

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



Disusun Oleh :

ALMER FAADIHILAH

NIT 30421004

PROGRAM STUDI DIPLOMA 3 TEKNIK PESAWAT UDARA
POLITEKNIK PENERBANGAN SURABAYA
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LEMBAR PERSETUJUAN

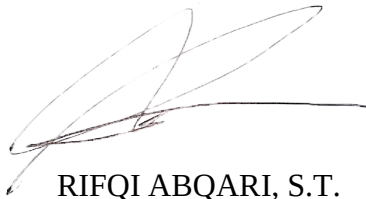
**LAPORAN *ON THE JOB TRAINING (OJT)*
DI FL TECHNICS INDONESIA – HANGGAR BALI**

Oleh:
Almer Faadihilah
NIT. 30421004

Laporan *On The Job Training (OJT)* ini telah diterima dan disetujui sebagai salah satu syarat penilaian *On The Job Training (OJT)*.

Disetujui Oleh:

Pembimbing Lapangan



RIFQI ABQARI, S.T.
AMEL NO. 10433

Dosen Pembimbing



Ir. BAMBANG JUNIPITOYO, S.T.,M.T
NIP. 19780626 2009121 001

Mengetahui,
Manager of Supervisor



FRANS STEVANUS SEMBIRING, S.T
AMEL NO. 5596

LEMBAR PENGESAHAN

Laporan *On The Job Training* telah dilakukan pengujian didepan Tim Penguji pada tanggal Juli 2023 dan dinyatakan memenuhi syarat sebagai salah satu komponen penilaian *On The Job Training*.

Tim Penguji :

Ketua



NYARIS P., SiT, M.MTR
NIP. 19820525 200502 1001

Sekretaris



RUDI FIKUS P., ST, MM
NIP. 196102252 016010 8 002

Anggota



Ir. BAMBANG JUNIPITOYO, ST, MM
NIP. 19780626 200912 1 001

Kepala Program Studi
D.III Teknik Pesawat Udara



Ir. BAMBANG JUNIPITOYO, ST, MT.
NIP. 19780626 200912 1 001

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.

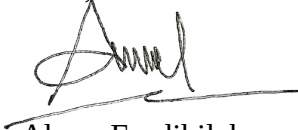
Penyusunan laporan *On the Job Training (OJT)* memiliki maksud dan tujuan sebagai cara kami untuk lebih mendalami dan mengimplementasikan ilmu yang telah didapatkan dalam pelaksanaan *On the Job Training (OJT)*. Selain itu juga bermanfaat untuk menambah wawasan dan pengetahuan bagi para pembaca, khususnya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

Ucapan terima kasih kami sampaikan kepada pihak yang telah membantu selama proses penyusunan laporan *On the Job Training (OJT)* ini, terutama kepada:

1. Bapak Ahmad Bahrawi, S.E., M.T., selaku Direktur Politeknik Penerbangan Surabaya.
2. Bapak Martynas Grigas, selaku CEO FL Technics Indonesia.
3. Bapak Dobrica Djordjovic, selaku *Chief Production Officer* FL Technics Indonesia.
4. Bapak Frans Stevanus Sembiring, S.T., selaku *Bay Manager* FL Technics Indonesia – Hanggar Bali
5. Bapak Ir. Bambang Junipitoyo, S.T., M.T., selaku Ketua Program Studi Teknik Pesawat Udara Politeknik Penerbangan Surabaya.
6. Bapak Ir. Bambang Junipitoyo, S.T, M.T., selaku dosen pembimbing Laporan OJT
7. Bapak Rifqi Abqari, S.T., selaku pembimbing lapangan Laporan OJT
8. Seluruh dosen dan instruktur pengajar Politeknik Penerbangan Surabaya yang telah membimbing kami selama ini.
9. Seluruh dosen dan pegawai Politeknik Penerbangan Surabaya yang telah membantu dan mendukung pelaksanaan kegiatan *On the Job Training*.
10. Seluruh engineer dan mechanic FL Technics Indonesia – Hanggar Bali
11. Orang tua yang telah memberikan bantuan dan dukungan kepada penulis sehingga dapat melaksanakan kegiatan *On The Job Training* ini serta menyelesaikan laporannya
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.

