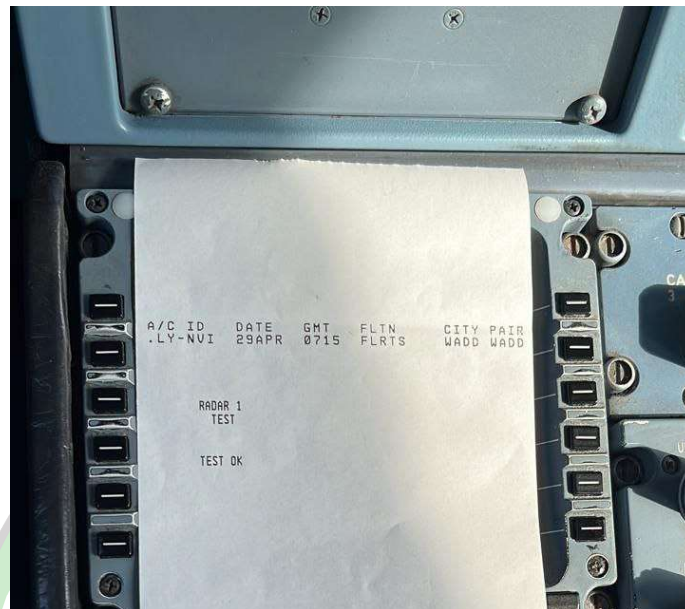
1. *Make sure that the WARNING NOTICE(S), which tells persons not to operate the weather radar system, is in position in the cockpit on the center pedestal.*
2. *Make sure that the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE is in position in zone 110 below the radome.*
3. *Make sure that the radome 110AL is open*
4. *Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP- CIRCUIT BREAKER as necessary*

CAUTION: WHEN YOU REMOVE OR INSTALL THE TRANSMITTER RECEIVER UNIT, BE CAREFUL NOT TO HIT THE LOCALIZER ANTENNA. THE CLEARANCE BETWEEN THE RADAR ANTENNA ASSEMBLY AND THE LOCALIZER ANTENNA IS SMALL.

Setelah melakukan konfigurasi selanjutnya dilakukan *installation* sesuai dengan referensi AMM TASK 34-41-51-400-001-A dengan tahapan sebagai berikut :

1. *Do a visual inspection and clean the component interface*
 2. *Install the TRU (3) in the weather-radar antenna drive-unit (1).*
 3. *Install the two captive screws (4) to attach the TRU (3).*
 4. *TORQUE the screws (4) to between 0.34 and 0.40 m.daN (30.09 and 35.40 lbf.in)*
 5. *Remove the CAP - BLANKING from the electrical connectors. Make sure that the electrical connectors are clean and in the correct condition.*
 6. *Connect the electrical connector (2) to the smaller connector on the TRU (3).*
 7. *Connect the electrical connector (5) to the larger connector on the TRU (3).*
4. *Functional Test*

Setelah pergantian komponen *Weather Radar Transceiver 1* maka dilakukan BITE TEST kembali dengan referensi AMM TASK 34-00-740-002-A dan menunjukkan “TEST OK” pada gambar 4.8.



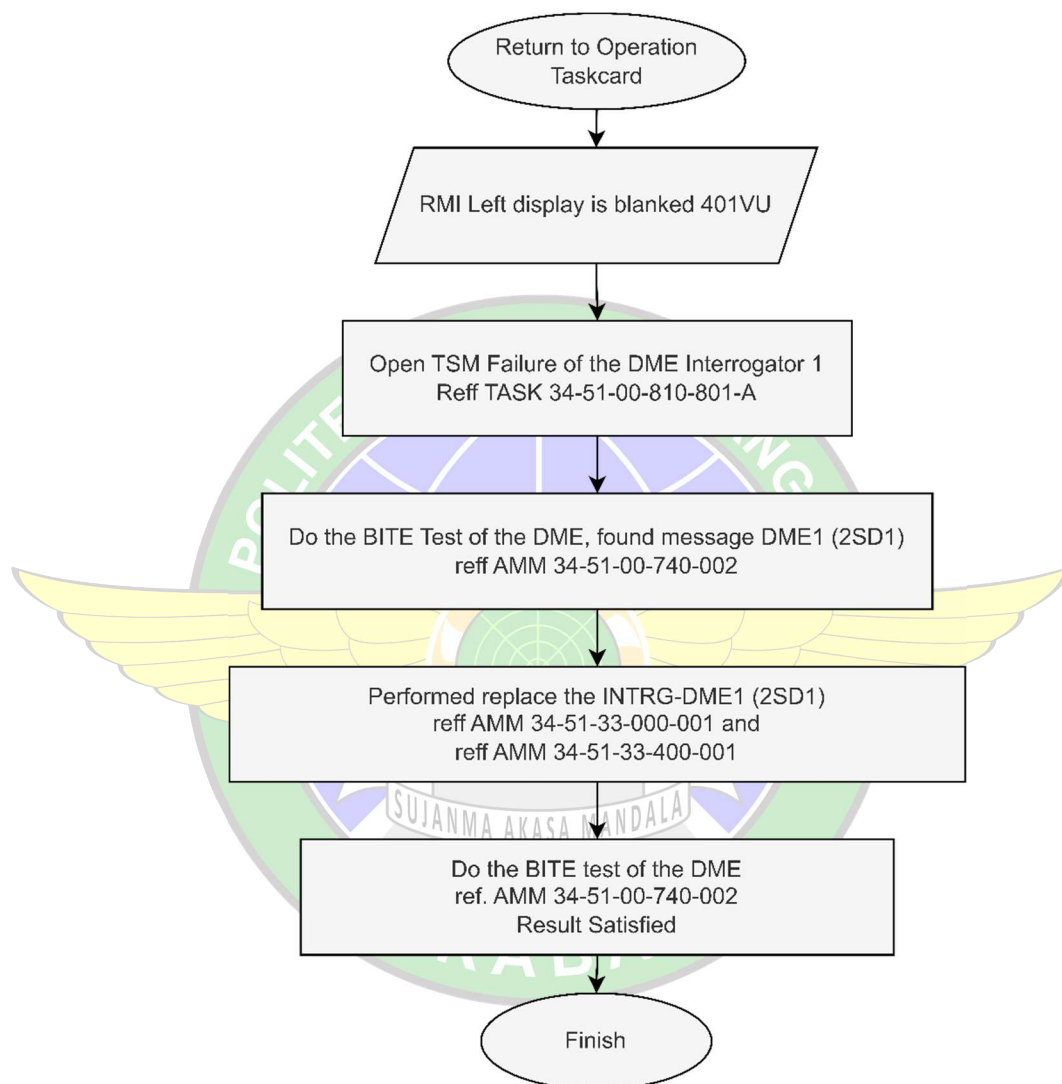
Gambar 4. 8 Functional Test Weather Radar Transceiver 1 pada MCDU

5. *Return to Service*

Setelah semua prosedur dilakukan dan komponen berfungsi kembali secara normal dan *troubleshoot* dapat dinyatakan selesai.

4.5.2 Troubleshooting Failure of the DME Interrogator 1

Pesawat Airbus A320 dengan registrasi LY – NVJ harus dilakukan perbaikan dengan alur bagan 4.2 karena terjadi permasalahan *failure of the DME Interrogator 1*.



Bagan 4. 2 Flowchart Troubleshooting DME Interrogator

1. *Inspection*

[illegible]

Gambar 4.9 *NRC DME*

Troubleshooting DME Interrogator yang dapat dilihat pada gambar 4.9. Ketika pesawat *prolong parking* maka pesawat mendapatkan *Return to Operation Taskcard* sebelum bisa ke *Return to Service* pada pesawat Airbus A320 dengan registrasi LY – NVJ. Ditemukan RMI *left display is blanked* pada gambar 4.10



Gambar 4. 10 RMI DME 1 Left Display blanked

2. Rectification

3. Fault Confirmation

SUBTASK 34-51-00-865-058-A

- A. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/DME/1	1SD1	G14

SUBTASK 34-51-00-740-050-A

- B. Test

- (1) If the circuit breaker (1SD1) trips, refer to Para. 4. C. of this trouble shooting procedure.
- (2) Do the BITE test of the DME [Ref. AMM 34-51-00-740-002](#).
 - If the BITE test is not possible, refer to Para. 4. B. of this trouble shooting procedure.

4. Fault Isolation

SUBTASK 34-51-00-810-050-B

- A. If the circuit breaker (1SD1) is closed, and if the BITE test gives the maintenance message DME1 (2SD1):
- replace the INTRG-DME, 1 (2SD1) [Ref. AMM 34-51-33-000-001](#) and [Ref. AMM 34-51-33-400-001](#).

SUBTASK 34-51-00-810-051-A

- B. If the circuit breaker (1SD1) is closed and if the BITE test is not possible
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about:blank

1/2

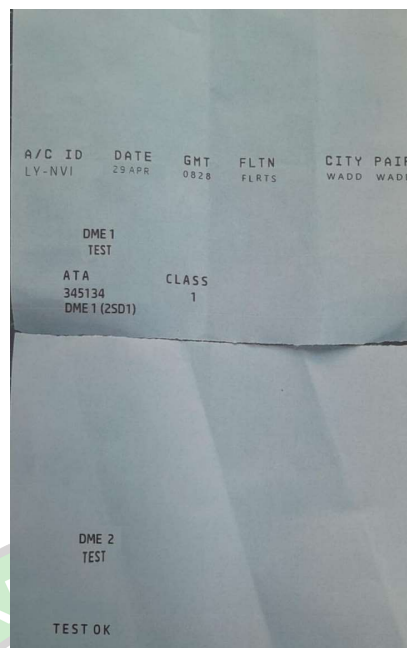
Gambar 4. 11 Troubleshooting DME Interrogator

Maintenance yang dilakukan sesuai dengan TSM (Troubleshoot Manual) Failure of the DME Interrogator 1 referensi TSM TASK 34-51-00-810-801-A. Berdasarkan pada halaman tersebut engineer dan mekanik melakukan BITE TEST referensi AMM TASK 34-51-00-740-002-A pada gambar 4.12

ACTION	RESULT
1. On the MCDU:	On the MCDU:
- push the line key adjacent to the DME1 (DME2) indication.	- the DME1 (DME2) page comes into view.
- push the line key adjacent to the TEST indication.	- the INITIAL CONDITIONS are shown (page 1 to 2).
- push the line key adjacent to the START TEST indication.	- the TEST IN PROGRESS 10s indication comes into view.
	From 0 to 4s: - on the CAPT and F/O NDs: . the DME1(DME2) red warning flag comes into view at the bottom and on the left (right) side then it goes out of view. - on the VOR/DME RMI: . the left (right) window is blanked.
	From 4 to 7s: - on the VOR/DME RMI: . the left (right) window shows white horizontal dashes.
	From 7 to 10s: - on the VOR/DME RMI: . the distance of 0.0 comes into view.
- push the line key adjacent to the YES indication.	On the MCDU: - the TEST OK indication comes into view.
- push the line key adjacent to the RETURN indication.	The test procedure stops.

Gambar 4. 12 BITE TEST DME MCDU

Setelah dilakukannya BITE TEST menunjukan hasil DME 1 (2SD1) pada gambar 4.13 . Sesuai dengan referensi TSM TASK 34-51-00-810-801-A pada gambar 4.11 engineer dan mekanik melakukan *replacement INTRG-DME 1*.



Gambar 4. 13 Hasil BITE TEST DME 1

3. Repair

Sebelum dilakukannya *removal* pastikan *Circuit Breaker* dalam keadaan *open*

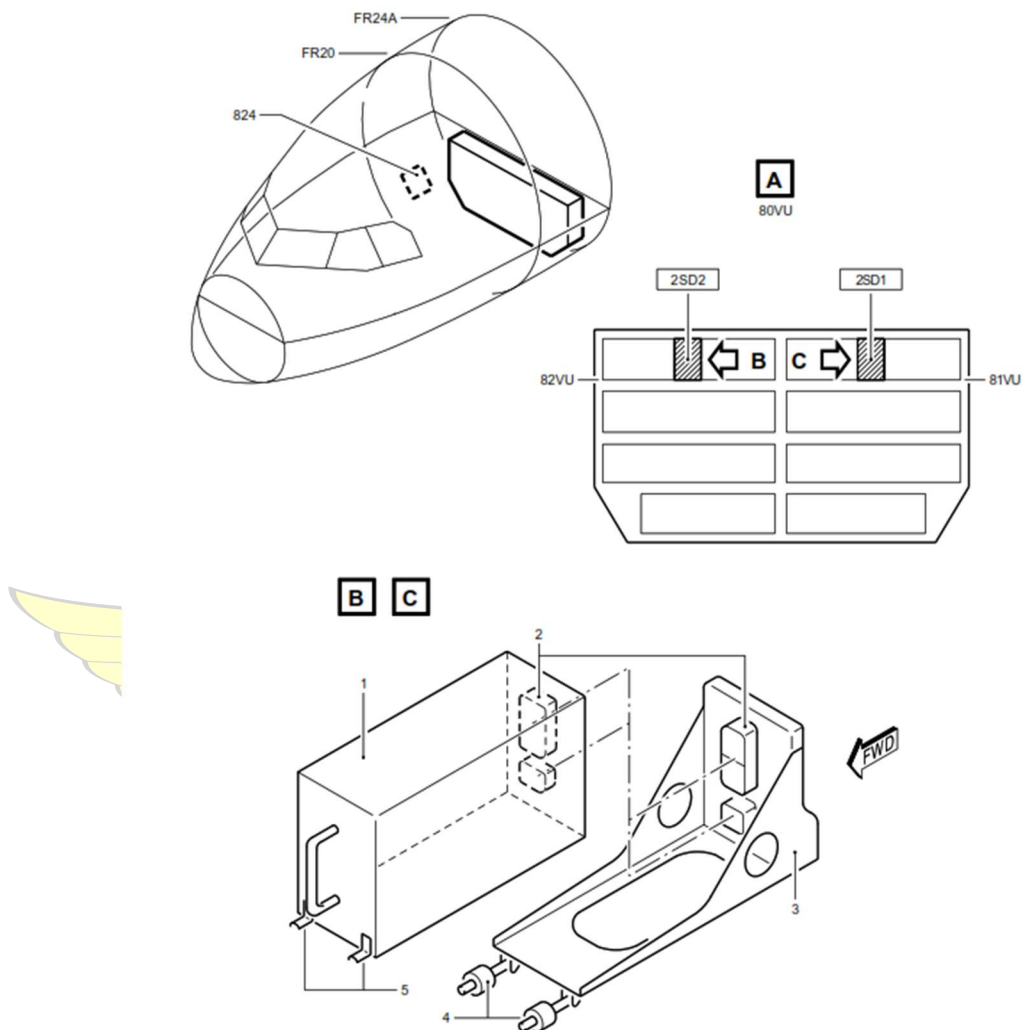
PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 2SD1 (INTRG-DME, 1)			
49VU	NAV/DME/1	1SD1	G14
FOR FIN 2SD2 (INTRG-DME, 2)			
121VU	COM NAV/DME/2	1SD2	K06

Gambar 4. 14 *Circuit Breaker DME Interrogator*

Setelah dipastikan *circuit breaker* dalam keadaan *open* dan telah dilakukannya inspeksi dan hasil BITE TEST menunjukkan message *DME 1 (2SD1)*, sesuai dengan *Troubleshooting manual* yaitu melakukan *replacement INTRG-DME 1*. Sebelum melakukan *removal* sesuai dengan AMM *Removal TASK 34-51-33-000-001-A* dibutuhkan *tools* yaitu *ACCESS PLATFORM 1M (3 FT)*, *CAP – BLANKING*, *SAFETY CLIP – CIRCUIT BREAKER*, dengan tahapan sebagai berikut :

1. Put the *ACCESS PLATFORM 1M(3 FT)* in position at the access door 824 in zone 128.
2. Open the access door 824.

Setelah melakukan konfigurasi maka dilakukan tahapan *removal* sesuai dengan TSM TASK 34-51-33-000-001-A dengan tahapan sebagai berikut :



Gambar 4. 15 Replacement DME Interrogator

1. Loosen the nuts (4)
2. Lower the nuts (4).
3. Pull the DME interrogator (1) on its rack (3) to disconnect the electrical connectors(2).
4. Remove the DME interrogator (1) from its rack (3)
5. Put CAP - BLANKING on the disconnected electrical connectors (2).



Gambar 4. 16 Pergantian DME Interrogator 1

Setelah dilakukan *removal* maka selanjutnya adalah *installation* DME Interrogator 1 berdasarkan AMM TASK 34-51-33-400-001-A. Sebelum dilakukannya *installation* maka konfigurasi dengan menggunakan *tools* yaitu ACCESS PLATFORM 1M (3 FT), SAFETY CLIP - CIRCUIT BREAKER dengan tahapan sebagai berikut :

1. *Make sure that the ACCESS PLATFORM 1M(3 FT) is in position at the access door 824 in zone 128.*
2. *Make sure that the access door 824 is open.*

Setelah melakukan konfigurasi selanjutnya dilakukan *installation* sesuai dengan referensi AMM TASK 34-51-33-400-001-A dengan tahapan sebagai berikut :

1. *Clean the component interfaces and the adjacent area.*
2. *Do an inspection of the component interfaces and the adjacent area.*
3. *Remove the blanking caps from the electrical connectors (2).*
4. *Make sure that the electrical connectors (2) are clean and in the correct condition.*
5. *Install the DME interrogator (1) on its rack (3).*
6. *Push the DME interrogator (1) on its rack (3) to connect the electrical connectors (2).*

7. Engage the nuts (4) on the lugs (5) and tighten.

Setelah pemasangan komponen telah dilaksanakan, selanjutnya lepas *Safety – Clip Circuit Breaker* dan pastikan semua *Circuit Breaker are closed*, pada gambar 4.11

4. *Functional Test*

Setelah pergantian *DME Interrogator 1*, kembali dilakukan *BITE (Build In-Test Equipment) TEST* sesuai dengan referensi AMM TASK 34-51-00-740-002-A yang dapat dilihat pada gambar 4.17 bahwa hasil yang didapat adalah “Test Ok”.



Gambar 4. 17 Hasil BITE TEST DME 1 pada MCDU

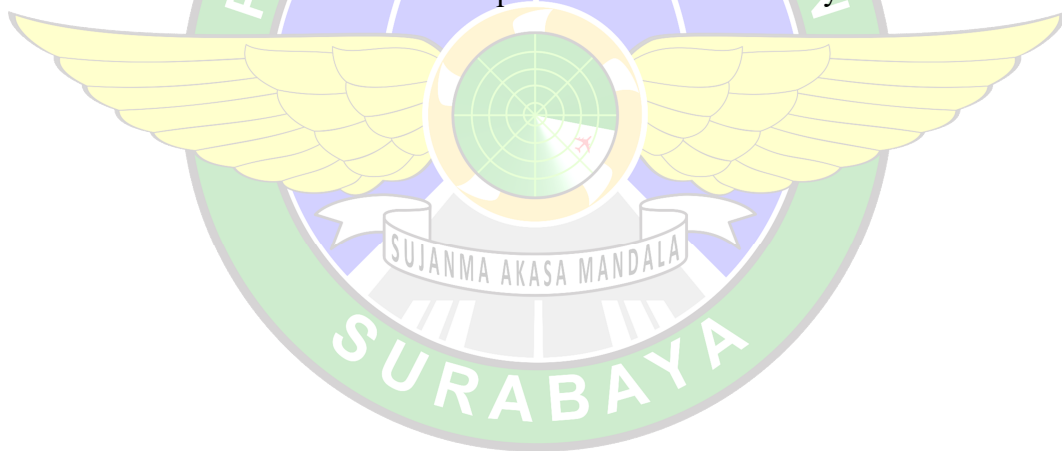


Gambar 4. 18 RMI DME Left Display

Bisa dilihat pada gambar 4.18 bahwa RMI DME Display sudah kembali normal.