Bali, 30 Juni 2024



Almer Faadihilah

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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.

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.

AMTO (Aircraft Maintenance Training Organization)

Organisasi atau lembaga yang memiliki kemampuan untuk menyiapkan personil perawatan pesawat yang diakui oleh DKPPU.

EASA (European Union Aviation Safety Agency)

Badan yang bertanggungjawab memastikan keselamatan dan perlindungan lingkungan transportasi udara di Eropa.

MRO (Maintenance, Repair and Overhaul)

Organisasi atau perusahaan yang bergerak dibidang penyedia jasa perawatan dan perbaikan pesawat terbang.

TSM (Troubleshooting Manual)

Pedoman prosedur untuk melakukan *troubleshooting* dalam pesawat terbang.

DGCA (Directorat General Civil Aviation)

Badan untuk melaksanakan kebijakan dan standardisasi teknis di bidang perhubungan udara.

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 A320 dan Boeing 737 Classic 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 perusahaan 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 di kampus.

- 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 Profil Perusahaan



Gambar 2.1 Hangar

PT. Avia Technics Dirgantara atau yang lebih dikenal dengan nama FL Technics Indonesia, merupakan salah satu kantor cabang dari FL Technics di Asia, berlokasi begitu strategis di Bandara Internasional I Gusti Ngurah Rai, Bali yang dapat dilihat pada gambar 2.1. Fokus kegiatan yang dilaksanakan oleh FL Technics Indonesia yaitu *Aircraft Maintenance Organization* (AMO) atau perawatan pesawat udara, serta *Aircraft Maintenance Training Organization* (AMTO) atau penyelenggara program pelatihan untuk meningkatkan daya saing sumber daya manusia pada bidang industri kedirgantaraan khususnya MRO pesawat udara. FL Technics Indonesia untuk saat ini baru melayani MRO untuk pesawat tipe Boeing 737 CL, Boeing 737 NG, dan Airbus 320 Family.

PT. Avia Technics Dirgantara (FL Technics Indonesia) merupakan perusahaan yang bergerak di penyedia layanan teknis untuk maskapai penerbangan. PT. Avia Technics Dirgantara ialah perusahaan asing dengan kantor pusat utama berada di Vilnius, Litunia. FL Technics adalah bagian dari Avia Solutions Group, yang dipimpin oleh Jonas Janukenas, dan Gediminas Ziemelis, Ketua Dewan. Zilvinas Lapinskas adalah CEO FL Technics dan Martynas Grigalavicius adalah CEO FL Technics Indonesia.

Perusahaan ini bergerak dalam bidang perbaikan dan perawatan pesawat atau *Maintenance, Repair, and Overhaul* (MRO). Selain itu, perusahaan ini juga

mengutamakan dalam hal perawatan dasar dan lini, perdagangan suku cadang (material, mesin), serta pelatihan (*training*). Perusahaan ini telah berdiri selama 20 tahun dan memiliki karyawan ahli kurang lebih sebanyak 1300 karyawan. Perusahaan ini melayani *line maintenance* untuk wilayah Eropa, Asia Pasifik, Timur Tengah, dan *Commonwealth of Independent States* (CIS). Dalam perkembangannya, FL Technics telah memiliki beberapa kantor pusat utama di beberapa wilayah diantaranya *Rusia, United Kingdom, Serbia, Polandia, Indonesia* dan *Thailand*.

2.2 Sejarah FL Technics Indonesia

FL Technics berdiri pada tahun 2005, dan berlokasi di Bandara Internasional Vilnius, Lituania, di Bandara Vilnius tersebut hanggar pertama dari FL Technics. Tahun 2007, perusahaan mulai melakukan sebuah tindakan yang dilakukan dengan tujuan adanya sebuah pertumbuhan dan perkembangan dengan membangun hanggar kedua di Bandara Internasional Lituania. total luas hanggar tersebut ialah 13.742 m² yang terdiri dari lima ruang perawatan pesawat, gudang, serta fasilitas pendukung lainnya.