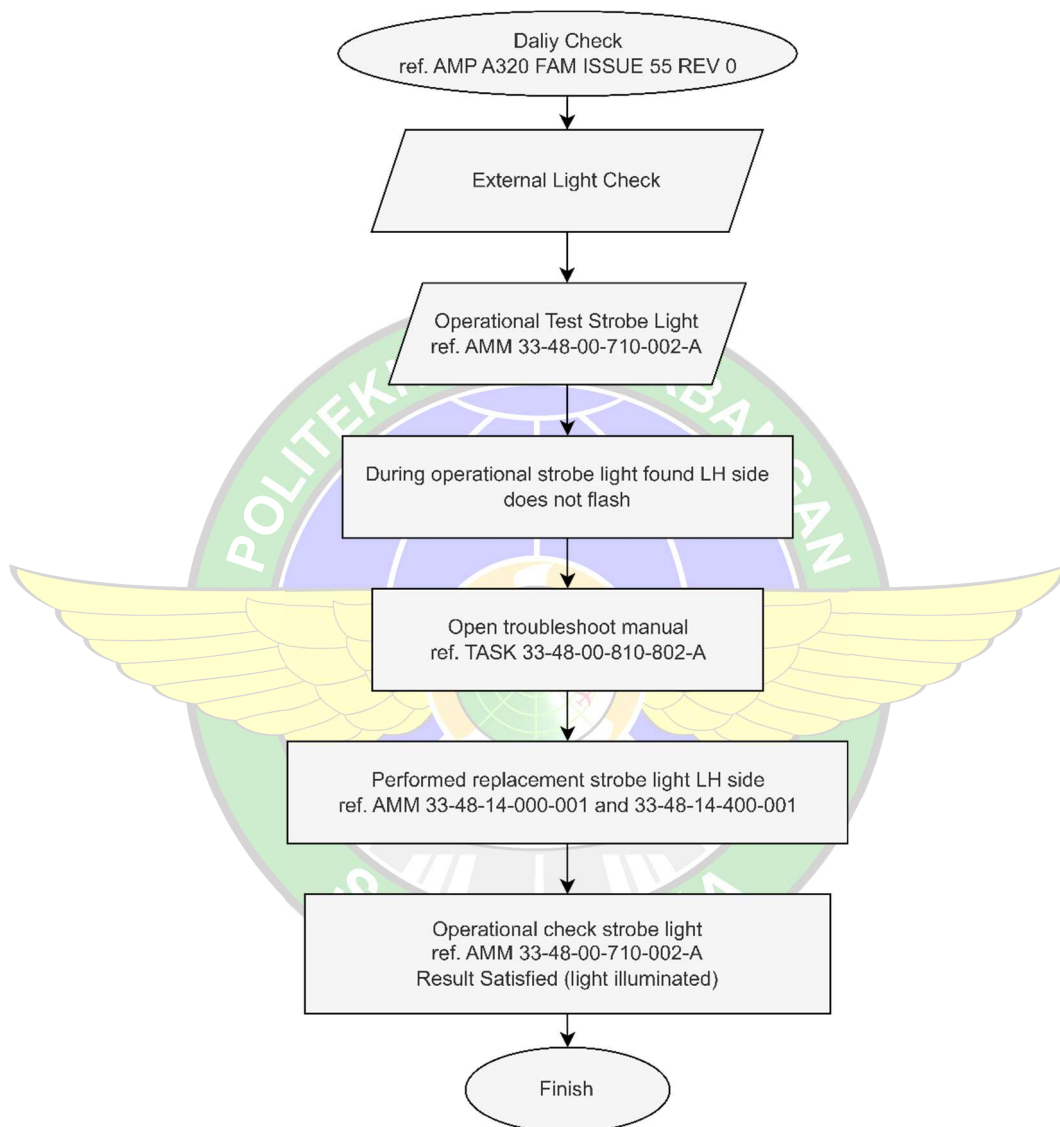
5. *Return to Service*

Setelah semua prosedur sudah dilakukan dan komponen berfungsi kembali secara normal maka permasalahan ini bisa dinyatakan selesai.



4.5.3 Troubleshooting Strobe Light LH does not flash

Pada saat daily check pesawat Airbus A320 dengan registrasi LY – NVJ ditemukan bahwa *strobe light* tidak berfungsi.



Bagan 4. 3 Troubleshooting Strobe light LH side does not flash

1. Inspection

TASK CODE: PROJECT: LY-001-1 ITEM NO: 17332-0057

NON ROUTINE WORK CARD

DISCREPANCY

ACTION

PERFORMED BY

INSPECTED BY

DISCREPANCY

CONSUMABLES USED

TOOLS & EQUIPMENT USED

COMPONENT / MATERIAL USED

ATD-Form No. F041 Rev 4 25 April 2022 Non Routine Work Card

Gambar 4. 19 NRC Strobe Light

Troubleshooting Strobe Light pada gambar 4.19 dikarenakan pada saat melakukan *daily check* dengan ref AMP A320 FAM ISSUE 55 REV 0 pada Strobe Light LH tidak berfungsi. Berdasarkan pada TSM33-48-00-810-802-A maka harus melakukan *Operational Test* dengan tahapan pada gambar 4.21. Sebelum melakukan konfigurasi Adapun tahapan yaitu *energize the aircraft electrical circuits* dan pastikan *circuit breaker* harus dalam keadaan *closed* pada gambar 4.20

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/EXT LT/BEACON/UPPER	1LV	U06
122VU	LIGHTING/EXT LT/BEACON/LOWE R	5LV	U03
122VU	LIGHTING/WING/STROBE	10LV	V05

Gambar 4. 20 Circuit Breaker Strobe Light must be closed

WARNING: DO NOT LOOK DIRECTLY AT THE LIGHT FLASH DURING THE TEST. SUPPLY A COVER, OR SHIELD, TO GIVE PROTECTION FROM THE LIGHT FLASH TO PERSONS IN THE TEST AREA.

ACTION	RESULT
1. On overhead panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the ON position.	- The upper beacon light 7LV and the lower beacon light 6LV come on. These lights flash at a rate of 55 +/- 5 flashes in one minute.
2. On overhead panel 25VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the ON position.	- The strobe lights 17LV and 16LV, installed at the end of the wing tips come on, - The strobe light 19LV, installed at the tailcone below the APU exhaust, comes on. These lights flash at a rate of 55 +/- 5 flashes in one minute. The strobe lights and the upper and lower beacon lights must not be synchronized when they flash.
3. In the cockpit, on the EXT LT panel 25VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the AUTO position.	- The strobe lights go off.
4. On the SYSTEM/REPORT TEST L/G page of the MCDU:	On the MCDU:
- Push the LGCIU 2 line key.	- The LGCIU 2 page comes into view.
- Push the NEXT PAGE pushbutton switch.	- The LANDING GEAR MENU page comes into view.
- Push the LANDING GEAR SIMULATION line key.	- The LGCIU LANDING GEAR SIMULATION MENU page comes into view.
- Push the LH + RH line key.	- The LGCIU LH + RH MENU page comes into view.
- Push the EXTENDED line key.	- The strobe lights come on and flash, and are not synchronized with the upper and lower beacons.
- Push the COMPRESSED line key.	- The strobe lights go off.
- Push the RETURN line key.	- The LGCIU MENU LANDING GEAR SIMULATION page comes into view.
- Push the RETURN line key.	- The LGCIU MENU page comes into view.
- Push the RETURN line key.	- The SYSTEM REPORT/TEST L/G page comes into view.

ACTION	RESULT
5. In the cockpit, on the EXT LT panel 25VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the OFF position.	- The strobe lights stay off.
6. On overhead panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the OFF position.	- The upper beacon light 7LV and the lower beacon light 6LV go off.

Gambar 4. 21 Operational Test Strobe Light



Gambar 4. 22 *Operational Test Strobe Light*

Pada gambar 4.22 sedang melakukan *operational test* pada *strobe light*



Gambar 4. 23 *strobe light does not flash*

Hasil yang didapatkan setelah melakukan *operational test* adalah *Strobe Light* tidak menyala seperti pada gambar 4.23. Dengan hal ini *engineer* dan mekanik mengambil keputusan *Non Routine Work Card* dengan *troubleshooting* untuk dapat mengetahui permasalahan yang terjadi pada sistem sehingga dapat melakukan *maintenance* terhadap *strobe light* sesuai dengan ref TSM 33-48-00-810-802-A

2. Rectification

Setelah melakukan identifikasi masalah, maka selanjutnya adalah melihat *Troubleshooting Manual* ref AMM Task 33-48-00-810-802-A pada gambar 4.24. Sehingga engineer dan mekanik harus melakukan *replacement* pada *LIGHT-STROBE, L WING TIP*

4. Fault Isolation

**** ON A/C FSN 151-250, 351-450**

SUBTASK 33-48-00-810-051-A

A. If the test confirms the fault in the LH WING TIP STROBE:

- Replace the LIGHT-STROBE, L WING TIP (17LV) Ref. AMM 33-48-14-000-001 and Ref. AMM 33-48-14-400-001.

(1) If the fault continues:

- Replace the PSU (15LV) Ref. AMM 33-48-38-000-001 and Ref. AMM 33-48-38-400-001.

(2) If the fault continues:

- Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.

(3) If the fault continues:

- Do a check and repair the wiring between:
CB 10LV connector A2 and PWR SPLY-RELAY 12LV connector A/A2,
CB 10LV connector B2 and PWR SPLY-RELAY 12LV connector A/B2,
CB 10LV connector C2 and PWR SPLY-RELAY 12LV connector A/C2,
PWR SPLY-RELAY 12LV connector A/A1 and PWR SPLY UNIT 15LV connector A/1,
GND and PWR SPLY UNIT 15LV connector A/12,
GND and PWR SPLY UNIT 15LV connector A/14,
PWR SPLY-UNIT 15LV connector B/1 and STROBE LIGHT 17LV connector A/1,
PWR SPLY-UNIT 15LV connector B/2 and STROBE-LIGHT 17LV connector A/2,
PWR SPLY-UNIT 15LV connector B/3 and STROBE-LIGHT 17LV connector A/3,
PWR SPLY-UNIT 15LV connector B/6 and STROBE-LIGHT 17LV connector A/6,
PWR SPLY-UNIT 15LV connector B/7 and STROBE-LIGHT 17LV connector A/7
Ref. ASM 33-48-01.

Gambar 4. 24 Troubleshooting Manual Strobe Light

3. Repair

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR. THIS WILL PREVENT UNWANTED MOVEMENT OF THE LANDING GEAR, AND THUS POSSIBLE INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.

WARNING: BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND YOUR LOCAL REGULATIONS.

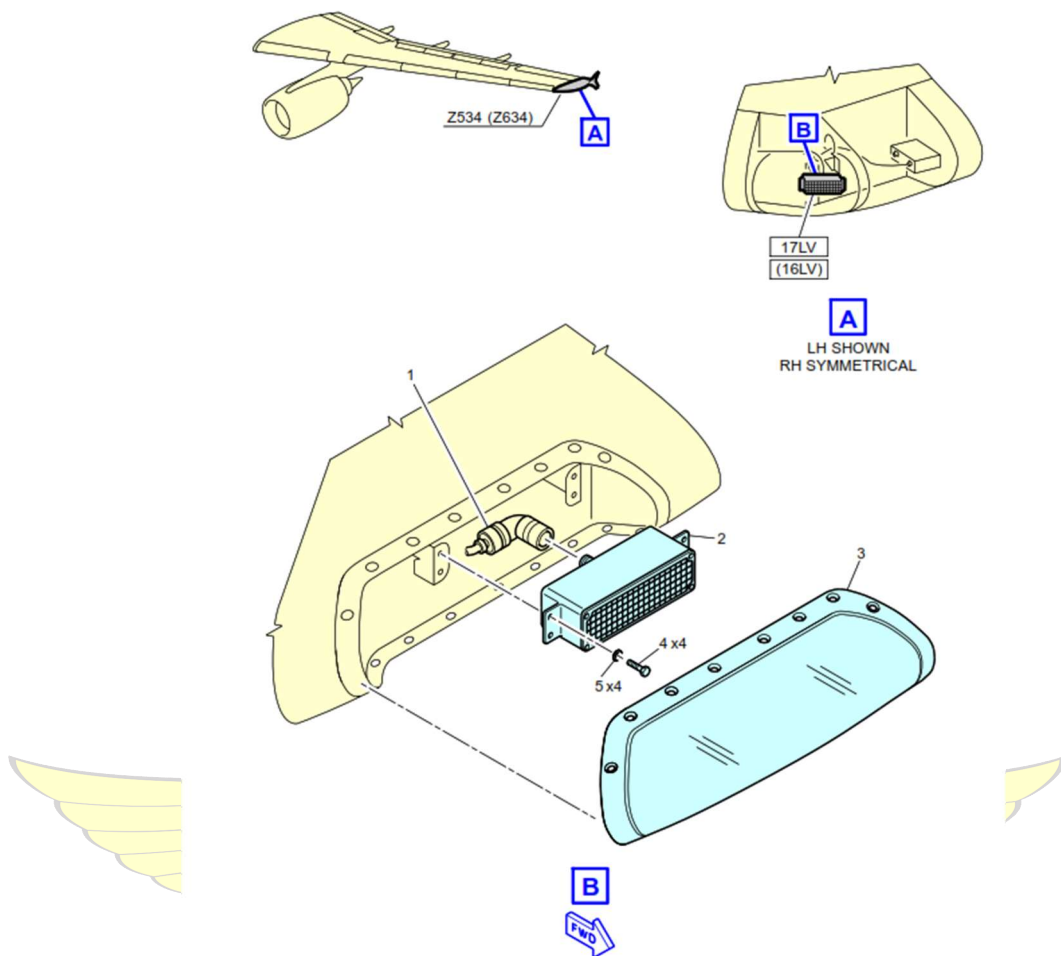
Sebelum dilakukannya *removal* pastikan *circuit breaker* pada *strobe light* *is open* yang terletak pada panel 122VU pada gambar 4.21

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

Gambar 4. 25 *Circuit Breaker Strobe Light Position*

Setelah *circuit breaker* telah dipastikan *open* dan telah dipasang *safety clip – circuit breaker*. Langkah selanjutnya adalah *replacement strobe light*. Sebelum dilakukannya *removal* maka dilakukan konfigurasi dengan menggunakan *tools* yaitu *ACCESS PLATFORM 5M (16 FT)-ADJUSTABLE*, *CAP – BLANKING*, *SAFETY BARRIER(S)*, *SAFETY CLIP - CIRCUIT BREAKER*, *WARNING NOTICE(S)* dengan tahapan sebagai berikut :

1. *Put the SAFETY BARRIER(S) in position.*
2. *Put a WARNING NOTICE(S) in the cockpit on panel 25VU to tell persons not to operate the navigation lights or the strobe lights.*
3. *Open, safety and tag the circuit breaker(s) that follow(s). Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.*
4. *Put the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE in position below the applicable zone 534 or 634.*
5. *Remove the applicable glazing panel (3) sesuai dengan Ref. AMM TASK 57-37-12-000-802.*



Gambar 4.26 Replacement Strobe Light

Setelah melakukan konfigurasi maka dilakukan tahapan *removal of the strobe light* yang dilihat pada gambar 4.16 dengan tahapan sebagai berikut :

1. *Remove the bolts (4) and the washers (5).*
2. *Remove the strobe light sufficiently to get access to the electrical connector (1).*
3. *Disconnect the electrical connector (1).*
4. *Remove the strobe light (2).*
5. *Put the CAP - BLANKING on each disconnected electrical connector and receptacle.*



Gambar 4. 27 pada saat pergantian Strobe light

Setelah dilakukan *removal* maka selanjutnya adalah *installation of the Strobe Light* berdasarkan AMM TASK 33-48-14-400-001-A. Sebelum dilakukannya *installation* maka konfigurasi dengan menggunakan *tools* yaitu *ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE*, *SAFETY BARRIER(S)*, *SAFETY CLIP - CIRCUIT BREAKER*, *WARNING NOTICE(S)* dan menggunakan *consumable used Non Aqueous Cleaner-General, Corrosion Preventive Compound-Heavy Duty Hard Film, Textile-Lint free Cotton, soap solution* dengan tahapan sebagai berikut :

1. *Make sure that the SAFETY BARRIER(S) are in position.*
2. *Make sure that the WARNING NOTICE(S) is in position on panel 25VU to tell persons not to operate the navigation lights or the strobe lights.*
3. *Make sure that the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE is in position below the applicable zone 534, 634.*
4. *Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.* Pada tabel 4.2

Preparation for Installation :

1. *Clean the component interface and/or the adjacent area with a Textile-Lint free Cotton*

2. *Clean the glazing panel with a Textile-Lint free Cotton - made moist with a warm soap solution.*
3. *Do an inspection of the component interfaces and the adjacent area.*
4. *Make sure that the parts retained from the removed component are clean and in the correct condition.*

Installation for the Strobe Light :

1. *Remove the blanking caps from the disconnected electrical connectors.*
 2. *Connect the electrical connector (1) to the strobe light (2).*
 3. *Clean the electrical connector (1) with a Textile-Lint free Cotton - made moist with Non Aqueous Cleaner-General*
 4. *Apply a continuous layer of Corrosion Preventive Compound-Heavy Duty Hard Film to the electrical connector (1).*
 5. *Install the strobe light (2) with the bolts (4) and the washers (5).*
 6. *Electrically bond the aft bottom bolt (4)*
4. *Functional Test*

Setelah pergantian strobe light telah dilakukan maka dapat dilakukan *functional test* sesuai pada AMM Task 33-48-00-710-002-A, strobe light kembali menyala secara normal yang dapat dilihat pada gambar 4.19



Gambar 4. 28 Strobe light sudah kembali normal

5. *Return to Service*

Setelah semua prosedur telah dilaksanakan dan komponen kembali secara normal maka permasalahan ini dapat dinyatakan telah selesai.



BAB V

PENUTUP

5.1 Kesimpulan

Kesimpulan adalah rangkaian pernyataan ringkas dari hasil umum suatu laporan atau karya ilmiah, sehingga sifat dan hasil pernyataan tersebut dapat dilihat dari kesimpulan. Menurut pedoman penulisan laporan OJT terbaru, kesimpulan dibagi menjadi dua bagian, kesimpulan tentang pelaksanaan OJT secara keseluruhan dan studi kasus yang disajikan. Kesimpulan yang dibahas dijelaskan pada subbab 5.1.1 dan 5.1.2

5.1.1 Kesimpulan Permasalahan *On the Job Training*

1. Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa troubleshoot *weather radar transceiver 1* berfungsi dengan normal agar pesawat dapat mendeteksi cuaca yang berada didepan pesawat sehingga dapat mencegah terjadinya turbulensi pada pesawat.
2. Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa troubleshooting DME Interragor 1 berfungsi secara normal agar pesawat selalu dalam pantauan *ground station* agar tidak terjadi *lost contact* terhadap pesawat
3. Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa inspeksi ini dilakukan untuk memeriksa fungsi dari *Strobe light*. Inspeksi ini dilakukan agar strobe light berfungsi dengan baik sehingga pesawat pada saat diudara dapat terlihat dan mencegah tabrakan antar pesawat.

5.1.2 Kesimpulan Terhadap Pelaksanaan OJT

Berdasarkan kegiatan *On The Job Training* yang telah dilaksanakan dari tanggal 01 April 2024 sampai dengan 30 Juni 2024, maka dapat diambil kesimpulan bahwa kegiatan *On The Job Training* dapat meningkatkan mutu pembelajaran sekaligus dapat memberikan pengetahuan yang belum bisa didapatkan selama pembelajaran di Politeknik Penerbangan Surabaya.

Pelaksanaan *On The Job Training* menjadi gambaran dalam dunia kerja sesungguhnya sehingga dapat mengembangkan wawasan dan kreatifitas yang dapat menumbuhkan profesionalisme dengan memahami keadaan lapangan saat terjadi suatu permasalahan ataupun perbaikan pesawat dibawah pengawasan teknisi dan engineer di FL Technics Indonesia – Hanggar Bali. Selain itu, kegiatan *On The Job Training* dapat menambah kedisiplinan untuk mematuhi aturan yang berlaku selama belajar dan tanggung jawab disetiap tindakan maupun keputusan yang kita ambil.

5.2 Saran

5.2.1 Saran Terhadap Permasalahan *On the Job Training*

Melakukan inspeksi dengan teliti baik itu pada komponen *major* maupun *minor* agar dapat diketahui bagian *part* apa saja yang mungkin terjadi troubleshooting atau kerusakan pada pesawat terbang. Ketika telah ditemukan sebuah kerusakan maka segera berkoordinasi dengan pada engineer maupun teknisi agar segera dilakukan *maintenance* dan selalu menggunakan *maintenance manual* pada saat melakukan perbaikan pada suatu *part* yang telah diidentifikasi oleh para engineer telah mengalami kerusakan.