Pada bulan Mei 2009, FL Technics melakukan sebuah perjanjian dengan perusahaan pesawat udara yang berada di Slowakia (Seagle Air). Pada perjanjian tersebut, membahas tentang pemeliharaan teknis berkala terhadap Boeing 737. Pada bulan Juli, FL Technics Indonesia menandatangani sebuah perjanjian dengan Koala Rika MRO mengenai penyediaan layanan yang berada di bidang teknis untuk perawatan berat yang dilakukan untuk pesawat jarak jauh, seperti Boeing 757-200. Untuk bulan Oktober 2009, perusahaan menandatangani perjanjian untuk perawatan pangkalan pesawat udara Boeing 737-200 bersama Italy Air dan Slowakia Air.

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

Pada tahun 2011, FL Technics untuk pertama kali melakukan pelayanan perawatan dan perbaikan pesawat jenis Airbus A320 yang digunakan juga untuk sertifikasi dari sertifikat EASA Part-145. Bulan Juli 2011, perusahaan memperoleh 7 pesawat Boeing 737-3 dari Maskapai AirAsia untuk diurai menjadi beberapa bagian dan komponen (Scrap). Dari perolehan tersebut FL Technics Indonesia diharapkan mampu untuk meningkatkan tingkat layanan dengan mempertahankan lebih banyak stok suku cadang serta komponen.

Tahun 2012, perusahaan mendapatkan sertifikat EASA Part-21 “*Design Organization Approval*” dengan tujuan agar perusahaan dapat merancang dan menyetujui adanya perubahan kecil serta perbaikan kecil pada pesawat di area interior kabin, perubahan terkait avionic, dan struktur pesawat. Selain sertifikat yang diterima dari EASA, FL Technics juga menerima sertifikat audit suku cadang ISO 9001-2008 dan sertifikat untuk pengendalian kualitas.

Selanjutnya, di tahun 2013, perusahaan menjalin kerja sama dengan pemasok komponen pesawat yaitu XTRA Aerospace dan Seal Dynamics . Tahun 2014, FL Technics memperluas kapasitas di Lituania, hanggar yang berada di Lituania merupakan hanggar terbesar yang berteknologi di Eropa Timur. Pada bulan Agustus 2014, FL Technics memperluas layanannya dengan membuka adanya *Online Training*, merupakan sebuah *platform* berbasis internet untuk menyediakan pelatihan *online* yang sesuai dengan standar EASA. Selanjutnya pada tahun 2015, FL Technics membuat sebuah layanan berupa konsultasi MRO (*Maintenance Repair Organization*) *enginee*, APU, dan *landing gear* di bulan Maret. Lalu pada bulan November, FL Technics mendirikan kantor perwakilan di Miami, Florida untuk nantinya perusahaan dapat bekerja secara langsung dengan pemasok lokal.

Selain di negara Amerika, FL Technics juga mulai melakukan ekspansi ke pasar Asia dengan melakukan kerjasama dalam program *Power-by-Hour* (PBH) dengan maskapai kargo Thailand K-Mile Asia terutama untuk jenis kargo Boeing 737. Tak hanya di Thailand, ekspansi FL Technics juga memperluas jangkauannya dengan mendirikan sebuah hanggar MRO di Bandara Internasional I Gusti Ngurah Rai di Bali, Indonesia pada tahun 2023. Melayani tiga jenis tipe pesawat yaitu Boeing 737 NG, Boeing 737 CL, serta Airbus 320 Family. Perkembangan cukup

baik dari PT. Avia Technics Dirgantara atau yang dikenal juga dengan nama FL Technics Indonesia ini, akhirnya menerima sertifikasi yang disetujui oleh organisasi pemeliharaan (AMO) dari *Directorat General Civil Aviation* (DGCA). FL Technics Indonesia pun melaksanakan kegiatannya dalam dua bidang yaitu dalam *Aircraft Maintenance Organization* (AMO) atau perawatan pesawat udara, serta *Aircraft Maintenance Training Organization* (AMTO) atau penyelenggara program pelatihan untuk meningkatkan daya saing sumber daya manusia pada bidang industri kedirgantaraan khususnya MRO pesawat udara.

2.3 Data Umum

2.3.1 Visi dan Misi

Visi FL Technics Indonesia

Desired Worldwide, multibillion Modern MRO. (Menjadi Multi miliar MRO yang diinginkan seluruh dunia).

Misi FL Technics Indonesia

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

2.3.2 Fasilitas

FL Technics Indonesia mempunyai fasilitas yang dibagi menjadi 2 yaitu Hanggar A dan B

1. Hanggar A

FL Technics Indonesia Hanggar A memiliki fasilitas ruangan yang digunakan untuk mempermudah para engineer dan mechanic dalam menjalani perawatan pesawat berupa :

a. *Composite Workshop*

Untuk melakukan perawatan pesawat udara khususnya berbahan dasar *composite* yaitu *skin* pesawat yang dapat dilihat pada gambar 2.2.



Gambar 2.2 *Composite Workshop*

b. *Structure Workshop*

Untuk melakukan perbaikan dan modifikasi *structure* pesawat yang telah rusak seperti *corrosion* dan *leak* yang dapat dilihat pada gambar 2.3.



Gambar 2.3 *Structure Workshop*

c. *Training Room*

sebagai ruangan yang digunakan karyawan atau *mechanic* yang melakukan Pendidikan dan pelatihan maupun *type rating* pesawat yang dapat dilihat pada gambar 2.4.



Gambar 2.4 Training Room

d. *Deputy Bay Room*

Sebagai ruangan untuk mengatur dan merencanakan *program maintenance* yang akan dilakukan pada pesawat yang dapat dilihat pada gambar 2.5.



Gambar 2.5 Deputy Bay Room

e. *Team Room*

Sebagai ruangan untuk berkumpulnya masing – masing *team* untuk melakukan *briefing* sebelum melakukan *maintenance* yang dapat dilihat pada gambar 2.6.



Gambar 2.6 *Team Room*

f. *Machining Workshop*

sebagai ruangan pemesinan komponen pesawat udara yang dapat dilihat pada gambar 2.7.



Gambar 2.7 *Machining Workshop*

g. *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 2.8.



Gambar 2.8 NDT Room

h. *Dark Room*

sebagai ruangan untuk melihat *leak* dan *crack* suatu benda dengan menggunakan bantuan sinar *Ultraviolet* yang dapat dilihat pada gambar 2.9.



Gambar 2.9 Dark Room

2. Hanggar B

FL Technics Indonesia Hanggar B memiliki fasilitas ruangan yang digunakan untuk mempermudah para engineer dan mechanic dalam mengambil dan meletakkan part yang sudah di order atau part rusak dari pesawat berupa:

a. *Store Room*

untuk meletakkan part yang sudah rusak dan mengambil part yang sudah di order yang dapat dilihat pada gambar 2.10.



Gambar 2.10 Store Room

b. *Sheet metal shop*

untuk melakukan perawatan di bagian material pesawat yang menggunakan material metal dan sejenisnya yang dapat dilihat pada gambar 2.11.



Gambar 2.11 Sheet Metal Shop

c. *Chemical Room*

sebagai tempat penyimpanan bahan bahan yang mengandung bahan kimiawi dalam pesawat yang dapat dilihat pada gambar 2.12.



Gambar 2.12 Chemical Room

d. *Incoming Inspection Room*

sebagai ruangan untuk memeriksa dan meneliti kualitas Perusahaan dalam berbagai aspek dan juga sebagai tempat masuk dan keluarnya barang yang sudah di order yang dapat dilihat pada gambar 2.13.



Gambar 2.13 Incoming Inspection Room

e. *GSE (Ground Support Equipment)*

Sebagai alat untuk membantu dalam pergerakan selama di hangar yaitu seperti *Towing motor*, *Boom Lift*, dan *Scissors* yang dapat dilihat pada gambar 2.14.