5.2.2 Saran Terhadap Pelaksanaan OJT

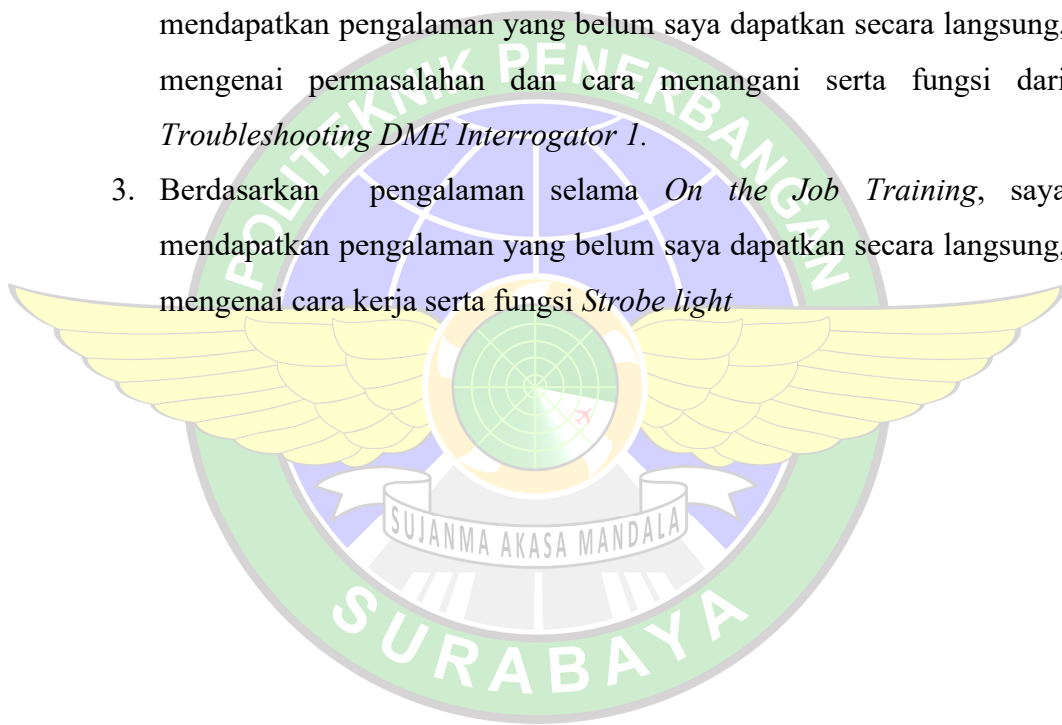
Berikut ini beberapa saran yang dapat saya berikan kepada Politeknik Penerbangan Surabaya dan FL Technics Indonesia – Hanggar Bali:

1. Kepada taruna yang akan melaksanakan *On the Job Training* (OJT) selanjutnya diharapkan dapat memanfaatkan waktu yang sebaikbaiknya untuk mendapat bimbingan, lebih aktif dalam bimbingan, dan mendokumentasikan setiap permasalahan-permasalahan yang didapat selama melaksanakan OJT.
2. Kepada pihak Politeknik Penerbangan Surabaya agar dapat memberikan penambahan waktu OJT bagi taruna kepada

pihak FL Technics Indonesia – Hanggar Bali. Karena dengan waktu 2 bulan masih dirasa sangat kurang dalam menggali ilmu dan pengalaman praktik kerja lapangan.

5.3 Manfaat *On the Job Training*

1. Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai permasalahan dan cara menangani *Troubleshooting Weather Radar Transceiver 1*
2. Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai permasalahan dan cara menangani serta fungsi dari *Troubleshooting DME Interrogator 1*.
3. Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai cara kerja serta fungsi *Strobe light*



DAFTAR PUSTAKA

Buku Pedoman *On The Job Training*, (2020, April). Politeknik Penerbangan Surabaya

Airbus World. (2024). A318/A319/A320/A321 Aircraft Maintenance Manual. Chapter 34 Navigation.

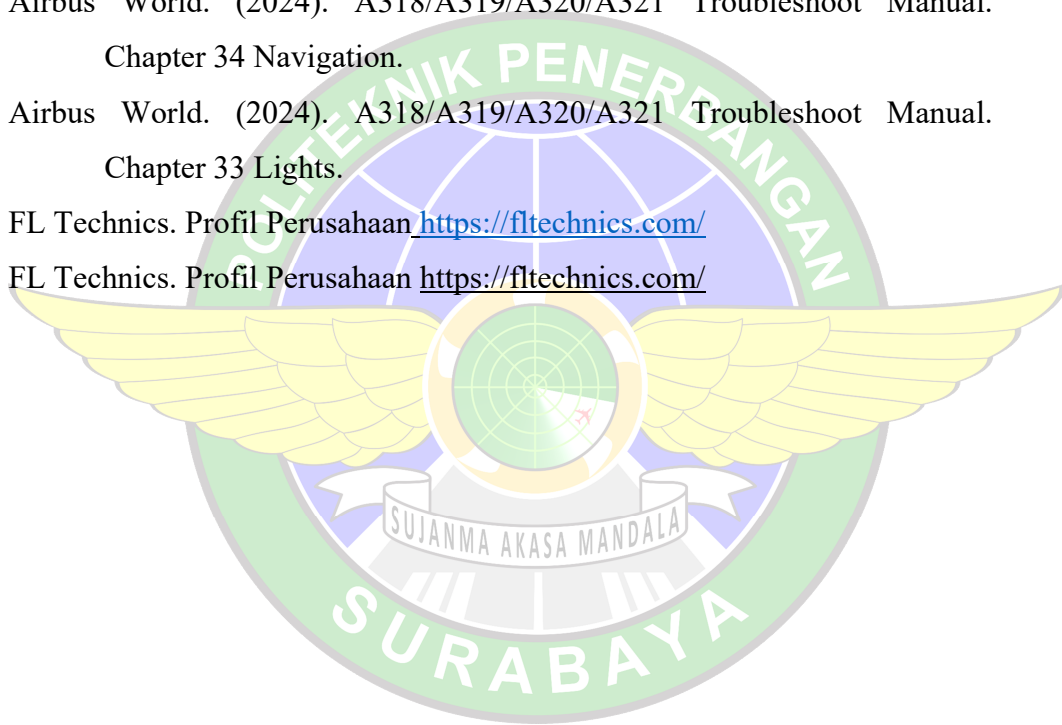
Airbus World. (2024). A318/A319/A320/A321 Aircraft Maintenance Manual. Chapter 33 Lights

Airbus World. (2024). A318/A319/A320/A321 Troubleshoot Manual. Chapter 34 Navigation.

Airbus World. (2024). A318/A319/A320/A321 Troubleshoot Manual. Chapter 33 Lights.

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LAMPIRAN

Lampiran 1 *Daily Check/Weekly Check*



15 Daily / Weekly Check List for Avion Express A319, A320 and A321 Fleet

INSTRUCTIONS

General Information

1. Tasks in the Daily Check (DY) / Weekly Check (WY) Checklist are applicable to ALL aircraft, unless specified otherwise on each associated task with "NOTE:" in bold.

2. DY / WY Checks intervals are as follows:

Daily Check - Line Maintenance check which is valid for 48 hours, without A/C utilization limitation in Flight Hours (FH) and Flight Cycles (FC) since the last accomplishment time.

Tasks which are required to be performed during Daily Check are indicated "YES" in the "DAILY" column of the Checklist. Tasks that are indicated "NO" are not applicable to the Daily Check and are additionally marked in grey color.

Weekly Check - Line Maintenance check which is valid for 8 calendar days (8x24 hours) since the last accomplishment time. Weekly check is normally carried out every 7 days. Note that the higher check always covers the lower (e.g. WY covers DY). All the tasks in the checklist are applicable to Weekly Check.

3. The Daily Check (DY) and Weekly (WY) Check, as specified in this checklist, are line maintenance checks that require Part-145 Release To Service (RTS) after completion. The release shall be given by a B level certifying staff or task trained A level certifying staff. DY and WY must be signed-off in their own box in the Aircraft Technical Log System only, the Checklist and Task cards are not required to be signed. For any discrepancies found an additional record in Aircraft Technical Log System is required.

NOTE: When using the secondary / back-up system which is a paper Technical Log system, each time when signing-off DY or WY, AMP Issue No. shall be indicated in the corresponding DY or WY block.

4. The Reference (Ref.) refers to Aircraft Maintenance Program (AMP), Aircraft Maintenance Manual (AMM), Airworthiness Directive (AD), Service Bulletin (SB) etc. where further information can be found.

5. Simultaneous maintenance tasks/critical maintenance tasks on identical/parallel systems shall be avoided during the maintenance event. When such maintenance is necessary, (e.g. adding oil to both Left Hand (LH) and Right Hand (RH) Engine or Integrated Drive Generator (IDG)), it should NOT be performed by the same person on both engines. If performed by the same person, separate check/duplicate inspection shall be accomplished to confirm that the tasks were properly completed, including correct closure. Or tasks shall be performed during separate maintenance events that are separated by at least one flight.

6. In the event when the electronic Technical Log System (eTL) is declared unserviceable, the secondary / back-up paper Technical Log system procedures shall be followed. All entries that would have been made in the eTL, shall be recorded in the paper aircraft Technical Log system respectfully.
Ref. to CAME 1.1.1.4.6.1.

7. During WY – inspect, measure and record all MLG Brakes Pins lengths in the Aircraft Technical Log System.



Conditional Items

1. If the A/C is to be towed or pushed for maintenance/repositioning reasons (see NOTE below for optional cases), install Safety Devices on the Landing Gears and make the following entry in Defects section of the Technical Log: "Maintenance: LDG pins installed" (AMM 32-00-00-481-001). "LDG pins removed" shall be written in the same Technical Log in the Action section.

NOTE: It is optional to install the Safety Devices on the Landing Gears when you tow or push the aircraft during flight operations (to put the aircraft in position for the flight crew at arrival or departure).

NOTE: Sign-off the Certificate of release to service (CRS) in the Technical Log System AFTER removal.

2. If the a/c is to be parked for more than 12 hours, install pitot covers and make the following entry in Defects section of the Technical Log: "Maintenance: Pitot covers installed" (AMM 10-11-01/2). "Pitot covers removed" shall be written in the same Technical Log in the Action section. NOTE: Sign-off the Certificate of release to service (CRS) in the Technical Log AFTER removal.

3. Control that consumable fluids, gases, etc., uplifted prior to flight are of the correct specification, free from contamination and correctly recorded. Transfer engine and APU oil and hydraulic fluid uplifts to the appropriate boxes in the Flight Log and record servicing in Technical Log. Where no uplift was needed, enter "0".



Daily / Weekly Check List

CHECKLIST

ENERGIZE THE AIRCRAFT ELECTRICAL CIRCUITS FROM THE EXTERNAL POWER OR APU
Ref. AMM 24-41-00-861-002-A OR 24-41-00-861-002-A01.

TASK NO.	DESCRIPTION	APPLICABLE TO			
		DAILY	WEEKLY		
200000-NS-1	REVIEW ETL FOR OPEN/EXPIRED DEFECTS. <i>Ref: Standard Practices</i> NOTE: IF ETL IS NOT INSTALLED OR U/S REVIEW: PAPER TECHNICAL LOGS, CABIN DEFECT REPORTS LOGS FOR OPEN/EXPIRED DEFECTS. PAPER HOLD ITEM LIST AND CABIN HOLD ITEM LIST FOR OPEN/EXPIRED DEFECTS.	YES	YES		
200000-NS-3	REVIEW POST FLIGHT REPORT (PRINT OUT FROM MCDU). START TROUBLE SHOOTING AND RECORD RESULT IN THE TECHNICAL LOG. SCAN AND SEND TOGETHER WITH REST OF DOCUMENTS TO: DOCS@AVIONEXPRESS.AERO. IF ANY MESSAGE REQUIRES IMMEDIATE ACTIONS, RECORD IT AND START RECTIFICATION / TROUBLESHOOTING <i>Ref: Standard Practices</i>	YES	YES		
351000-NS-1	CHECK CREW OXYGEN PRESSURE ON THE LOWER ECAM DISPLAY UNIT ON THE DOOR/OXY PAGE: - MAKE SURE THAT THE PRESSURE SHOWN IS MORE THAN THE MINIMUM PRESSURE. Note crew member number for minimums.	YES	YES		
				LY-VEL, LY-MLG, LY-NVI, LY-NVJ, LY-MLN, LY-MLI, LY-MLJ, LY-MLK, LY-NVL, LY-NVM	LY-MLF, LY-NVN
	Min for 2 Crewmembers (PSI)			731	522
	Min for 2 Crewmembers +1 OBS (PSI)			959	675
	Min for 2 Crewmembers +2 OBS (PSI)			1215	846
	NOTE: Pressure is indicated for REF Temperature of 20 °C/68 °F - On ground: REF Temperature = (OAT + Cockpit TEMP) / 2 - In flight: REF Temperature = CAB TEMP (°C) - 10 (°C), or REF Temperature = CAB TEMP (°F) - 18 (°F) For other temperatures please refer to table in FCOM (LIMITATIONS – OXYGEN).				
351100-NS-1	CHECK CREW OXYGEN THERMAL DISCHARGE INDICATOR <i>Ref: AMM 35-11-00 PB 001 2.C.</i>	YES	YES		
293000-NS-1	CHECK HYDRAULIC FLUID QUANTITIES (ECAM HYD PAGE) MAKE SURE THAT THE LOWER DISPLAY UNIT OF THE ECAM SHOWS A RESERVOIR QUANTITY INDICATION FOR EACH HYDRAULIC SYSTEM. NORMAL FILL: LEVEL IN GREEN BAND - GREEN SYSTEM – 14L - BLUE SYSTEM – 6L - YELLOW SYSTEM – 12L (WITH BRAKE ACCUMULATOR FULL OF FLUID AT SYSTEM PRESSURE [3000PSI]) <i>Ref: AMM 29-30-00-200-002 / Service AMM 12-12-29-611-001</i>	YES	YES		
121379-NS-1	SERVICE THE LEFT AND RIGHT ENGINE OIL AS REQUIRED AND CHECK THE DIFFERENTIAL PRESSURE INDICATOR RECORD ADDED AMOUNT PER ENGINE IN FLIGHT LOG AND RECORD SERVICING IN TECHNICAL LOG. IF NO SERVICING WAS NECESSARY, ENTER 0. <i>Ref: AMM 12-13-79-610-001-A, AMM 12-13-79-610-002-A, AMM 12-13-79-610-011-A</i> NOTE: RII – MAKE SURE BOTH OIL TANK FILLER CAPS ARE LOCKED AND CLOSED CORRECTLY. RECORD THAT IN THE TECHNICAL LOG.	YES	YES		
ZL-100-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF LOWER HALF OF FUSELAGE OF THE AIRCRAFT INCLUDING ANTENNAS. <i>Ref: AMM 05-21-00-200-001</i>	YES	YES		
052100-NS-1	CHECK RVSM AREAS, PITOT-PROBES, STATIC PORTS, TAT PROBES AND AOA VANES <i>Ref: AMM 05-21-00-200-001</i>	YES	YES		
ZL-123-02-1	NOSE LANDING GEAR WELL GENERAL VISUAL INSPECTION OF NOSE GEAR WELL (EWIS) <i>Ref: AMM 05-21-20-200-012</i>	NO	YES		
325112-NS-1	"PARKING BRAKE ON" LIGHT ON NLG. <i>Ref: AMM 32-51-12-720-051-A</i>	YES	YES		



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
ZL-147-NS-1	MLG WELL AND HYDRAULICS COMPARTMENT GENERAL VISUAL INSPECTION OF MLG WELL AND HYDRAULICS COMPARTMENT (EWIS), LANDING GEAR AND LANDING GEAR DOORS. PAY SPECIAL ATTENTION TO L/G HYDRAULIC ACTUATORS FOR LEAKS. <i>Ref: AMM 05-21-40-200-003</i> <i>Ref: AMM 05-25-70-200-006</i> <i>Ref: AMM 05-27-10-200-001</i>	NO	YES
202111-NS-1	PERFORM EXTERIOR VISUAL INSPECTION OF AIRCRAFT, AS FAR AS VISIBLE FROM THE GROUND, FOR LOOSE/MISSING SCREWS/BOLTS, TIGHTEN DETECTED LOOSE ITEMS. RE-INSTALL DETECTED MISSING ITEMS. <i>Ref: AMM 20-21-11-911-001-A</i>	YES	YES
ZL-200-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF UPPER HALF OF FUSELAGE OF THE AIRCRAFT INCLUDING ANTENNAS <i>Ref: AMM 05-22-00-210-051-A</i>	YES	YES
ZL-300-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF STABILIZER AND CONE/REAR FUSELAGE OF THE AIRCRAFT <i>Ref: AMM 05-23-00-200-001</i>	YES	YES
ZL-400-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF POWER PLANT, NACELLES AND PYLONS, ENGINE INLETS, OUTLETS AND BLADES <i>Ref: AMM 05-24-00-200-001</i>	YES	YES
052500-NS-1	PERFORM EXTERIOR VISUAL INSPECTION OF WINGS AS FAR AS VISIBLE FROM THE GROUND, PAY ATTENTION TO FUEL TANKS FOR EXTERNAL LEAKS <i>Ref: AMM 05-25-00-200-001</i>	YES	YES
052800-NS-1	PERFORM EXTERIOR INSPECTION OF THE DOORS AS FAR AS VISIBLE FROM THE GROUND. <i>Ref: AMM 05-28-00-200-001</i>	YES	YES
202800-NS-1	CHECK FOR MISSING/DAMAGED BONDING LEADS. PAX, FWD AND AFT CARGO, MLG AND NLG DOORS <i>Ref: AMM 20-28-00-200-001-A</i>	NO	YES
123138-NS-1	DRAIN THE WATER / WASTE SYSTEM (IN CASE OF TEMPERATURE OF BELOW FREEZING POINT) <i>Ref: AMM 12-31-38 PB 201, AMM 12-31-38-660-001</i>	YES	YES
200000-NS-4	CHARGE THE BATTERY OF ETL ENSURE THE ECABINLOG8 FZ-G1 DEVICE IS CHARGED SUFFICIENTLY (AT LEAST 75% BATTERY CHARGE IS RECOMMENDED). <i>REF: ETECHLOG8 USER MANUAL FOR AVIONEXPRESS. 16.3 PROCEDURE</i>	YES	YES
200000-NS-5	ONBOARD USB KITS PERFORM CHECK FOR SUFFICIENT AMOUNT OF USB KITS BACKUPS (MINIMUM AMOUNT OF USB KITS SHOULD BE 8 ITEMS OUT OF 20). <i>NOTE: IF THE AMOUNT OF USB KITS IS LESS THAN 8, PLEASE INFORM MCC</i>	YES	YES
200000-NS-2	CHECK ONBOARD LIBRARY FOR PRESENCE AND CONDITION: - LOGBOOKS, MEL, FCOM, AFM - DOCUMENTS FOLDER - EXTERNAL DAMAGE CHART <i>Ref: Standard Practices</i>	NO	YES
122112-NS-1	CLEANING OF COCKPIT DISPLAY UNITS <i>Ref: AMM 12-21-12-100-001</i>	NO	YES
256400-NS-1	CHECK EMERGENCY EQUIPMENT FOR PRESENCE, CORRECT LOCATION AND OBVIOUS DAMAGES (LEAKS, LOW PRESSURE AND GENERAL CONDITION) <i>Ref: EEL located on board of aircraft</i>	NO	YES
252100-NS-1	PERFORM DETAILED INSPECTION OF PASSENGER CABIN, INCLUDING FOLLOWING AREAS: - BROKEN OR MISSING ARMRESTS - FUNCTION OF TRAY TABLES AND TABLE LATCHES - FUNCTION OF SEAT BACK - PSU PANELS (INCL. READING LIGHTS AND NO SMOKING/FASTEN SEATBELT SIGNS AND FRESH AIR OUTLETS) - FLOOR CARPET. CHECK FOR DETACHMENTS, LOOSE STRINGS, ESPECIALLY ON ISLE AND NEAR EMERGENCY EXITS - CURTAINS. CHECK FOR PROPER STOWAGE/INSTALLATION, CONDITION <i>Ref: AMM 25-21-00 PB 001, AMM 25-28-00, AMM 25-26-41</i>	NO	YES
332000-NS-1	CHECK FUNCTION OF LIGHT SYSTEM FOR THE PASSENGER CABIN INCLUDING: - CEILING - SIDE WALL - READING - CA STATION - GALLEYS <i>Ref: AMM 33-20-00-PB 001</i>	NO	YES



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
254500-NS-1	PERFORM OPERATIONAL CHECK AND VISUAL INSPECTION OF LAVATORIES: - TOILET FLUSH SYSTEM INCLUDING RINSE FUNCTION - WATER SUPPLY, INCLUDING WATER HEATER - THE SINK AND DRAINAGE OF IT - GENERAL CONDITION - CLEANLINESS STANDARD <i>Ref: AMM 25-45-00 PB 001, AMM 38-31-00 PB 001</i>	NO	YES
383100-06-1	<u>VACUUM TOILET SYSTEM</u> CLEANING OF VACUUM WASTE LINES WITH CHEMICAL CLEANING AGENT AND CRUSHED ICE <i>Ref: AMM 38-31-00-100-018</i>	NO	YES
253500-NS-1	CHECK TRASH BIN FLAPPERS FOR OPERATION AND FULL CLOSURE <i>Ref: AMM 25-35-00</i>	YES	YES
242100-02-1	<u>INTEGRATED DRIVE GENERATOR</u> CHECK IDG OIL LEVEL AND DIFFERENTIAL PRESSURE INDICATOR (DPI). SERVICE AS NECESSARY. RECORD ADDED TO FLIGHT LOG AND SERVICING IN TECHNICAL LOG. <i>Ref: AMM 12-13-24-612-041-B</i> <i>Ref: AMM 24-21-00-210-046</i> NOTE: THIS TASK IS N/A TO LY-VEL, LY-MLG, LY-NVI, LY-NVJ, LY-MLN, LY-MLI, LY-MLJ, LY-MLF, LY-MLK, LY-NVL, LY-NVM	NO	YES
242100-07-1	<u>INTEGRATED DRIVE GENERATOR</u> CHECK OIL LEVEL OF INTEGRATED DRIVE GENERATOR (GREEN RANGE) AND REPLENISH IF NECESSARY. RECORD ADDED TO FLIGHT LOG AND SERVICING IN TECHNICAL LOG. CHECK FILTER DIFFERENTIAL PRESSURE INDICATOR <i>Ref: AMM 24-21-51-200-010</i>	NO	YES
499000-NS-1	CHECK OIL LEVEL OF APU AND REPLENISH. RECORD ADDED TO FLIGHT LOG AND RECORD SERVICING IN TECHNICAL LOG. IF NO SERVICING WAS NECESSARY, ENTER 0 NOTE: RII - MAKE SURE THAT THE OIL FILLER CAP IS TIGHT AND LOCKED CORRECTLY. RECORD THAT IN THE TECHNICAL LOG. <i>Ref: AMM 49-90-00-600-007</i>	NO	YES
497000-NS-1	PRINT REPORT ABOUT APU UTILIZATION (FH AND FC) AND SEND IT TO DOCS@AVIONEXPRESS.AERO <i>Ref: AMM 49-70-00 PB 001</i>	NO	YES
334100-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF NAVIGATION LIGHTS <i>Ref: AMM 33-41-00-710-001</i>	YES	YES
334200-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF LANDING LIGHT <i>Ref: AMM 33-42-00-710-001</i>	YES	YES
334300-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF RUNWAY TURN OFF LIGHTS <i>Ref: AMM 33-43-00-710-001</i>	YES	YES
334600-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF TAXI LIGHTS <i>Ref: AMM 33-46-00-710-001</i>	YES	YES
334700-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF LOGO LIGHTS <i>Ref: AMM 33-47-00-710-002</i>	YES	YES
334800-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF ANTI COLLISION / STROBE LIGHTS <i>Ref: AMM 33-48-00-710-001, AMM 33-48-00-710-002</i>	YES	YES
331400-NS-1	TEST ELECTRICAL PANEL LIGHTS (IF EXTERNAL POWER IS AVAILABLE) <i>Ref: PANEL 108 VU: AMM 33-14-00-710-054-A</i> CARGO INDICATOR LIGHT (9MJ, 8MJ): FWD - <i>Ref: AMM 52-35-12-710-050-B</i> AFT - <i>Ref: AMM 52-35-12-710-051-A (STEPS 1, 2, 3)</i>	YES	YES
255000-01-2	VISUAL CHECK OF CARGO COMPARTMENT DECOMPRESSION, LINING, FLOOR PANELS AND PRESSURE COMPENSATION VALVE (AS FAR AS VISIBLE, IF ACT(S) OR SLIDING CARPET SYSTEM INSTALLED). <i>Ref: AMM 25-50-00-200-002</i>	NO	YES
255000-NS-1	CHECK FOR MISSING OR INCORRECT P/N CARGO NETS <i>Ref: AMM 25-50-00</i>	NO	YES
281100-01-2	DRAIN WATER CONTENT OF FUEL TANKS NOTE: Left, Right and Center <i>Ref: AMM 12-32-28-281-001</i>	NO	YES
324000-16-1	<u>WHEELS AND BRAKES</u> GENERAL VISUAL INSPECTION OF L/G BRAKE UNITS <i>Ref: AMM 32-40-00-210-801</i>	NO	YES
324100-NS-1	CHECK MAIN AND NOSE LANDING GEAR TYRES AND WHEELS FOR OBVIOUS DAMAGE <i>Ref: AMM 32-41-00-210-002-A</i>	YES	YES



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
324100-01-1	CHECK TIRE PRESSURE Ref: AMM 32-41-00-210-003	YES	YES
324227-01-1	CHECK HEAT PACK WEAR INDICATOR OF MAIN LANDING GEAR BRAKES (PARKING BRAKE APPLIED) Ref: AMM 32-42-27-210-003 NOTE: PLEASE MEASURE BRAKE PIN LENGTHS AND RECORD THE ACTUAL SIZE OF BRAKE NO. 1, 2, 3, 4. IN THE TECHNICAL LOG.	NO	YES
321100-NS-1	INSPECTION OF MAIN LANDING GEAR SHOCK ABSORBERS AND SLIDING TUBE FOR SIGNS OF LEAKAGE, SCORING/DAMAGE, NORMAL EXTENSION AND CLEANLINESS Ref: AMM 32-11-00-200-001 4.E.	YES	YES
322100-NS-1	INSPECTION OF NOSE LANDING GEAR SHOCK ABSORBER FOR SIGNS OF LEAKAGE, SCORING/DAMAGE, NORMAL EXTENSION AND CLEANLINESS Ref: AMM 32-21-00-200-002 4.E.	YES	YES
242400-01-2	OPERATIONAL CHECK OF EMERGENCY GENERATING SYSTEM Ref: AMM 24-24-00-710-001	NO	YES
242800-01-2	OPERATIONAL CHECK OF STATIC INVERTER Ref: AMM 24-28-00-710-001	NO	YES
521000-01-1	PASSENGER/SERVICE DOOR CHECK EMERGENCY CYLINDER / ACCUMULATOR PRESSURE Ref: AMM 52-10-00-210-004	NO	YES
335100-01-1	CABIN EMERGENCY LIGHTING OPERATIONAL CHECK OF EMERGENCY LIGHTS BY "TEST EMERG. LIGHT SYS" PUSHBUTTON Ref: AMM 33-51-00-710-001	NO	YES
336000-NS-8	CABIN EMERGENCY LIGHTING PRIOR TO OPERATIONAL DISPATCH, VERIFY OR PERFORM INITIAL DAILY CHARGE PER APPROVED PROCEDURES BY ACTIVATING CABIN LIGHTING. Ref. AMM 33-51-00-710-001 NOTE: THIS TASK IS APPL TO LY-NVN ONLY	YES	YES
313600-NS-2	FDIMU/DMU DATA ON A PCMCIA CARD PERFORM: - PCMCIA CARD REMOVAL - DOWNLOAD DATA FROM PCMCIA CARD - PCMCIA CARD INSTALLATION SEND PCMCIA DATA TO MCC@AVIONEXPRESS.AERO	NO	YES
511100-NS-1	DETAILED INSPECTION OF PAINT DAMAGE INSPECT WHOLE AIRCRAFT AS FAR AS VISIBLE FROM THE GROUND FOR PAINT DAMAGE AND INSPECT IF TEMPORARY PROTECTION HIGH SPEED TAPE IS APPLIED. Ref: SRM 51-11-00	NO	YES
522200-08-1	PASSENGER COMPARTMENT EMERGENCY EXIT DOOR CHECK EMERGENCY CYLINDER/ACCUMULATOR PRESSURE ON PRESSURE GAUGE Ref: AMM 52-22-00-200-001 NOTE: THIS TASK IS N/A TO LY-VEL, LY-MLG, LY-MLN, LY-MLI, LY-MLJ, LY-MLF, LY-MLK, LY-NVN, LY-NVL, LY-NVM, LY-NVI, LY-NVJ.	NO	YES
313600-NS-1	PRINT - ENGINE CRUISE REPORT <1> (PH06) or (CODE 5000) - CRUISE PERFORMANCE REPORT <2> (PH06) or (CODE 5000) - ENGINE TAKE OFF REPORT <4> (PH05) or (CODE 4000) I.A.W. AMM 31-36-00-740-010-A AND SEND TO DOCS@AVIONEXPRESS.AERO	YES	YES
217000-NS-1	ZONAL DRYER CONTROL PANEL FAULT INDICATION LAMPS CARRY OUT AN OPERATIONAL CHECK OF THE ZONAL DRYER CONTROL PANEL FAULT INDICATION LAMPS Ref: CTT DOCUMENT M121ZDA320-060 NOTE: THIS TASK IS N/A LY-VEL, LY-MLG, LY-MLN, LY-MLI, LY-MLJ, LY-MLF, LY-MLK, LY-NVN, LY-NVL, LY-NVM, LY-NVI, LY-NVJ.	NO	YES
256404-NS-1	AUTOMATED EXTERNAL DEFIBRILLATOR (AED) 1 MO CHECK - INDICATION LIGHT/BATTERY/STRAPS CHECK References: AMM Supplement 05-20-00-200-998-A, 05-20-00-200-998-B HeartSine samaritan PAD 350P/360P/500P User Manual	NO	YES



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
235100-NS-1	AUDIO MANAGEMENT SYSTEM VISUAL INSPECTION OF BOOMSET (HEADSET) FOR CONDITION AND WEAR Ref.: AMM 23-51-00	YES	YES

DE-ENERGIZE THE AIRCRAFT ELECTRICAL CIRCUITS SUPPLIED FROM THE EXTERNAL POWER OR APU
Ref: AMM 24-41-00-862-002-A OR AMM 24-41-00-862-002-A01.

IMPORTANT NOTE: (APPLICABLE ONLY TO THE PAPER TECHNICAL LOG SYSTEM):
AMP Issue No. and Revision No. (which can be found in the footer of this checklist) shall be recorded each time when signing off DY or WY in the Flight Log in the corresponding DY or WY blocks..

Lampiran 2 Troubleshooting Weather Radar Transceiver 1

6/12/24, 11:07 AM BAV - A318 / A319 / A320 / A321 - TSM - 01-May-2024 - 34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiv...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiver 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 05:06:41					

**** ON A/C FSN 152-250, 351-400**

TASK 34-41-00-810-853-A
Failure of Weather Radar Transmitter/Receiver 1

1. Possible Causes:

- XMTR/RCVR-WEATHER RADAR 1 ([13SQ1](#))
- XCVR-WEATHER RADAR, 1 ([1SQ1](#))
- DRIVE-WR ANTENNA ([7SQ](#))
- ([13SQ1](#))
- wiring
- wiring (and the coaxial cables)

2. Job Set-up Information

A. Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 34-41-00-740-002	BITE Test of the Weather Radar
Ref. ASM 34-41-01	
Ref. AWM 34-41-03	
Ref. AMM 34-41-11-000-012	Removal of the Weather-Radar Antenna Assembly
Ref. AMM 34-41-11-400-014	Installation of the Weather-Radar Antenna Assembly
Ref. AMM 34-41-33-000-004	Removal of the Weather Radar Transceiver
Ref. AMM 34-41-33-400-003	Installation of the Weather Radar Transceiver
Ref. AMM 34-41-51-000-001	Removal of the Transmitter Receiver Unit
Ref. AMM 34-41-51-400-001	Installation of the Transmitter Receiver Unit

3. Fault Confirmation

**** ON A/C FSN 152-250, 351-400**

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

SUBTASK 34-41-00-740-142-A

A. Test

Do the BITE test of the weather radar (system 1) [Ref. AMM 34-41-00-740-002](#).

**** ON A/C FSN 152-250, 351-400**

4. Fault Isolation

**** ON A/C FSN 351-400**

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiver 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 05:06:41					

SUBTASK 34-41-00-810-116-A

A. If there is confirmation of the fault:

(1) Get access to the TSD page:

(a) If the last four digits of the TSD fault message are 13BB:

- 1 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(b) If the last four digits of the TSD fault message are 13AE and 13AF:

- 1 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(c) If the last four digits of the TSD fault message are 13B6:

- 1 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(d) If the last four digits of the TSD fault message are 0BE2:

- 1 Do a check and repair the wiring from weather radar transceiver 1 (1SQ1) pin AA/1T to weather radar transmitter/receiver 1 (13SQ1) p in A/<Z [Ref. AWM 34-41-03](#).
- 2 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).
- 3 Replace XCVR-WEATHER RADAR, 1 (1SQ1) [Ref. AMM 34-41-33-000-004](#) and [Ref. AMM 34-41-33-400-003](#).

(e) If the last four digits of the TSD fault message are 13A3 without 13B9:

- 1 Replace the DRIVE-WR ANTENNA (7SQ) [Ref. AMM 34-41-11-000-012](#) and [Ref. AMM 34-41-11-400-014](#).
- 2 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(f) If the last four digits of the TSD fault message are 13A3 with 13B9:

- 1 No troubleshooting action is necessary.

(g) If the last four digits of the TSD fault message are the different code:

- 1 Replace XMTR/RCVR-WEATHER RADAR 1 (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).
- 2 If the fault continues:
 - a Replace the DRIVE-WR ANTENNA (7SQ) [Ref. AMM 34-41-11-000-012](#) and [Ref. AMM 34-41-11-400-014](#).
- 3 If the fault continues:
 - a Do a check and repair the wiring (and the coaxial cables) from weather radar transmitter/receiver 1 (13SQ1) to weather radar transceiver 1 (1SQ1) [Ref. ASM 34-41-01](#).

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiver 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 05:06:41					

**** ON A/C FSN 152-250**

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

SUBTASK 34-41-00-810-116-B

A. If there is confirmation of the fault:

(1) Get access to the TSD page:

(a) If the last four digits of the TSD fault message are 13BB:

1 Replace (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(b) If the last four digits of the TSD fault message are 13AE and 13AF:

1 Replace (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(c) If the last four digits of the TSD fault message are 13B6:

1 Replace (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(d) If the last four digits of the TSD fault message are 0BE2:

1 Do a check and repair the wiring from weather radar transceiver 1 (1SQ1) pin AA/1T to weather radar transmitter/receiver 1 (13SQ1) p in A/<Z [Ref. AWM 34-41-03](#).

2 Replace (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

3 Replace XCVR-WEATHER RADAR, 1 (1SQ1) [Ref. AMM 34-41-33-000-004](#) and [Ref. AMM 34-41-33-400-003](#).

(e) If the last four digits of the TSD fault message are 13A3 without 13B9:

1 Replace the DRIVE-WR ANTENNA (7SQ) [Ref. AMM 34-41-11-000-012](#) and [Ref. AMM 34-41-11-400-014](#).

2 Replace (13SQ1) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

(f) If the last four digits of the TSD fault message are 13A3 with 13B9:

1 No troubleshooting action is necessary.

(g) If the last four digits of the TSD fault message are the different code:

1 Interchange (13SQ1) and weather radar transmitter/receiver 2 (13SQ2) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

2 If the fault stops:

a Replace the weather radar transmitter/receiver that you installed on side 2 [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-41-00-810-853-A - Failure of Weather Radar Transmitter/Receiver 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 05:06:41					

- 3

Replace ([13SQ1](#)) [Ref. AMM 34-41-51-000-001](#) and [Ref. AMM 34-41-51-400-001](#).
- 4

If the fault continues:

a

Replace the DRIVE-WR ANTENNA ([7SQ](#)) [Ref. AMM 34-41-11-000-012](#) and [Ref. AMM 34-41-11-400-014](#).
- 5

If the fault continues:

a

Do a check and repair the wiring (and the coaxial cables) from weather radar transmitter/receiver 1 (13SQ1) to weather radar transceiver 1 (1SQ1) [Ref. ASM 34-41-01](#).

**** ON A/C FSN 152-250, 351-400**

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

- SUBTASK 34-41-00-740-143-A
- B. Do the test given in Para. 3.

Lampiran 3 BITE TEST Weather Radar

6/13/24, 2:04 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-41-00-740-002-A - BITE Test of the Weather Radar

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-00-740-002-A - BITE Test of the Weather Radar
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:04:04					

- (1) FOR [1SQ1](#) (XCVR-WEATHER RADAR, 1)
- On panel 121VU, open the COM NAV/RADAR/1 circuit breaker for more 1 minute then close it.
- (2) FOR [1SQ2](#) (XCVR-WEATHER RADAR, 2)
- On panel 121VU, open the COM NAV/RADAR/2 circuit breaker for more 1 minute then close it.

SUBTASK 34-41-00-740-055-B

B. Ground Scanning of the Weather Radar 1 (or 2)

ACTION	RESULT
1.Set the system to on.	
2.On one Multipurpose Control and Display Unit (MCDU), on the NAV menu page: - Push the line key adjacent to the RADAR 1 (RADAR 2) indication.	On the MCDU: - The RADAR 1 (RADAR 2) page comes into view.
3.On the MCDU: - Push the line key adjacent to the GN D SCANNING indication.	On the MCDU: - The message NO FAULT DETECTED comes into view.
Wait for 1 minute then push the line key adjacent to the RETURN indication.	On the MCDU: - The RADAR 1 (RADAR 2) page comes into view.
4.Set the system to off.	

**** ON A/C FSN 051-100**

SUBTASK 34-41-00-740-050-N

C. BITE Test of the Weather Radar 1 (2)

NOTE: During the test, obey the instructions on the MCDU.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-00-740-002-A - BITE Test of the Weather Radar
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:04:04					

ACTION	RESULT
1. On the MCDU: - Push the line key adjacent to the TEST indication.	On the MCDU: - The INITIALS CONDITIONS page 1/2 comes into view.
2. On the center pedestal, on the radar control unit: - Set the WXR/PWS control switch to 1(2).	On the CAPT and F/O NDs: - The WXR test pattern comes into view. - The amber WXR TEST indication comes into view in the lower right corner.
On the MCDU: - Push the next page function-key.	On the MCDU: - The INITIALS CONDITIONS page 2/2 comes into view.
3. On the MCDU: - Push the line key adjacent to the START TEST indication.	On the MCDU: - The TEST IN PROGRESS 60S indication comes into view.
	On the CAPT and F/O PFDs: - The amber W/S AHEAD indication comes into view.
	From the loudspeakers, you can hear: - The MONITOR RADAR DISPLAY warning - A chime.
	On the CAPT and F/O NDs: - The amber PRED W/S indication comes into view and the WXR TEST indication goes out of view. - After some seconds, the WXR TEST indication comes into view again.
	On the upper ECAM DU: - The amber NAV: PRED W/S DET FAULT warning comes into view.
	On the panels 130VU and 131VU: - The MASTER CAUT lights come on.
	From the loudspeakers, you can hear these aural warnings: - GO AROUND WINDSHEAR AHEAD one time - WINDSHEAR AHEAD two times.
	On the CAPT and F/O PFDs: - The red W/S AHEAD indication comes into view. - It goes out of view when the above aural warnings stop.
	On the CAPT and F/O NDs: - The test pattern is shown. Ref. Fig. Weather Radar Test-Pattern

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-00-740-002-A - BITE Test of the Weather Radar
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:04:04					

ACTION	RESULT
	On the MCDU: - The first self-test validation screen (AUDIO) comes into view.
4. On the MCDU: - Push the line key adjacent to the YES indication.	On the MCDU: - The second self-test validation screen (PFD SEQUENCE) comes into view.
- Push the line key adjacent to the YES indication.	- The third self-test validation screen (TEST PATTERN) comes into view.
- Push the line key adjacent to the YES indication.	On the MCDU: - The fourth self-test validation screen (WX AHEAD CHECK) comes into view.
- Push the line key adjacent to the YES indication.	- The TEST OK indication comes into view.
5. On the MCDU: - Push the line key adjacent to the RETURN indication.	On the MCDU: - The TEST CLOSE-UP page comes into view.
6. On the MCDU: - Push the line key adjacent to the RETURN indication.	On the MCDU: - The RADAR 1 (2) page comes into view.
7. On the center pedestal, on the radar control unit: - Set the WXR/PWS control switch to OFF.	On the CAPT and F/O NDs: - The WXR TEST indication goes out of view after some seconds.

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

SUBTASK 34-41-00-740-050-V
C. BITE Test of the Weather Radar 1 (2)

Lampiran 4 AMM Removal Weather Radar Transceiver 1

5/6/24, 2:04 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-41-51-000-001-A - Removal of the Transmitter Receiver Unit

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-000-001-A - Removal of the Transmitter Receiver Unit

TAIL NUMBER - MSN - FSN:

Print date: 2024-05-06 08:04:25

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

TASK 34-41-51-000-001-A
Removal of the Transmitter Receiver Unit
FIN:

**** ON A/C FSN 351-400**

[13SQ1](#)

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

CAUTION: WHEN YOU REMOVE OR INSTALL THE TRANSMITTER RECEIVER UNIT, BE CAREFUL NOT TO HIT THE LOCALIZER ANTENNA. THE CLEARANCE BETWEEN THE RADAR ANTENNA ASSEMBLY AND THE LOCALIZER ANTENNA IS SMALL.

1. Reason for the Job

Self explanatory

2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
** ON A/C FSN 152-250, 351-400		
No specific	AR	ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	WARNING NOTICE(S)

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
110	RADOME (NOSE CONE TO FR 1)

C. Referenced Information

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-000-001-A - Removal of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:04:25					

REFERENCE	DESIGNATION
** ON A/C FSN 152-250, 351-400	
Ref. 53-15-11-010-001-A	Opening of the Radome
** ON A/C FSN 152-250	
Ref. Fig. Transmitter Receiver Unit (TRU)	
** ON A/C FSN 351-400	
Ref. Fig. Transmitter Receiver Unit (TRU)	

** ON A/C FSN 152-250, 351-400

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

3. Job Set-up

SUBTASK 34-41-51-865-050-A

- A. Open, safety and tag the circuit breaker(s) that follow(s). Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
** ON A/C FSN 152-250			
EMB SB 34-1565 for A/C 152-153			
121VU	COM NAV/RADAR/2	5SQ2	K14
** ON A/C FSN 152-250, 351-400			
121VU	COM NAV/RADAR/1	5SQ1	K13

** ON A/C FSN 152-250, 351-400

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

SUBTASK 34-41-51-010-050-A

- B. Get Access

- (1) In the cockpit, put a WARNING NOTICE(S) on the center pedestal, to tell persons not to operate the weather radar system.
- (2) Put the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE in position in zone 110 below the radome.
- (3) Open the radome 110AL Ref. AMM TASK 53-15-11-010-001.

4. Procedure

** ON A/C FSN 152-250

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153
Ref. Fig. Transmitter Receiver Unit (TRU)
** ON A/C FSN 351-400
Ref. Fig. Transmitter Receiver Unit (TRU)

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-000-001-A - Removal of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:04:25					

**** ON A/C FSN 152-250, 351-400**

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

SUBTASK 34-41-51-020-050-A

- A. Removal of the Transmitter Receiver Unit (TRU)
- (1) Disconnect the electrical connectors (2) and (5) from TRU (3).
 - (2) Put CAP - BLANKING on the disconnected electrical connectors (2) and (5).
 - (3) Loosen the two captive screws (4) from the TRU (3).

NOTE: The TRU will move down a small distance. The retainer springs hold the T
RU in position.

- (4) Remove the TRU (3) from the weather-radar antenna drive-unit (1).
- (5) Put the TRU (3) in a correct container.

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-000-001-A - Removal of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:04:25					

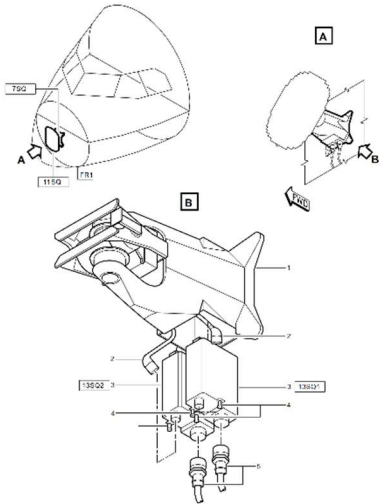
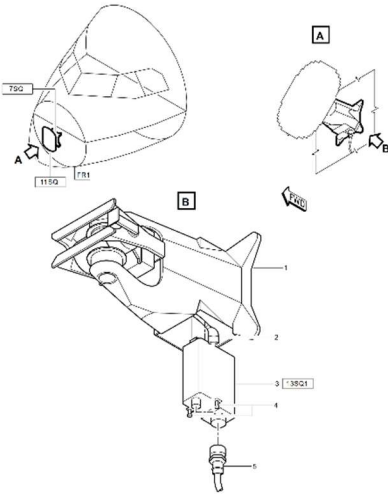


Figure 34-41-51-991-00100-00-B (SHEET 1) - Transmitter Receiver Unit (TRU)
** ON A/C FSN 152-250
EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-000-001-A - Removal of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:04:25					



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Figure 34-41-51-991-00100-00-A (SHEET 1) - Transmitter Receiver Unit (TRU)
** ON A/C FSN 351-400

Lampiran 5 AMM Installation Weather Radar Transceiver 1

5/6/24, 2:06 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-41-51-400-001-A - Installation of the Transmitter Receiver Unit

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit

TAIL NUMBER - MSN - FSN:

Print date: 2024-05-06 08:06:24

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201

EMB SB 34-1565 for A/C 152-153

TASK 34-41-51-400-001-A

Installation of the Transmitter Receiver Unit

FIN:

**** ON A/C FSN 351-400**

[13SQ1](#)

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201

EMB SB 34-1565 for A/C 152-153

CAUTION: WHEN YOU REMOVE OR INSTALL THE TRANSMITTER RECEIVER UNIT, BE CAREFUL NOT TO HIT THE LOCALIZER ANTENNA. THE CLEARANCE BETWEEN THE RADAR ANTENNA ASSEMBLY AND THE LOCALIZER ANTENNA IS SMALL.

1. Reason for the Job

Self explanatory

2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
** ON A/C FSN 152-250, 351-400		
No specific	AR	ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	WARNING NOTICE(S)
No specific		Torque wrench: range to between 0.34 and 0.40 m.da N (30.09 and 35.40 lbf.in)

**** ON A/C FSN 152-250, 351-400**



EMB SB 34-1530 for A/C 201-201

EMB SB 34-1565 for A/C 152-153

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
110	RADOME (NOSE CONE TO FR 1)

C. Referenced Information

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:06:24					

REFERENCE	DESIGNATION
** ON A/C FSN 152-250, 351-400	
Ref. 34-41-00-740-002-A	BITE Test of the Weather Radar
Ref. 53-15-11-010-001-A	Opening of the Radome
Ref. 53-15-11-410-001-A	Closing of the Radome
** ON A/C FSN 152-250	
Ref. Fig. Transmitter Receiver Unit (TRU)	
** ON A/C FSN 351-400	
Ref. Fig. Transmitter Receiver Unit (TRU)	

** ON A/C FSN 152-250, 351-400

EMB SB 34-1530 for A/C 201-201

EMB SB 34-1565 for A/C 152-153

3. Job Set-up
- SUBTASK 34-41-51-860-051-A
- A. Aircraft Maintenance Configuration
- (1) Make sure that the WARNING NOTICE(S), which tells persons not to operate the weather radar system, is in position in the cockpit on the center pedestal.
 - (2) Make sure that the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE is in position in zone 110 below the radome.
 - (3) Make sure that the radome 110AL is open [Ref. AMM TASK 53-15-11-010-001](#).
- SUBTASK 34-41-51-865-051-A
- B. Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
** ON A/C FSN 152-250			
121VU	COM NAV/RADAR/2	5SQ2	K14
** ON A/C FSN 152-250, 351-400			
121VU	COM NAV/RADAR/1	5SQ1	K13

** ON A/C FSN 152-250, 351-400

EMB SB 34-1565 for A/C 152-153

EMB SB 34-1530 for A/C 201-201

EMB SB 34-1565 for A/C 152-153

4. Procedure
- ** ON A/C FSN 152-250
- EMB SB 34-1530 for A/C 201-201

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:06:24					

EMB SB 34-1565 for A/C 152-153
[Ref. Fig. Transmitter Receiver Unit \(TRU\)](#)
** ON A/C FSN 351-400
[Ref. Fig. Transmitter Receiver Unit \(TRU\)](#)
** ON A/C FSN 152-250, 351-400

EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

- SUBTASK 34-41-51-420-050-A
- A. Installation of the Transmitter Receiver Unit (TRU)
- (1) Do a visual inspection and clean the component interface and/or the adjacent are a.
- (2) Install the TRU (3) in the weather-radar antenna drive-unit (1).
- NOTE: The retainer springs hold the TRU in position.
- (3) Install the two captive screws (4) to attach the TRU (3).
- (4) TORQUE the screws (4) to between 0.34 and 0.40 m.daN (30.09 and 35.40 lbf.in)
- (5) Remove the CAP - BLANKING from the electrical connectors. Make sure that the el ectrical connectors are clean and in the correct condition.
- (6) Connect the electrical connector (2) to the smaller connector on the TRU (3).
- (7) Connect the electrical connector (5) to the larger connector on the TRU (3).

- SUBTASK 34-41-51-865-052-A
- B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circui t breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
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** ON A/C FSN 152-250
EMB SB 34-1565 for A/C 152-153

121VU	COM NAV/RADAR/2	5SQ2	K14
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** ON A/C FSN 152-250, 351-400

121VU	COM NAV/RADAR/1	5SQ1	K13
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** ON A/C FSN 152-250, 351-400
EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

- SUBTASK 34-41-51-740-050-A
- C. Do the BITE test of the weather radar [Ref. AMM TASK 34-41-00-740-002](#).

5. Close-up

SUBTASK 34-41-51-410-050-A

- A. Close Access
- (1) Make sure that the work area is clean and clear of tool(s) and other items.
- (2) Close the radome 110AL [Ref. AMM TASK 53-15-11-410-001](#).
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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:06:24					

- (3) Remove the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE.
- (4) Remove the WARNING NOTICE(S).

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:06:24					

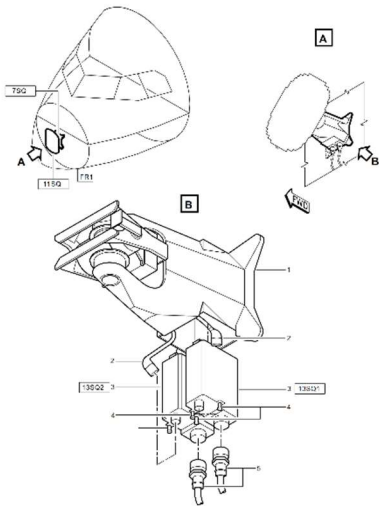
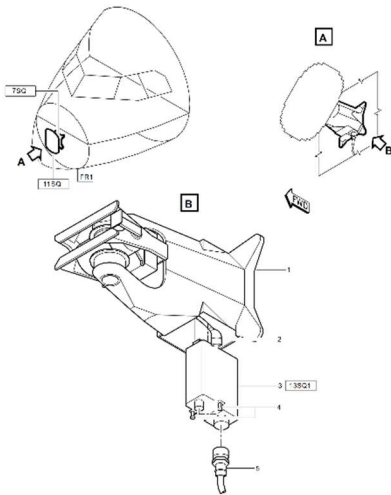


Figure 34-41-51-991-00100-00-B (SHEET 1) - Transmitter Receiver Unit (TRU)
** ON A/C FSN 152-250
EMB SB 34-1530 for A/C 201-201
EMB SB 34-1565 for A/C 152-153

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-41-51-400-001-A - Installation of the Transmitter Receiver Unit
TAIL NUMBER - MSN - FSN:					
Print date: 2024-05-06 08:06:24					



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Figure 34-41-51-991-00100-00-A (SHEET 1) - Transmitter Receiver Unit (TRU)
** ON A/C FSN 351-400

Lampiran 6 Troubleshooting Strobe Light LH Side

6/12/24, 3:46 PM BAV - A318 / A319 / A320 / A321 - TSM - 01-May-2024 - 33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strob...

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

**** ON A/C FSN ALL**

TASK 33-48-00-810-802-A
Strobe Lights - One of the Anti-Collision Strobe Lights does not flash

1. Possible Causes:



- LIGHT-STROBE, L WING TIP ([17LV](#))
- PSU ([15LV](#))
- STROBE LIGHT ([16LV](#))
- PSU ([14LV](#))
- STROBE LIGHT ([19LV](#))
- PSU ([18LV](#))
- LIGHT ASSY-NAV AND STROBE, REAR ([16LA](#))
- STROBE LIGHT ([17LV](#))
- PWR SPLY-RELAY 12LV
- wiring

2. Job Set-up Information



A. Referenced Information

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

REFERENCE	DESIGNATION
** ON A/C FSN 001-100	
Ref. AMM 33-41-17-000-80 1	Removal of the Rear Navigation and Strobe Light Assembly
Ref. AMM 33-41-17-400-80 1	Installation of the Rear Navigation and Strobe Light Assembly
** ON A/C FSN ALL	
Ref. AMM 33-48-00-710-00 2	Operational Test of the Anti-Collision/Strobe Lighting
Ref. ASM 33-48-01	
** ON A/C FSN 151-250, 351-500	
Ref. AMM 33-48-13-000-00 1	Removal of the Tail Cone Strobe-Light
Ref. AMM 33-48-13-400-00 1	Installation of the Tail Cone Strobe-Light
** ON A/C FSN 151-250, 351-450	
Ref. AMM 33-48-14-000-00 1	Removal of the Strobe Light
** ON A/C FSN 001-100, 451-500	
Ref. AMM 33-48-14-000-80 2	Removal of the Strobe Light - Sharklet
** ON A/C FSN 151-250, 351-450	
Ref. AMM 33-48-14-400-00 1	Installation of the Strobe Light
** ON A/C FSN 001-100, 451-500	
Ref. AMM 33-48-14-400-80 2	Installation of the Strobe Light - Sharklet
** ON A/C FSN 151-250, 351-450	
Ref. AMM 33-48-38-000-00 1	Removal of the Power Supply Unit
** ON A/C FSN 001-100, 451-500	
Ref. AMM 33-48-38-000-80 2	Removal of the Power Supply Unit - Sharklet
** ON A/C FSN 151-250, 351-450	
Ref. AMM 33-48-38-400-00 1	Installation of the Power Supply Unit
** ON A/C FSN 001-100, 451-500	
Ref. AMM 33-48-38-400-80 2	Installation of the Power Supply Unit - Sharklet
** ON A/C FSN ALL	

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

REFERENCE	DESIGNATION
Ref. AMM 33-48-39-000-001	Removal of the Power Supply Unit of the Tail Cone Strobe Light
Ref. AMM 33-48-39-400-001	Installation of the Power Supply Unit of the Tail Cone Strobe Light

3. Fault Confirmation

SUBTASK 33-48-00-710-051-A

- A. Do the operational test of the Anti-Collision/Strobe Lighting and confirm that one of the strobe lights does not flash [Ref. AMM 33-48-00-710-002](#).

4. Fault Isolation**** ON A/C FSN 151-250, 351-450**

SUBTASK 33-48-00-810-051-A

- A. If the test confirms the fault in the LH WING TIP STROBE:

- Replace the LIGHT-STROBE, L WING TIP ([17LV](#)) [Ref. AMM 33-48-14-000-001](#) and [Ref. AMM 33-48-14-400-001](#).

- (1) If the fault continues:

- Replace the PSU ([15LV](#)) [Ref. AMM 33-48-38-000-001](#) and [Ref. AMM 33-48-38-400-001](#).

- (2) If the fault continues:

- Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.

- (3) If the fault continues:

- Do a check and repair the wiring between:
CB 10LV connector A2 and PWR SPLY-RELAY 12LV connector A/A2,
CB 10LV connector B2 and PWR SPLY-RELAY 12LV connector A/B2,
CB 10LV connector C2 and PWR SPLY-RELAY 12LV connector A/C2,
PWR SPLY-RELAY 12LV connector A/A1 and PWR SPLY UNIT 15LV connector A/1,
GND and PWR SPLY UNIT 15LV connector A/12,
GND and PWR SPLY UNIT 15LV connector A/14,
PWR SPLY-UNIT 15LV connector B/1 and STROBE LIGHT 17LV connector A/1,
PWR SPLY-UNIT 15LV connector B/2 and STROBE-LIGHT 17LV connector A/2,
PWR SPLY-UNIT 15LV connector B/3 and STROBE-LIGHT 17LV connector A/3,
PWR SPLY-UNIT 15LV connector B/6 and STROBE-LIGHT 17LV connector A/6,
PWR SPLY-UNIT 15LV connector B/7 and STROBE-LIGHT 17LV connector A/7
[Ref. ASM 33-48-01](#).

SUBTASK 33-48-00-810-054-A

- B. If the test confirms the fault in the RH WING TIP STROBE:

- Replace the STROBE LIGHT ([16LV](#)) [Ref. AMM 33-48-14-000-001](#) and [Ref. AMM 33-48-14-400-001](#).

- (1) If the fault continues:

- Replace the PSU ([14LV](#)) [Ref. AMM 33-48-38-000-001](#) and [Ref. AMM 33-48-38-400-001](#).

- (2) If the fault continues:

- Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.

- (3) If the fault continues:

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

- Do a check and repair the wiring between:
CB 10LV connector A2 and PWR SPLY-RELAY 12LV connector A/A2,
CB 10LV connector B2 and PWR SPLY-RELAY 12LV connector A/B2,
CB 10LV connector C2 and PWR SPLY-RELAY 12LV connector A/C2,
PWR SPLY-RELAY 12LV connector A/A1 and PWR SPLY UNIT 14LV connector A/1,
GND and PWR SPLY UNIT 14LV connector A/12,
GND and PWR SPLY UNIT 14LV connector A/14,
PWR SPLY UNIT 14LV connector B/1 and STROBE-LIGHT 16LV connector A/1,
PWR SPLY UNIT 14LV connector B/2 and STROBE-LIGHT 16LV connector A/2,
PWR SPLY UNIT 14LV connector B/3 and STROBE-LIGHT 16LV connector A/3,
PWR SPLY UNIT 14LV connector B/6 and STROBE-LIGHT 16LV connector A/6,
PWR SPLY UNIT 14LV connector B/7 and STROBE-LIGHT 16LV connector A/7
[Ref. ASM 33-48-01.](#)

**** ON A/C FSN 001-100, 451-500****EMB SB 57-1187 for A/C 451-451**

SUBTASK 33-48-00-810-051-B

A. If the test confirms the fault in the strobe light of the left wing tip:

- Replace the STROBE LIGHT ([17LV](#)) [Ref. AMM 33-48-14-000-802](#) and [Ref. AMM 33-48-14-400-802](#).
- (1) If the fault continues:
 - Replace the PSU ([15LV](#)) [Ref. AMM 33-48-38-000-802](#) and [Ref. AMM 33-48-38-400-802](#).
- (2) If the fault continues:
 - Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.
- (3) If the fault continues:
 - (a) Do a check and repair the wiring between:
 - Connector A2 of C/B 10LV and connector A/A2 of PWR SPLY-RELAY 12 LV
 - Connector B2 of C/B 10LV and connector A/B2 of PWR SPLY-RELAY 12 LV
 - Connector C2 of C/B 10LV and connector A/C2 of PWR SPLY-RELAY 12 LV
 - Connector A/A1 of PWR SPLY-RELAY 12LV and connector A/1 of PSU 1 5LV
 - Ground and connector A/12 of PSU 15LV
 - Ground and connector A/14 of PSU 15LV
 - Connector B/1 of PSU 15LV and connector A/1 of STROBE LIGHT 17LV
 - Connector B/2 of PSU 15LV and connector A/2 of STROBE LIGHT 17LV
 - Connector B/3 of PSU 15LV and connector A/3 of STROBE LIGHT 17LV
 - Connector B/6 of PSU 15LV and connector A/6 of STROBE LIGHT 17LV
 - Connector B/7 of PSU 15LV and connector A/7 of STROBE LIGHT 17LV

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

[Ref. ASM 33-48-01.](#)

SUBTASK 33-48-00-810-054-B

- B. If the test confirms the fault in the strobe light of the right wing tip:
- Replace the STROBE LIGHT ([16LV](#)) [Ref. AMM 33-48-14-000-802](#) and [Ref. AMM 33-48-14-400-802](#).
 - (1) If the fault continues:
 - Replace the PSU ([14LV](#)) [Ref. AMM 33-48-38-000-802](#) and [Ref. AMM 33-48-38-400-802](#).
 - (2) If the fault continues:
 - Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.
 - (3) If the fault continues:
 - (a) Do a check and repair the wiring between:
 - Connector A2 of C/B 10LV and connector A/A2 of PWR SPLY-RELAY 12 LV
 - Connector B2 of C/B 10LV and connector A/B2 of PWR SPLY-RELAY 12 LV
 - Connector C2 of C/B 10LV and connector A/C2 of PWR SPLY-RELAY 12 LV
 - Connector A/A1 of PWR SPLY-RELAY 12LV and connector A/1 of PWR SPLY UNIT 14LV
 - Ground and connector A/12 of PSU 14LV
 - Ground and connector A/14 of PSU 14LV
 - Connector B/1 of PSU 14LV and connector A/1 of STROBE LIGHT 16LV
 - Connector B/2 of PSU 14LV and connector A/2 of STROBE LIGHT 16LV
 - Connector B/3 of PSU 14LV and connector A/3 of STROBE LIGHT 16LV
 - Connector B/6 of PSU 14LV and connector A/6 of STROBE LIGHT 16LV
 - Connector B/7 of PSU 14LV and connector A/7 of STROBE LIGHT 16LV

[Ref. ASM 33-48-01.](#)

**** ON A/C FSN 151-250, 351-500**

SUBTASK 33-48-00-810-055-A

- C. If the test confirms the fault in the TAIL CONE STROBE:
- Replace the STROBE LIGHT ([19LV](#)) [Ref. AMM 33-48-13-000-001](#) and [Ref. AMM 33-48-13-400-001](#).
 - (1) If the fault continues:
 - Replace the PSU ([18LV](#)) [Ref. AMM 33-48-39-000-001](#) and [Ref. AMM 33-48-39-400-001](#).
 - (2) If the fault continues:
 - Do a check of the PWR SPLY-RELAY 12LV and replace it if necessary.
 - (3) If the fault continues:
 - Do a check and repair the wiring between:
 - CB 10LV connector A2 and PWR SPLY-RELAY 12LV connector A/A2,

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-48-00-810-802-A - Strobe Lights - One of the Anti-Collision Strobe Lights does not flash
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 09:46:03					

CB 10LV connector B2 and PWR SPLY-RELAY 12LV connector A/B2,
CB 10LV connector C2 and PWR SPLY-RELAY 12LV connector A/C2,
PWR SPLY-RELAY 12LV connector A/A1 and PWR SPLY UNIT 18LV connector A/1,
PWR SPLY-RELAY 12LV connector A/B1 and PWR SPLY UNIT 18LV connector A/2,
PWR SPLY-RELAY 12LV connector A/C1 and PWR SPLY UNIT 18LV connector A/3,
GND and PWR SPLY UNIT 18LV connector A/12,
GND and PWR SPLY UNIT 18LV connector A/14,
PWR SPLY UNIT 18LV connector B/1 and STROBE-LIGHT 19LV connector A/1,
PWR SPLY UNIT 18LV connector B/2 and STROBE-LIGHT 19LV connector A/2,
PWR SPLY UNIT 18LV connector B/3 and STROBE-LIGHT 19LV connector A/3
[Ref. ASM 33-48-01.](#)

**** ON A/C FSN 001-100**

- SUBTASK 33-48-00-810-055-B
- C. If the test confirms the fault in the tail cone strobe:
- Replace the LIGHT ASSY-NAV AND STROBE, REAR ([16LA](#)) [Ref. AMM 33-41-17-000-801](#) and [Ref. AMM 33-41-17-400-801](#).
- (1) If the fault continues:
- Replace the PSU ([18LV](#)) [Ref. AMM 33-48-39-000-001](#) and [Ref. AMM 33-48-39-400-001](#).
- (a) If the fault continues:
- Do a check and repair the wiring between:
 - . Pin A/A1 of the power supply relay (12LV) and pin A/1 of the PSU (18LV)
 - . Pin A/B1 of the power supply relay (12LV) and pin A/2 of the PSU (18LV)
 - . Pin A/C1 of the power supply relay (12LV) and pin A/3 of the PSU (18LV)
 - . Pin A/12 of the PSU (18LV) and the ground
 - . Pin A/14 of the PSU (18LV) and the ground
 - . Pin B/1 of the PSU (18LV) and pin A/1 of the rear navigation and strobe light assembly (16LA)
 - . Pin B/2 of the PSU (18LV) and pin A/2 of the rear navigation and strobe light assembly (16LA)
 - . Pin B/3 of the PSU (18LV) and pin A/3 of the rear navigation and strobe light assembly (16LA) [Ref. ASM 33-48-01.](#)

**** ON A/C FSN ALL**

- SUBTASK 33-48-00-710-055-A
- D. Do the test as given in the Para. 3.A .

5. Close-up

- SUBTASK 33-48-00-860-051-A
- A. Put the aircraft back to its initial configuration.

Lampiran 7 AMM Removal Strobe Light LH Side

6/13/24, 1:57 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 33-48-14-000-001-A - Removal of the Strobe Light

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-000-001-A - Removal of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:57:26					

**** ON A/C FSN 151-250, 351-450**

TASK 33-48-14-000-001-A
Removal of the Strobe Light
FIN: [16LV](#) [17LV](#)

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR. THIS WILL PREVENT UNWANTED MOVEMENT OF THE LANDING GEAR, AND THUS POSSIBLE INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.

WARNING: DO NOT TOUCH THE STROBE LIGHTS FOR AT LEAST 5 MINUTES AFTER OPERATION. THE STROBE LIGHT WILL STILL BE HOT.

WARNING: DO NOT REMOVE THE STROBE LIGHT FOR AT LEAST TEN MINUTES AFTER YOU DE-ENERGIZE THE ELECTRICAL CIRCUITS. THE HIGH VOLTAGE ELECTRICAL CURRENT IN THE CAPACITOR OF THE STROBE LIGHT IS DANGEROUS.

- Reason for the Job
Self Explanatory
- Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY BARRIER(S)
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	WARNING NOTICE(S)

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
534	WING TIP
634	WING TIP

C. Referenced Information

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-000-001-A - Removal of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:57:26					

REFERENCE	DESIGNATION
Ref. 57-37-12-000-802-A	Removal of the Navigation-Light Glazing Panel
	Ref. Fig. Strobe Light

3. Job Set-up[Ref. Fig. Strobe Light](#)

SUBTASK 33-48-14-941-050-A

A. Safety Precautions

- (1) Put the SAFETY BARRIER(S) in position.
- (2) Put a WARNING NOTICE(S) in the cockpit on panel 25VU to tell persons not to operate the navigation lights or the strobe lights.

SUBTASK 33-48-14-865-050-A

B. Open, safety and tag the circuit breaker(s) that follow(s). Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

SUBTASK 33-48-14-010-050-A

C. Get Access

- (1) Put the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE in position below the applicable zone 534 or 634.
- (2) Remove the applicable glazing panel (3) [Ref. AMM TASK 57-37-12-000-802](#).

4. Procedure[Ref. Fig. Strobe Light](#)

SUBTASK 33-48-14-020-050-A

A. Removal of the Strobe Light

WARNING: DO NOT DISCONNECT THE ELECTRICAL CONNECTIONS FOR AT LEAST 2 MINUTES AFTER YOU DE-ENERGIZE THE ELECTRICAL CIRCUITS.

- (1) Remove the bolts (4) and the washers (5).
- (2) Remove the strobe light sufficiently to get access to the electrical connector (1).
- (3) Disconnect the electrical connector (1).
- (4) Remove the strobe light (2).
- (5) Put the CAP - BLANKING on each disconnected electrical connector and receptacle.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-000-001-A - Removal of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:57:26					

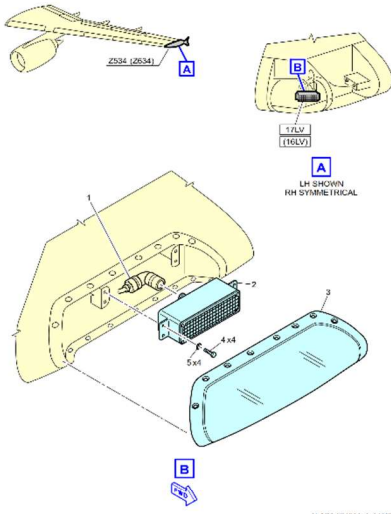


Figure 33-48-14-991-00100-00-A (SHEET 1) - Strobe Light
** ON A/C FSN 151-250, 351-450

Lampiran 8 AMM Installation Strobe Light LH Side

6/13/24, 1:58 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 33-48-14-400-001-A - Installation of the Strobe Light

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-400-001-A - Installation of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:58:08					

**** ON A/C FSN 151-250, 351-450**

TASK 33-48-14-400-001-A
Installation of the Strobe Light
FIN: [16LV](#) [17LV](#)

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

WARNING: MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR. THIS WILL PREVENT UNWANTED MOVEMENT OF THE LANDING GEAR, AND THUS POSSIBLE INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.

WARNING: BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND YOUR LOCAL REGULATIONS.

1. [Reason for the Job](#)
Self Explanatory
2. [Job Set-up Information](#)



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE
No specific	AR	SAFETY BARRIER(S)
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	WARNING NOTICE(S)

B. Consumable Materials

REFERENCE	DESIGNATION
08BAA9	Non Aqueous Cleaner-General - -
12ACB1	Corrosion Preventive Compound-Heavy Duty Hard Film -
14SBA1	Textile-Lint free Cotton -
No specific	soap solution

C. Work Zones and Access Panels

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-400-001-A - Installation of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:58:08					

ZONE/ACCESS	ZONE DESCRIPTION
534	WING TIP
634	WING TIP

D. Referenced Information

REFERENCE	DESIGNATION
Ref. 20-28-00-912-802-A	Electrical Bonding - General Maintenance Procedure
Ref. 33-48-00-710-001-A	Operational Test of the Anti-Collision Lighting
Ref. 33-48-00-710-002-A	Operational Test of the Anti-Collision/Strobe Lighting
Ref. 57-37-12-400-802-A	Installation of the Navigation-Light Glazing Panel
Ref. Fig. Strobe Light	

3. Job Set-up

SUBTASK 33-48-14-941-053-A

A. Safety Precautions

- (1) Make sure that the SAFETY BARRIER(S) are in position.
- (2) Make sure that the WARNING NOTICE(S) is in position on panel 25VU to tell persons not to operate the navigation lights or the strobe lights.

SUBTASK 33-48-14-860-052-A

B. Aircraft Maintenance Configuration

- (1) Make sure that the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE is in position below the applicable zone 534, 634.

SUBTASK 33-48-14-865-051-A

C. Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

4. Procedure[Ref. Fig. Strobe Light](#)

SUBTASK 33-48-14-420-052-A

A. Preparation for Installation

- (1) Clean the component interface and/or the adjacent area with a Textile-Lint free Cotton - (Material Ref. [14SBA1](#)) made moist with Non Aqueous Cleaner-General - (Material Ref. [08BAA9](#)).
- (2) Clean the glazing panel with a Textile-Lint free Cotton - (Material Ref. [14SBA1](#)) made moist with a warm soap solution.
- (3) Do an inspection of the component interfaces and the adjacent area.
- (4) Make sure that the parts retained from the removed component are clean and in the correct condition.

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-400-001-A - Installation of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:58:08					

- SUBTASK 33-48-14-420-050-B
- B. Installation of the Strobe Light
- (1) Remove the blanking caps from the disconnected electrical connectors.
 - (2) Connect the electrical connector (1) to the strobe light (2).
 - (3) Clean the electrical connector (1) with a Textile-Lint free Cotton - (Material Ref. [14 SBA1](#)) made moist with Non Aqueous Cleaner-General - - (Material Ref. [08BAA9](#)).
 - (4) Apply a continuous layer of Corrosion Preventive Compound-Heavy Duty Hard Film - (Material Ref. [12ACB1](#)) to the electrical connector (1).
 - (5) Install the strobe light (2) with the bolts (4) and the washers (5).
 - (6) Electrically bond the aft bottom bolt (4) [Ref. AMM TASK 20-28-00-912-802](#).

- SUBTASK 33-48-14-865-052-A
- C. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

- SUBTASK 33-48-14-710-050-A
- D. Test
- WARNING: DO NOT LOOK DIRECTLY AT THE LIGHT FLASH DURING THE TEST. SUPPLY A COVER, OR SHIELD, TO GIVE PROTECTION FROM THE LIGHT FLASH TO PERSONS IN THE TEST AREA.**
- WARNING: BE CAREFUL IF YOU TOUCH THE STROBE LIGHT WITH THE COVER REMOVED AND THE POWER APPLIED. SOME COMPONENTS HAVE DANGEROUS VOLTAGES.**
- CAUTION: DO NOT DISCONNECT THE CONNECTOR DURING OPERATION. ARCING CAN DAMAGE THE CONTACT PINS.**
- (1) Do the applicable operational test on the strobe light [Ref. AMM TASK 33-48-00-710-001](#) [Ref. AMM TASK 33-48-00-710-002](#).

- SUBTASK 33-48-14-865-053-A
- E. Open, safety and tag the circuit breaker(s) that follow(s). Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

5. Close-up
- SUBTASK 33-48-14-410-050-A
- A. Close Access
- (1) Make sure that the work area is clean and clear of tools and other items.
 - (2) Install the applicable glazing panel (3) [Ref. AMM TASK 57-37-12-400-802](#).
- SUBTASK 33-48-14-865-054-A

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-400-001-A - Installation of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:58:08					

- B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/WING/STROBE	10LV	V05

- SUBTASK 33-48-14-942-052-A
- C. Removal of Equipment
- (1) Remove the safety barriers.
 - (2) Remove the WARNING NOTICE(S).
 - (3) Remove the access platform(s).
 - (4) Remove the ground support and maintenance equipment, the special and standard tools and all other items.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-14-400-001-A - Installation of the Strobe Light
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 07:58:08					

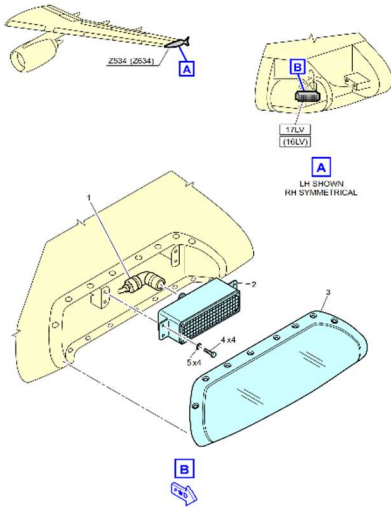


Figure 33-48-14-991-00100-00-A (SHEET 1) - Strobe Light
** ON A/C FSN 151-250, 351-450

Lampiran 9 AMM Operational Test Strobe Light LH Side

6/12/24, 4:05 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Li...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

**** ON A/C FSN ALL**

TASK 33-48-00-710-002-A
Operational Test of the Anti-Collision/Strobe Lighting
FIN:

**** ON A/C FSN 001-100**

[16LA](#)

**** ON A/C FSN ALL**

[16LV 17LV](#)

**** ON A/C FSN 151-250, 351-500**

[19LV](#)

**** ON A/C FSN ALL**

[6LV 7LV](#)

**WARNING: DO NOT LOOK DIRECTLY AT THE LIGHT FLASH DURING THE TEST.
SUPPLY A COVER, OR SHIELD, TO GIVE PROTECTION FROM THE LIGHT FLASH T
O PERSONS IN THE TEST AREA.**

1. Reason for the Job
Make sure that the Beacon/Strobe lights (Red) and the Strobe lights (White) operate correctly.

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 31-32-00-860-009-A	Procedure to Get Access to the SYSTEM REPORT/TEST/L/G Page
Ref. 32-00-00-860-001-A	Flight Configuration Precautions with Electrical Power
Ref. 32-00-00-860-001-A01	Flight Configuration Precautions without Electrical Power

3. Job Set-up

SUBTASK 33-48-00-861-051-A

A. Aircraft Maintenance Configuration

WARNING: BEFORE YOU DO MAINTENANCE WORK WITHIN A RADIUS OF 29 METERS (96 FEET) AROUND AND ABOVE THE BROADBAND ANTENNA, MAKE SURE THAT THE ANTENNA IS DE-ENERGIZED. THE ANTENNA

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

USES HIGH POWER WHEN IT TRANSMITS AND CAN CAUSE INJURY TO PERSONS.

- (1) If the broadband antenna is installed, do its deactivation for maintenance [Ref. AMM TASK 44-33-00-040-804](#).
- (2) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).
- (3) Do the procedure of Flight Configuration Precautions [Ref. AMM TASK 32-00-00-860-001](#).

SUBTASK 33-48-00-865-051-A
B. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/EXT LT/BEACON/UPPER	1LV	U06
122VU	LIGHTING/EXT LT/BEACON/LOWER	5LV	U03
122VU	LIGHTING/WING/STROBE	10LV	V05

SUBTASK 33-48-00-869-050-A
C. Do the procedure to get access to the SYSTEM REPORT/TEST LG page of the CFDS. [Ref. AMM TASK 31-32-00-860-009](#).

WARNING: DO NOT LOOK DIRECTLY AT THE LIGHT FLASH DURING THE TEST. SUPPLY A COVER, OR SHIELD, TO GIVE PROTECTION FROM THE LIGHT FLASH TO PERSONS IN THE TEST AREA.

4. [Procedure](#)
**** ON A/C FSN 151-250, 351-500**

SUBTASK 33-48-00-710-051-B
A. Test of the Anti-Collision/Strobe Lighting
(1) Do this test:

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

ACTION	RESULT
1. On overhead panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the ON position.	- The upper beacon light 7LV and the lower beacon light 6LV come on. These lights flash at a rate of 55 +/- 5 flashes in one minute.
2. On overhead panel 25VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the ON position.	- The strobe lights 17LV and 16LV, installed at the end of the wing tips come on, - The strobe light 19LV, installed at the tailcone below the APU exhaust, comes on. These lights flash at a rate of 55 +/- 5 flashes in one minute. The strobe lights and the upper and lower beacon lights must not be synchronized when they flash.
3. In the cockpit, on the EXT LT panel 25VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the AUTO position.	- The strobe lights go off.
4. On the SYSTEM/REPORT TEST L/G page of the MCDU:	On the MCDU:
- Push the LGCIU 2 line key.	- The LGCIU 2 page comes into view.
- Push the NEXT PAGE pushbutton switch.	- The LANDING GEAR MENU page comes into view.
- Push the LANDING GEAR SIMULATION line key.	- The LGCIU LANDING GEAR SIMULATION MENU page comes into view.
- Push the LH + RH line key.	- The LGCIU LH + RH MENU page comes into view.
- Push the EXTENDED line key.	- The strobe lights come on and flash, and are not synchronized with the upper and lower beacons.
- Push the COMPRESSED line key.	- The strobe lights go off.
- Push the RETURN line key.	- The LGCIU MENU LANDING GEAR SIMULATION page comes into view.
- Push the RETURN line key.	- The LGCIU MENU page comes into view.
- Push the RETURN line key.	- The SYSTEM REPORT/TEST L/G page comes into view.

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

ACTION	RESULT
5.In the cockpit, on the EXT LT panel 2 5VU:	On the wing tips and the tailcone:
- Put the STROBE switch 11LV in the OFF position.	- The strobe lights stay off.
6.On overhead panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the OFF position.	- The upper beacon light 7LV and the lower beacon light 6LV go off.

**** ON A/C FSN 001-100**

- SUBTASK 33-48-00-710-051-C
- A. Test of the Anti-Collision/Strobe Lighting
- (1) Do this test:

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

ACTION	RESULT
1. On the EXT LT section of the overhead control and indicating panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the ON position.	- The upper beacon light 7LV and the lower beacon light 6LV come on. These lights flash at a rate of 55 +/- 5 flashes in one minute.
2. On the EXT LT section of the overhead control and indicating panel 25VU:	On the wings and the tailcone:
- Put the STROBE switch 11LV in the ON position.	- The strobe lights 17LV and 16LV, installed at the end of the wings, come on. - The navigation and strobe-rear light assembly 16LA, installed at the tailcone below the APU exhaust, comes on. These lights flash at a rate of 55 +/- 5 flashes in one minute. The strobe lights and the upper and lower beacon lights must not be synchronized when they flash.
3. On the EXT LT section of the overhead control and indicating panel 25VU:	On the wings and the tailcone:
- Put the STROBE switch 11LV in the AUTO position.	- The strobe lights go off.
4. On the SYSTEM/REPORT TEST L/G page of the MCDU:	On the MCDU:
- Push the LGCIU 2 line key.	- The LGCIU 2 page comes into view.
- Push the NEXT PAGE pushbutton switch.	- The LANDING GEAR MENU page comes into view.
- Push the LANDING GEAR SIMULATION line key.	- The LGCIU LANDING GEAR SIMULATION MENU page comes into view.
- Push the LH + RH line key.	- The LGCIU LH + RH MENU page comes into view.
- Push the EXTENDED line key.	- The strobe lights come on and flash, and are not synchronized with the upper and lower beacons.
- Push the COMPRESSED line key.	- The strobe lights go off.
- Push the RETURN line key.	- The LGCIU MENU LANDING GEAR SIMULATION page comes into view.
- Push the RETURN line key.	- The LGCIU MENU page comes into view.

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-48-00-710-002-A - Operational Test of the Anti-Collision/Strobe Lighting
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 10:05:22					

ACTION	RESULT
- Push the RETURN line key.	- The SYSTEM REPORT/TEST L/G page comes into view.
5. On the EXT LT section of the overhead control and indicating panel 25VU:	On the wings and the tailcone:
- Put the STROBE switch 11LV in the OFF position.	- The strobe lights stay off.
6. On the EXT LT section of the overhead control and indicating panel 25VU:	On the upper and lower fuselage:
- Put the BEACON switch 2LV in the OFF position.	- The upper beacon light 7LV and the lower beacon light 6LV go off.

** ON A/C FSN ALL

5. Close-up

SUBTASK 33-48-00-860-050-A

A. Close Access

- (1) On the MCDU, push the line select key adjacent to the RETURN indication until the CFDS menu page comes into view.
- (2) On the ECAM control panel, set the UPPER DISPLAY and LOWER DISPLAY potentiometers to OFF.

SUBTASK 33-48-00-862-051-A

B. Put the aircraft back to its initial configuration.

- (1) If the broadband antenna is installed, do its reactivation after maintenance
[Ref. AMM TASK 44-33-00-440-804.](#)
- (2) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002.](#)

Lampiran 10 Troubleshooting DME Interrogator 1

6/12/24, 2:11 PM

BAV - A318 / A319 / A320 / A321 - TSM - 01-May-2024 - 34-51-00-810-801-A - Failure of the DME Interrogator 1

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-51-00-810-801-A - Failure of the DME Interrogator 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 08:11:20					

**** ON A/C FSN ALL**

TASK 34-51-00-810-801-A

Failure of the DME Interrogator 1

1. Possible Causes:



- INTRG-DME, 1 ([2SD1](#))
- C/B-NAV/DME/1 ([1SD1](#))
- short to ground at the wiring between the circuit breaker (1SD1) and the DME receiver 1 (2SD1)

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 34-51-00-740-002	BITE Test of the DME
Ref. ASM 34-51-01	
Ref. AMM 34-51-33-000-001	Removal of the DME Interrogator
Ref. AMM 34-51-33-400-001	Installation of the DME Interrogator

3. Fault Confirmation

SUBTASK 34-51-00-865-058-A

A. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/DME/1	1SD1	G14

SUBTASK 34-51-00-740-050-A

B. Test

- (1) If the circuit breaker (1SD1) trips, refer to Para. 4. C. of this trouble shooting procedure.
- (2) Do the BITE test of the DME [Ref. AMM 34-51-00-740-002](#).
 - If the BITE test is not possible, refer to Para. 4. B. of this trouble shooting procedure.

4. Fault Isolation

SUBTASK 34-51-00-810-050-B

A. If the circuit breaker (1SD1) is closed, and if the BITE test gives the maintenance message DME1 (2SD1):

- replace the INTRG-DME, 1 ([2SD1](#)) [Ref. AMM 34-51-33-000-001](#) and [Ref. AMM 34-51-33-400-001](#).

SUBTASK 34-51-00-810-051-A

B. If the circuit breaker (1SD1) is closed and if the BITE test is not possible
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about:blank

1/2

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-51-00-810-801-A - Failure of the DME Interrogator 1
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-12 08:11:20					

- do a check for 115VAC at pin AC/1 of the DME receiver 1.
- (1) If there is no 115VAC:
 - do a check of the wiring of the 115VAC signal from circuit breaker (1SD1) to DME receiver 1 (2SD1) [Ref. ASM 34-51-01](#).
 - (a) If there is no continuity:
 - repair the above wiring.
 - (b) If there is continuity:
 - replace the C/B-NAV/DME1 (1SD1).
- (2) If there is 115VAC:
 - do a check of the wiring of the ground signal at DME receiver 1 pin AC/7.
 - (a) If there is no continuity:
 - repair the above wiring.

SUBTASK 34-51-00-810-078-A

- C. If the circuit breaker (1SD1) is open:
- close this circuit breaker.
 - (1) If the circuit breaker (1SD1) trips:
 - remove the INTRG-DME, 1 (2SD1) [Ref. AMM 34-51-33-000-001](#).
 - close the circuit breaker (1SD1).
 - (a) If this circuit breaker stays closed:
 - install the DME receiver 1 [Ref. AMM 34-51-33-400-001](#)
 - 1 If the circuit breaker trips again:
 - replace the DME receiver 1 [Ref. AMM 34-51-33-000-001](#) and [Ref. AMM 34-51-33-400-001](#).
 - (b) If this circuit breaker trips again:
 - do a check for a short to ground at the wiring between the circuit breaker (1SD1) and the DME receiver 1 (2SD1) [Ref. ASM 34-51-01](#).
 - 1 If there is a short to ground:
 - repair the above wiring.
 - 2 If there is no short to ground:
 - replace the C/B-NAV/DME/1 (1SD1).
 - 3 Install the DME receiver 1 [Ref. AMM 34-51-33-400-001](#).

SUBTASK 34-51-00-740-051-A

- D. Do the test given in Para. 3.

Lampiran 11 AMM Removal DME Interrogator 1

6/13/24, 2:00 PM BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-51-33-000-001-A - Removal of the DME Interrogator

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-000-001-A - Removal of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:05					

**** ON A/C FSN ALL**

TASK 34-51-33-000-001-A
Removal of the DME Interrogator
FIN: [2SD1](#) [2SD2](#)

- [Reason for the Job](#)
Self explanatory
- [Job Set-up Information](#)



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M(3 FT)
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
127	REAR AVIONIC COMPARTMENT
128	REAR AVIONIC COMPARTMENT
824	

C. Referenced Information

REFERENCE	DESIGNATION
	Ref. Fig. DME Interrogator

3. [Job Set-up](#)

SUBTASK 34-51-33-865-050-A

- A. Open, safety and tag the circuit breaker(s) that follow(s). Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 2SD1 (INTRG-DME, 1)			
49VU	NAV/DME/1	1SD1	G14
FOR FIN 2SD2 (INTRG-DME, 2)			
121VU	COM NAV/DME/2	1SD2	K06

SUBTASK 34-51-33-010-050-A

B. Get Access

- Put the ACCESS PLATFORM 1M(3 FT) in position at the access door 824 in zone 128.
- Open the access door 824.

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-000-001-A - Removal of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:05					

4. Procedure
- [Ref. Fig. DME Interrogator](#)
- SUBTASK 34-51-33-020-050-A
- A. Removal of the DME Interrogator
- (1) Loosen the nuts (4).

(2) Lower the nuts (4).

(3) Pull the DME interrogator (1) on its rack (3) to disconnect the electrical connectors (2).

(4) Remove the DME interrogator (1) from its rack (3).

(5) Put CAP - BLANKING on the disconnected electrical connectors (2).

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-000-001-A - Removal of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:05					

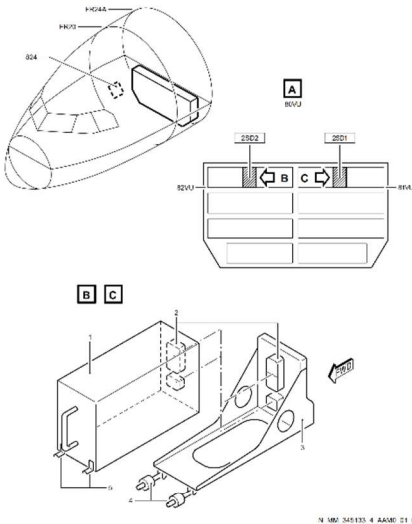


Figure 34-51-33-991-00100-00-A (SHEET 1) - DME Interrogator
** ON A/C FSN ALL

Lampiran 12 AMM Installation DME Interrogator 1

6/13/24, 2:00 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-51-33-400-001-A - Installation of the DME Interrogator

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-400-001-A - Installation of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:38					

**** ON A/C FSN ALL**

TASK 34-51-33-400-001-A
Installation of the DME Interrogator
FIN: [2SD1](#) [2SD2](#)

- [Reason for the Job](#)
Self explanatory
- [Job Set-up Information](#)



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M(3 FT)
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
127	REAR AVIONIC COMPARTMENT
128	REAR AVIONIC COMPARTMENT
824	

C. Referenced Information

REFERENCE	DESIGNATION
Ref. 34-51-00-740-002-A	BITE Test of the DME
Ref. 52-41-00-410-002-A	Close the Avionics Compartment Doors after Access
	Ref. Fig. DME Interrogator

3. [Job Set-up](#)

SUBTASK 34-51-33-860-050-A

A. Aircraft Maintenance Configuration

- (1) Make sure that the ACCESS PLATFORM 1M(3 FT) is in position at the access door 824 in zone 128.
- (2) Make sure that the access door 824 is open.

SUBTASK 34-51-33-865-051-A

- ##### B.
- Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-400-001-A - Installation of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:38					

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 2SD1 (INTRG-DME, 1)			
49VU	NAV/DME/1	1SD1	G14
FOR FIN 2SD2 (INTRG-DME, 2)			
121VU	COM NAV/DME/2	1SD2	K06

4. Procedure[Ref. Fig. DME Interrogator](#)

SUBTASK 34-51-33-420-050-A

A. Installation of the DME Interrogator

- (1) Clean the component interfaces and the adjacent area.
- (2) Do an inspection of the component interfaces and the adjacent area.
- (3) Remove the blanking caps from the electrical connectors (2).
- (4) Make sure that the electrical connectors (2) are clean and in the correct condition.
- (5) Install the DME interrogator (1) on its rack (3).
- (6) Push the DME interrogator (1) on its rack (3) to connect the electrical connectors (2).
- (7) Engage the nuts (4) on the lugs (5) and tighten.

SUBTASK 34-51-33-865-052-A

B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 2SD1 (INTRG-DME, 1)			
49VU	NAV/DME/1	1SD1	G14
FOR FIN 2SD2 (INTRG-DME, 2)			
121VU	COM NAV/DME/2	1SD2	K06

SUBTASK 34-51-33-710-050-A

C. Do the BITE test of the DME [Ref. AMM TASK 34-51-00-740-002](#).5. Close-up

SUBTASK 34-51-33-860-051-A

A. Make sure that the work area is clean and clear of tools and other items.

SUBTASK 34-51-33-410-050-A

B. Close Access

- (1) Close the access door 824 [Ref. AMM TASK 52-41-00-410-002](#).
- (2) Remove the access platform(s).

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-33-400-001-A - Installation of the DME Interrogator
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:00:38					

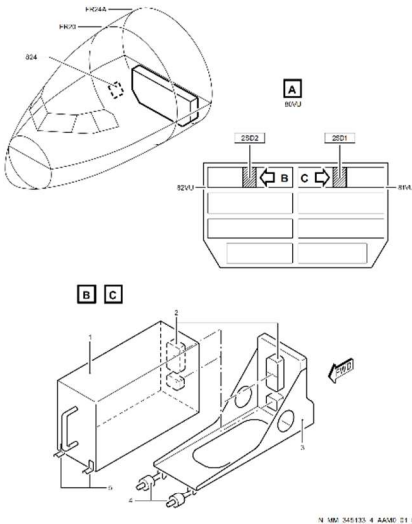


Figure 34-51-33-991-00100-00-A (SHEET 1) - DME Interrogator
** ON A/C FSN ALL

Lampiran 13 AMM BITE TEST DME Interrogator 1

6/13/24, 2:02 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-51-00-740-002-A - BITE Test of the DME

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

**** ON A/C FSN ALL**

TASK 34-51-00-740-002-A
BITE Test of the DME

WARNING: MAKE SURE THAT ALL THE CIRCUITS IN MAINTENANCE ARE ISOLATED BEFORE YOU SUPPLY ELECTRICAL POWER TO THE AIRCRAFT. UNWANTED ELECTRICAL POWER CAN BE DANGEROUS.

1.

Reason for the Job

Self explanatory
2.

Job Set-up Information

A. Referenced Information

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 31-32-00-860-010-A	Procedure to Get Access to the SYSTEM REPORT/TEST NAV Page
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-004-A	Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN 001-100, 152-250, 351-400, 451-500	
Ref. 34-10-00-860-004-A01	Automatic Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN ALL	
Ref. 34-10-00-860-004-A02	Inertial Reference (IR) Alignment-Procedure to do a Check of the Links between each Flight Management and Guidance Computer (FMGC) and the three Air Data/Inertial Reference Units (ADIRUs)
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
** ON A/C FSN 051-100, 151-200, 351-450	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 201-250, 451-500	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 001-050	
Ref. Fig. VOR/DME - Frequency Selection	

**** ON A/C FSN ALL**3. Job Set-up

SUBTASK 34-51-00-860-054-A

A. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).
- (2) On the EFIS control sections of the FCU:
 - set the mode selector switches to ROSE or ARC
 - set the ADF/VOR selector switches to VOR
 - push the ILS pushbutton switches.

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

- (3) On the center pedestal, on the RMP1 and RMP2:
- set the ON/OFF switches to ON
 - set a non local frequency of a VOR/DME1 and VOR/DME2.

**** ON A/C FSN 051-100, 151-200, 351-450**

[Ref. Fig. VOR/DME - Frequency Selection](#)

**** ON A/C FSN 201-250, 451-500**

[Ref. Fig. VOR/DME - Frequency Selection](#)

**** ON A/C FSN 001-050**

[Ref. Fig. VOR/DME - Frequency Selection](#)

**** ON A/C FSN ALL**

- (4) On the center pedestal, on one MCDU, get the SYSTEM REPORT/TEST/NAV page
[Ref. AMM TASK 31-32-00-860-010.](#)
- (5) Do the ADIRS start procedure [Ref. AMM TASK 34-10-00-860-002.](#)
- (6) Do the IR alignment procedure
[Ref. AMM TASK 34-10-00-860-004.](#)

SUBTASK 34-51-00-865-056-A

- B. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/DME/1	1SD1	G14

**** ON A/C FSN 151-200, 351-450**

49VU	NAV/VOR/DME/RMI	12FN	F13
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**** ON A/C FSN ALL**

121VU	COM NAV/DME/2	1SD2	K06
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4. Procedure

**** ON A/C FSN 401-450**

SUBTASK 34-51-00-740-051-D

- A. BITE Test of the DME

NOTE: The DME and the VOR/DME data come into view on the ND. The ILS/DME data come into view on the PFD.

NOTE: During the BITE TEST (DME1 or 2) by the MCDU, the indications related to the two receivers (CAPT and F/O) are shown at the same time. This has no effect on the test or component operation.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

ACTION	RESULT
1. On the MCDU:	On the MCDU:
- push the line key adjacent to the DME1 (DME2) indication.	- the DME1 (DME2) page comes into view.
- push the line key adjacent to the TEST indication.	- the INITIAL CONDITIONS are shown (page 1 to 2).
- push the line key adjacent to the START TEST indication.	- the TEST IN PROGRESS 10s indication comes into view.
	From 0 to 4s: - on the CAPT and F/O NDs: . the DME1(DME2) red warning flag comes into view at the bottom and on the left (right) side then it goes out of view. - on the VOR/DME RMI: . the left (right) window is blanked.
	From 4 to 7s: - on the VOR/DME RMI: . the left (right) window shows white horizontal dashes.
	From 7 to 10s: - on the VOR/DME RMI: . the distance of 0.0 comes into view.
- push the line key adjacent to the YES indication.	On the MCDU: - the TEST OK indication comes into view.
- push the line key adjacent to the RETURN indication.	The test procedure stops.

**** ON A/C FSN 151-200, 351-400**

SUBTASK 34-51-00-740-051-I

A. BITE Test of the DME

NOTE: The DME and the VOR/DME data come into view on the ND. The ILS/DME data come into view on the PFD.

NOTE: During the BITE TEST (DME1 or 2) by the MCDU, the indications related to the two receivers (CAPT and F/O) are shown at the same time. This has no effect on the test or component operation.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

ACTION	RESULT
1. On the MCDU:	On the MCDU:
- push the line key adjacent to the DME1 (DME2) indication.	- the DME1 (DME2) page comes into view.
- push the line key adjacent to the TEST indication.	- the INITIAL CONDITIONS are shown (page 1 to 2).
- push the line key adjacent to the START TEST indication.	- the TEST IN PROGRESS 10s indication comes into view.
	From 0 to 4s: - on the CAPT and F/O NDs: . the DME1(DME2) red warning flag comes into view at the bottom and on the left (right) side then it goes out of view. - on the VOR/ADF/DME RMI: . the left (right) window is blanked.
	From 4 to 7s: - on the VOR/ADF/DME RMI: . the left (right) window shows white horizontal dashes.
	From 7 to 10s: - on the VOR/ADF/DME RMI: . the distance of 0.0 comes into view.
- push the line key adjacent to the YES indication.	On the MCDU: - the TEST OK indication comes into view.
- push the line key adjacent to the RETURN indication.	The test procedure stops.

**** ON A/C FSN 001-100, 201-250, 451-500**

SUBTASK 34-51-00-740-051-P

A. BITE Test of the DME

NOTE: The DME and the VOR/DME data come into view on the ND. The ILS/DME data come into view on the PFD.

NOTE: During the BITE TEST (DME1 or 2) by the MCDU, the indications related to the two receivers (CAPT and F/O) are shown at the same time. This has no effect on the test or component operation.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

ACTION	RESULT
1. On the MCDU:	On the MCDU:
- push the line key adjacent to the DME1 (DME2) indication.	- the DME1 (DME2) page comes into view.
- push the line key adjacent to the TEST indication.	- the INITIAL CONDITIONS are shown (page 1 to 2). NOTE: Ignore all the checks to be done on the DDRMI.
- push the line key adjacent to the START TEST indication.	- the TEST IN PROGRESS 10s indication comes into view.
	From 0 to 4s: - on the CAPT and F/O NDs: . the DME1(DME2) red warning flag comes into view at the bottom and on the left (right) side then it goes out of view.
- push the line key adjacent to the YES indication.	On the MCDU: - the TEST OK indication comes into view.
- push the line key adjacent to the RETURN indication.	The test procedure stops.

**** ON A/C FSN ALL**5. Close-up

SUBTASK 34-51-00-860-055-A

A. Put the aircraft back to its initial configuration.

- (1) Do the ADIRS stop procedure [Ref. AMM TASK 34-10-00-860-005](#).
- (2) On the center pedestal, on the MCDU, push the line key adjacent to the RETURN indication until the MCDU MENU page comes into view.
- (3) On the RMP, set the ON/OFF switch to OFF.
- (4) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#).
- (5) Make sure that the work area is clean and clear of tools and other items.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

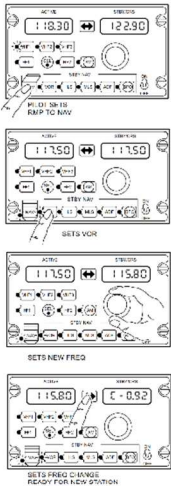


Figure 34-51-00-991-00100-00-B (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 051-100, 151-200, 351-450

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

Figure 34-51-00-991-00100-00-C (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 201-250, 451-500

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-740-002-A - BITE Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:01:58					

Figure 34-51-00-991-00100-00-D (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 001-050

Lampiran 14 AMM Functional Test DME Interrogator 1

6/13/24, 2:02 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-51-00-720-001-A - Functional Test of the DME

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

**** ON A/C FSN ALL**

TASK 34-51-00-720-001-A
Functional Test of the DME

WARNING: MAKE SURE THAT ALL THE CIRCUITS IN MAINTENANCE ARE ISOLATED BEFORE YOU SUPPLY ELECTRICAL POWER TO THE AIRCRAFT. UNWANTED ELECTRICAL POWER CAN BE DANGEROUS.

WARNING: MAKE SURE THAT NO PERSONS STAY IN A RADIUS OF 10 CENTIMETERS (4 INCHES) AROUND AND ABOVE THE DME ANTENNAS. WHEN THE DME ANTENNAS TRANSMIT, THEY USE HIGH POWER WHICH CAN CAUSE INJURY TO PERSONS.

1. Reason for the Job
Make sure that the system operates correctly.

2. Job Set-up Information



- A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	TEST UNIT-GROUND,DME

- B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
210	CKPT,FWD COMPT BHD TO FLT COMPT BULKHEAD

- C. Referenced Information

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-004-A	Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN 001-100, 152-250, 351-400, 451-500	
Ref. 34-10-00-860-004-A01	Automatic Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN ALL	
Ref. 34-10-00-860-004-A02	Inertial Reference (IR) Alignment-Procedure to do a Check of the Links between each Flight Management and Guidance Computer (FMGC) and the three Air Data/Inertial Reference Units (ADIRUs)
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
** ON A/C FSN 051-100, 151-200, 351-450	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 201-250, 451-500	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 001-050	
Ref. Fig. VOR/DME - Frequency Selection	

**** ON A/C FSN ALL**3. Job Set-up

SUBTASK 34-51-00-860-052-A

A. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).
- (2) Install the TEST UNIT-GROUND,DME near the DME1 (DME2) antenna. To do this, obey the operating instructions. Set the VOR/DME ground test unit to ON.
- (3) Do the ADIRS start procedure [Ref. AMM TASK 34-10-00-860-002](#).
- (4) Do the IR alignment procedure [Ref. AMM TASK 34-10-00-860-004](#).

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

- (5) On the EFIS control sections of the FCU, set the mode selector switches to ROSE or ARC.
- (6) On the FCU, set the ADF/VOR selector switches to VOR.
- (7) On the center pedestal, on the RMP1 and RMP2, set the ON/OFF selector switches to ON.

SUBTASK 34-51-00-865-054-A

B. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
** ON A/C FSN 151-200, 351-450			
49VU	NAV/VOR/DME/RMI	12FN	F13

** ON A/C FSN ALL

SUBTASK 34-51-00-865-055-A

C. Make sure that the circuit breaker(s) that follow(s) is (are) open, safetied and tagged. Use the SAFETY CLIP - CIRCUIT BREAKER as necessary.

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/DME/1	1SD1	G14
121VU	COM NAV/DME/2	1SD2	K06

4. Procedure
- ** ON A/C FSN 401-450

SUBTASK 34-51-00-720-050-A

A. DME Reception and Identification Test

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

ACTION	RESULT
1. On the RMP1 (RMP2): - set the VOR/DME1 (VOR/DME2) test frequency of the ground test unit. Ref. Fig. VOR/DME - Frequency Selection	
2. On the panel 49VU (121VU) :	
- close the circuit breaker 1SD1 (1SD2).	On the CAPT and F/O NDs, on the left (right) side: - the DME1 (DME2) flag goes out of view - the horizontal dashes come into view.
	On the VOR/DME RMI, in the left (right) window: - the horizontal dashes come into view.
3. On the ground test unit, set the IDENT signal on	
4. On the center pedestal, on one ACP:	
- push the VOR1 (VOR2) pushbutton switch	You can hear the identification signal in the loudspeaker.
- adjust the volume to the volume you need.	Do the adjustment slowly and continuously. There is no unwanted noise.
- push the ON VOICE pushbutton switch.	The audio signal in the loudspeaker stops.
5. On the ground test unit:	
- set the IDENT signal off.	
- set a DME1 (DME2) range of 5 NM.	On the left (right) side of the CAPT and F/O NDs: - the range 5.0 comes into view.
	On the VOR/DME RMI, in the left (right) window: - the range 5.0 comes into view.
- set a range of 270 NM.	On the ND and the VOR/DME RMI : - the range 270.0 comes into view.
6. On the ground test unit, set the IDENT signal on	
7. On the center pedestal, on the ACP:	
- release the ON VOICE pushbutton switch.	You can hear the audio signal in the loudspeaker.
8. On the center pedestal, on the ATC control unit:	

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					
ACTION			RESULT		
- set the ATC master switch to the ON or XPNDR position.			On the CAPT and F/O NDs and the VOR/DME RMI: - the DME1 (DME2) indication does not change.		
			In the loudspeaker : - the audio signal does not change.		
- set the ATC master switch to the standby position.					
9.On the ground test unit, set the IDENT signal off.					

**** ON A/C FSN 151-200, 351-400**

SUBTASK 34-51-00-720-050-B

A. DME Reception and Identification Test

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

ACTION	RESULT
1. On the RMP1 (RMP2): - set the VOR/DME1 (VOR/DME2) test frequency of the ground test unit Ref. Fig. VOR/DME - Frequency Selection	
2. On the panel 49VU (121VU): - close the circuit breaker 1SD1 (1SD2).	On the CAPT and F/O NDs, on the left (right) side: - the DME1 (DME2) flag goes out of view. - the horizontal dashes come into view.
	On the VOR/ADF/DME RMI, in the left (right) window: - the horizontal dashes come into view.
3. On the ground test unit, set the IDENT signal on.	
4. On the center pedestal, on one ACP: - push the VOR1 (VOR2) pushbutton switch - adjust the volume to the volume you need. - push the ON VOICE pushbutton switch.	You can hear the identification signal in the loudspeaker. Do the adjustment slowly and continuously. There is no unwanted noise. The audio signal in the loudspeaker stops.
5. On the ground test unit, set the IDENT signal off.	
6. On the ground test unit: - set a DME1 (DME2) range of 5 NM.	On the left (right) side of the CAPT and F/O NDs: - the range 5.0 comes into view.
	On the VOR/ADF/DME RMI, in the left (right) window: - the range 5.0 comes into view.
- set a range of 270 NM.	On the ND and the VOR/ADF/DME RMI: - the range 270.0 comes into view.
7. On the ground test unit, set the IDENT signal on.	
8. On the center pedestal, on the ACP: - release the ON VOICE pushbutton switch.	You can hear the audio signal in the loudspeaker.
9. On the center pedestal, on the ATC control unit:	

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					
ACTION			RESULT		
- set the ATC master switch to the ON or XPNDR position.			On the CAPT and F/O NDs and the VOR/AD F/DME RMI: - the DME1 (DME2) indication does not change.		
			In the loudspeaker : - the audio signal does not change.		
- set the ATC master switch to the standby position.					
10.On the ground test unit, set the IDENT signal off.					

**** ON A/C FSN 001-100, 201-250, 451-500**

SUBTASK 34-51-00-720-050-C
A. DME Reception and Identification Test

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

ACTION	RESULT
1.On the RMP1 (RMP2): - set the VOR/DME1 (VOR/DME2) test frequency of the ground test unit. ** ON A/C FSN 201-250, 451-500 Ref. Fig. VOR/DME - Frequency Selection ** ON A/C FSN 051-100 Ref. Fig. VOR/DME - Frequency Selection ** ON A/C FSN 001-050 Ref. Fig. VOR/DME - Frequency Selection	** ON A/C FSN 001-100, 201-250, 451-500
2.On the panel 49VU (121VU) :	
- close the circuit breaker 1SD1 (1SD2).	On the CAPT and F/O NDs, on the left (right) side: - the DME1 (DME2) flag goes out of view - the horizontal dashes come into view.
3.On the ground test unit, set the IDENT signal on	
4.On the center pedestal, on one ACP:	
- push the VOR1 (VOR2) pushbutton switch	You can hear the identification signal in the loudspeaker.
- adjust the volume to the volume you need.	Do the adjustment slowly and continuously. There is no unwanted noise.
- push the ON VOICE pushbutton switch.	The audio signal in the loudspeaker stops.
5.On the ground test unit:	
- set the IDENT signal off.	
- set a DME1 (DME2) range of 5 NM.	On the left (right) side of the CAPT and F/O NDs: - the range 5.0 comes into view.
- set a range of 270 NM.	On the ND: - the range 270.0 comes into view.
6.On the ground test unit, set the IDENT signal on	
7.On the center pedestal, on the ACP:	
- release the ON VOICE pushbutton switch.	You can hear the audio signal in the loudspeaker.
8.On the center pedestal, on the ATC control unit:	

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

ACTION	RESULT
- set the ATC master switch to the ON or XPNDR position.	On the CAPT and F/O NDs: - the DME1 (DME2) indication does not change.
	In the loudspeaker : - the audio signal does not change.
- set the ATC master switch to the standby position.	
9.On the ground test unit, set the IDENT signal off.	

**** ON A/C FSN ALL**5. Close-up

SUBTASK 34-51-00-860-053-A

A. Put the aircraft back to its initial configuration.

- (1) Do the ADIRS stop procedure [Ref. AMM TASK 34-10-00-860-005](#).
- (2) On the center pedestal, on the RMP, set the ON/OFF switch to OFF.
- (3) De-energize the DME ground test unit.
- (4) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#).
- (5) Make sure that the work area is clean and clear of tools and other items.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

Figure 34-51-00-991-00100-00-B (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 051-100, 151-200, 351-450

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

Figure 34-51-00-991-00100-00-C (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 201-250, 451-500

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-720-001-A - Functional Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:43					

Figure 34-51-00-991-00100-00-D (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 001-050

Lampiran 15 AMM Operational Test DME Interrogator 1

6/13/24, 2:02 PM

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-51-00-710-001-A - Operational Test of the DME

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

**** ON A/C FSN ALL**

TASK 34-51-00-710-001-A
Operational Test of the DME

WARNING: MAKE SURE THAT NO PERSONS STAY IN A RADIUS OF 10 CENTIMETERS (4 INCHES) AROUND AND ABOVE THE DME ANTENNAS. WHEN THE DME ANTENNAS TRANSMIT, THEY USE HIGH POWER WHICH CAN CAUSE INJURY TO PERSONS.

1. Reason for the Job
Reception Test of the DME beacon.

2. Job Set-up Information



- A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	SAFETY BARRIER(S)

- B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
210	CKPT,FWD COMPT BHD TO FLT COMPT BULKHEAD

- C. Referenced Information

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-004-A	Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN 001-100, 152-250, 351-400, 451-500	
Ref. 34-10-00-860-004-A01	Automatic Inertial Reference (IR) Alignment-Procedure
** ON A/C FSN ALL	
Ref. 34-10-00-860-004-A02	Inertial Reference (IR) Alignment-Procedure to do a Check of the Links between each Flight Management and Guidance Computer (FMGC) and the three Air Data/Inertial Reference Units (ADIRUs)
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
Ref. 34-51-00-00	DME - DESCRIPTION AND OPERATION
** ON A/C FSN 051-100, 151-200, 351-450	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 201-250, 451-500	
Ref. Fig. VOR/DME - Frequency Selection	
** ON A/C FSN 001-050	
Ref. Fig. VOR/DME - Frequency Selection	

**** ON A/C FSN ALL**3. Job Set-up

SUBTASK 34-51-00-860-050-A

A. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002.](#)
- (2) Do the Air Data/Inertial Reference System (ADIRS) start procedure [Ref. AMM TASK 34-10-00-860-002.](#)
- (3) Do the Inertial Reference (IR) alignment procedure
[Ref. AMM TASK 34-10-00-860-004.](#)

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

- (4) In the cockpit, on the EFIS control section of the Flight Control Unit (FCU):

(a) Set the mode selector switch to the ROSE or ARC position.

(b) Set the ADF/VOR selector switches to the VOR positions.
- (5) In the cockpit, on the center pedestal, on Radio Management Panel 1 (RMP 1) and RMP 2, set the ON/OFF switches to the ON positions.
- (6) In the cockpit, on CAPT and F/O LIGHTING/LOUD SPEAKER control panels 301VU and 500VU, set the LOUD SPEAKER potentiometers to the middle positions.
- (7) For the locations of the DME antennas [Ref. AMM D/O 34-51-00-00](#).
- (8) As necessary, use the applicable SAFETY BARRIER(S), specified by the operator's instructions and your local regulations.

SUBTASK 34-51-00-865-051-A

B. Make sure that this (these) circuit breaker(s) is (are) closed:

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/DME/1	1SD1	G14
121VU	COM NAV/DME/2	1SD2	K06

4. Procedure
- ** ON A/C FSN 151-200, 351-450**

SUBTASK 34-51-00-710-055-A

A. Operational Test of the DME

NOTE: The DME and the VOR/DME data come into view on the ND. The ILS/DME data come into view on the PFD.

ACTION	RESULT
1.On the RMP1 (RMP2): - set the local frequency of a VOR/DM E1 (DME2) or ILS/DME1 (DME2) station Ref. Fig. VOR/DME - Frequency Selection	On the CAPT (F/O) ND for VOR/DME or on the CAPT (F/O) PFD for ILS/DME, the range between the aircraft and the station comes into view at the bottom. On the RMI, the range between the aircraft and the station is also in view. NOTE: If you set the frequency of an ILS/DME station, DME data are not shown on the RMI.
2.On the center pedestal, on the ACP: - push the VOR1 (VOR2) or ILS pushbutton switch.	In the loudspeakers, you can hear the Morse code signal from the station set.

**** ON A/C FSN 001-100, 201-250, 451-500**

SUBTASK 34-51-00-710-055-B

A. Operational Test of the DME

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

NOTE: The DME and VOR/DME data come into view on the ND. The ILS/DME data come into view on the PFD.

ACTION	RESULT
1. In the cockpit, on the center pedestal: - On the Audio Control Panel (ACP), make sure that the VOICE pushbutton switch is not pushed (the ON legend is off). NOTE: If the VOICE pushbutton switch is pushed (the ON legend is green), you cannot hear the Morse signal.	
2. On RMP 1(2): - Set the local frequency of the VOR/DME 1(2) or ILS/DME 1(2) station. ** ON A/C FSN 201-250, 451-500 Ref. Fig. VOR/DME - Frequency Selection ** ON A/C FSN 051-100 Ref. Fig. VOR/DME - Frequency Selection ** ON A/C FSN 001-050 Ref. Fig. VOR/DME - Frequency Selection	** ON A/C FSN 001-100, 201-250, 451-500 On the CAPT (F/O) ND for the VOR/DME or on the CAPT (F/O) PFD for the ILS/DME: - The range between the aircraft and the station comes into view at the bottom.
3. On the ACP: - Push the VOR 1 (VOR 2) or ILS pushbutton switch.	From the loudspeakers, you can hear the Morse code signal from the station that you selected.

**** ON A/C FSN ALL**

5. Close-up

SUBTASK 34-51-00-860-051-A

A. Put the aircraft back to its initial configuration.

- (1) Do the ADIRS stop procedure [Ref. AMM TASK 34-10-00-860-005](#).
- (2) In the cockpit, on the center pedestal, on the RMPs, set the ON/OFF switches to the OFF positions.
- (3) In the cockpit, on the center pedestal, on the ACP, release the VOR 1 (VOR 2) or ILS pushbutton switch.
- (4) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#).
- (5) Make sure that the work area is clean and clear of tools and other items.
- (6) Remove the SAFETY BARRIERS.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

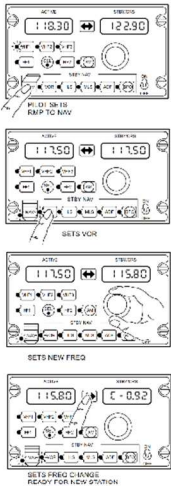


Figure 34-51-00-991-00100-00-B (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 051-100, 151-200, 351-450

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

Figure 34-51-00-991-00100-00-C (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 201-250, 451-500

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-51-00-710-001-A - Operational Test of the DME
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-13 08:02:23					

Figure 34-51-00-991-00100-00-D (SHEET 1) - VOR/DME - Frequency Selection
** ON A/C FSN 001-050

Lampiran 16 Troubleshooting L/H Strobe Light not illuminate

TASK CODE:		PROJECT: LY-NVI-1		ITEM NO : 17532-0057																																																																																									
 NON ROUTINE WORK CARD																																																																																													
A/C MSN 3010	A/C TYPE A320	ZONES	MAINT. CHECK 6 YEARS	ISSUED BY NTRAVICA	STATION DPS																																																																																								
				RU Yes ☐ No ☒ Major Repair Yes ☐ No ☒ Major Alteration Yes ☐ No ☒																																																																																									
Task#	Source Card :	TEAM TEAM 1	MH ESTIMATED :5		MH APPROVED :4																																																																																								
DISCREPANCY					SKILLS																																																																																								
L/H STROBE LIGHT NOT ILLUMINATE					CRS ERI B2																																																																																								
ACTION Please ensure detailed action, result and maintenance reference are recorded where applicable PERFORMED TROUBLESHOOT L/H STROBE LIGHT NOT ILLUMINATE AND FOUND STROBE LIGHT L/H NEED TO REPLACE REF. TSM 33-48-00-810-802-A REV 20 DATE 01 MAY 2024 PERFORMED REPLACEMENT L/H STROBE LIGHT DUE TO NOT ILLUMINATED AND OPERATIONAL TEST. RESULT SATISFIED REF AMM 33-48-14-000-001 REV 20 DATE 01 MAY 2024 REF AMM 33-48-14-400-001 REV 20 DATE 01 MAY 2024 Reference				PERFORMED BY  1896 Date: 29 APR 24	INSPECTED BY   Date: 29 APR 24																																																																																								
CONSUMABLE USED <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>P/N</th> <th>Description</th> <th>QTY</th> <th>Reference</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				P/N	Description	QTY	Reference																																									TOOLS & EQUIPMENT USED <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>P/N</th> <th>Description</th> <th>QTY</th> <th>Reference</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>		P/N	Description	QTY	Reference																																								
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Lampiran 19 Daily Activity Report

DAILY ACTIVITY REPORT

NAME : ALI ZAENAL YUSUF AULIA IRAWAN
 N.I.T : 30921002
 COURSE : TRU 7A
 Competency : RADIO (AVIONICS)

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	Selasa, 2/4/24	Change mode S registration code.	1.  2. 
2	Jumat, 5/4/24	Installation of HF transceiver & coupler	3.  4. 
3	Selasa, 30/4/24	DME Antenna Installation	5.  6. 
4	Senin, 15/5/24	Visual Inspection CUR PDR	7.  8. 
5	Jumat, 24/5/24	CBS director Installation.	9.  10. 
6	Senin, 27/5/24	Radio Altimeter Antenna Installation.	11.  12. 
7	Rabu, 29/5/24	ADS-B Installation	13.  14. 
8	Kamis, 30/5/24	VHF Antenna Installation.	15.  16. 
9	Jumat, 31/5/24	Terminal Plug gallery Installation.	17.  18. 
10	Rabu, 5/6/24	Replacement Display monitor and control box	19.  20. 
11	Kamis, 6/6/24	Replacement weather radar antenna.	
12	Selasa, 11/6/24	ADS-B Multiplication Installation.	
13	Rabu, 19/6/24	Remove Install DME and Marker Beacon Antenna	
14			
15			
16			
17			
18			
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20			

DAILY ACTIVITY REPORT

NAME : ALI ZAENAL YUSUP AULIA IRRAWAH
 N.I.T : 30421002
 COURSE : TRU 7A
 Competency : ELECTRICAL

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	Senin, 1/4/24	Teflon Sleeve Installation	1 
2	Rabu, 17/4/24	Teflon Sleeve Installation	2 
3	Kamis, 18/4/24	Assembly Cargo Fire Extinguisher	3 
4	Jumat, 19/4/24	Installation Bonding terminal lug	4 
5	Selasa, 23/4/24	Teflon Sleeve Installation	5 
6	Rabu, 24/4/24	Visual Inspection EE Compartment	6 
7	Kamis, 25/4/24	Teflon Sleeve Installation	7 
8	Jumat, 26/4/24	Teflon Sleeve Installation.	8 
9	Senin, 29/4/24	Teflon Sleeve Installation.	9 
10	Kamis, 2/5/24	Bonding wheel well door Installation	10 
11	Rabu, 8/5/24	Bonding Spoiler Installation	11 
12	Kamis, 9/5/24	Bonding elevator Installation	12 
13	Selasa, 14/5/24	Bonding Skits Installation	13 
14	Kamis, 16/5/24	Replacement Reading lights	14 
15	Jumat, 17/5/24	Bonding Fuel Tank Installation	15 
16	Selasa, 21/5/24	Cabin Pressure test	16 
17	Rabu 22/5/24	Remove and install winglet static discharge.	17 
18	Selasa 28/5/24	Power Supply Levatoriy Installation.	18 
19	Senin 10/6/24	Rudder Static discharger remove install.	19 
20	Rabu 12/6/24	Bonding Elevator Installation.	20 

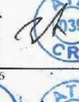
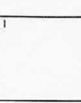
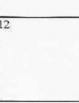
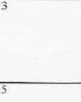
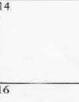
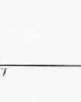
DAILY ACTIVITY REPORT

NAME : ALI ZAENAL YUSUP AULIA PRAMAH
 N.I.T : 30424002
 COURSE : TPU 7 A.
 Competency : ELECTRICAL

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Kamis 13/6/24	Troubleshooting Sensor PWD Cargo door	1	2
2	KamD 10/6/24	Replacement Fanning Bonding.	3	4
3			5	6
4			7	8
5			9	10
6			11	12
7			13	14
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DAILY ACTIVITY REPORT

NAME : ALI ZAENAL YUSUF AULIA IRAWAN
 N.I.T : 30421002
 COURSE : TRU 7 A
 Competency : INSTRUMENT

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Rabu, 3/4/24	Remove & Install Flight Attendant panel		
2	Kamis, 4/4/24	Troubleshooting C/Ps		
3	Senin, 22/4/24	Cleaning cockpit instrument.		
4	Jumat 10/5/24	Pilot static tester.		
5	Rabu, 15/5/24	ADM Functional test Accuracy		
6	Senin, 20/5/24	EMP and DCU system test.		
7	Jumat 21/6/24	Replacement Audio Control Panel		
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DAILY ACTIVITY REPORT

NAME : ALI ZAENAL YUSUF ALIHA IRAWAN
 N.I.T : 30421002
 COURSE : TRU 7A
 Competency : LINE AND HEAVY MAINTENANCE

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Selasa, 16/4/24	Introduction main wheel system	1	2
2	Jumat, 19/4/24	Remove Seat Passenger.	3	4
3	Jumat, 3/5/24	O ring Seal acces door Panel EPU Installation	5	6
4	Selasa, 7/5/24	Remove lens nav light leading edge.	7	8
5	Senin, 3/6/24	Visual inspection flood light.	9	10
6	Selasa, 4/6/24	Visual inspection connector cargo compartment	11	12
7	Jumat, 7/6/24	Installation logo light and flood light.	13	14
8	Jumat, 14/6/24	Remove Initial Glaze Panel.	15	16
9			17	18
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DAILY ACTIVITY REPORT

NAME : ALI ZAEHAL YUSUF RULIA IRAWAN
 N.I.T : 30421002
 COURSE : TRU 7 A
 Competency : MAINTENANCE PROCEDURE

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
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