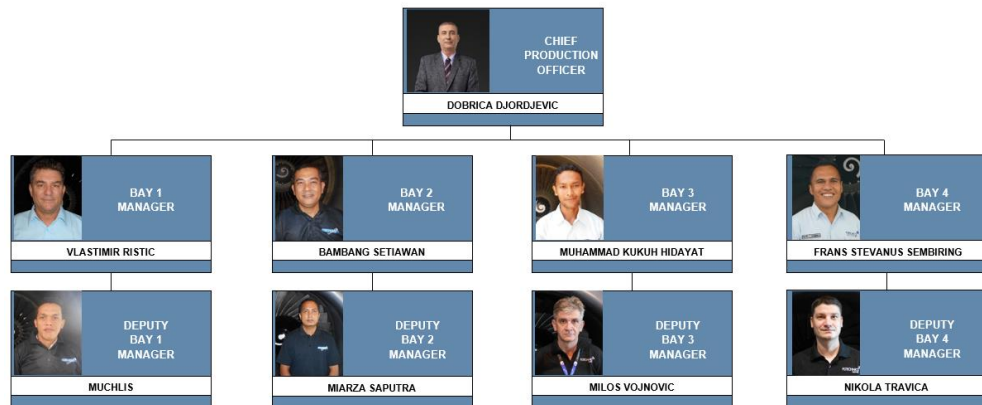
Gambar 2.14 Ground Support Equipment

2.3.3 Struktur Organisasi

PT Avia Technics Dirgantara Indonesia sebagai perusahaan yang beroperasi pada dunia perawatan pesawat terbang bersifat profesional memiliki struktur organisasi yang cukup kompleks 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. Mengenai tentang apa saja struktur organisasi perusahaan, termasuk mengenai manfaat dan fungsi struktur organisasi dalam perusahaan menjadi hal yang amat penting yang dapat dilihat pada gambar 2.15.



Gambar 2.15 Struktur Organisasi Umum



Gambar 2.16 Struktur Organisasi *Base and Line Maintenance*

PT. Avia Technics Dirgantara Indonesia memiliki beberapa departemen dan unit yang mendukung kegiatan pemeliharaan pesawat terbang yang dapat dilihat pada gambar 2.16., 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) Unit
 - b. Logistic Unit
3. Administration Department
 - a. Facility Maintenance Unit
 - b. IT (Information and Technology) Unit
 - c. Secretariat Unit
 - d. Human Resources Department
 - e. Finance Department
 - f. Sales Department
 - g. Procurement Department
 - h. Quality Safety Department

2.3.4 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 Pesawat Airbus A320



Gambar 3.1 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 *handle* dan sistem *hydraulic*. 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 yang 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*) 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.

Kokpit dilengkapi dengan Sistem Informasi Penerbangan Elektronik dengan batang pengendali samping. Pada saat pengenalan pesawat, tingkah laku dari sistem *fly-by-wire* (dilengkapi dengan pelindung kerusakan struktur pesawat penuh) merupakan pengalaman baru bagi banyak pilot. Tiga pemasok menyediakan mesin turbofan untuk seri A320: CFM International dengan CFM56, International Aero Engines, menyediakan V2500 dan Pratt & Whitney memberikan mesin PW6000 yang hanya tersedia untuk varian. Teknologi yang digunakan dalam A320 meliputi:

- a. Sistem kontrol penerbangan *fly-by-wire* digital penuh dalam pesawat sipil.
- b. Kokpit digital penuh, bukan sistem *hybrid* seperti ditemukan di pesawat A310, Boeing 757 dan Boeing 767.
- c. Pesawat berbadan sempit pertama yang menggunakan material komposit untuk struktur pesawat dalam jumlah signifikan.
- d. Konsep ECAM, yang juga digunakan di semua pesawat Airbus yang diproduksi setelah A320. Sistem ini secara konstan memberikan informasi mengenai mesin pesawat, bersama juga dengan sistem kunci lain seperti kontrol penerbangan, tekanan dan hidrolis, kepada pilot melalui dua layar LCD di tengah panel pengendali. ECAM juga menyediakan peringatan otomatis terhadap kerusakan sistem dan menampilkan daftar elektronik untuk membantu mengatasi kerusakan tersebut.
- e. Airbus yang lebih baru menggunakan unit LCD (*liquid crystal display*) dalam panel kontrol di pesawat A318, A319, A320, dan A321 daripada menggunakan layar CRT (*cathode ray tube*). Layar ini juga termasuk layar utama dan horizon buatan cadangan, yang sebelumnya merupakan layar analog. LCD memiliki berat lebih ringan dan menghasilkan panas

lebih kecil daripada layar CRT; perubahan ini mengurangi berat pesawat sekitar 50 kilogram.

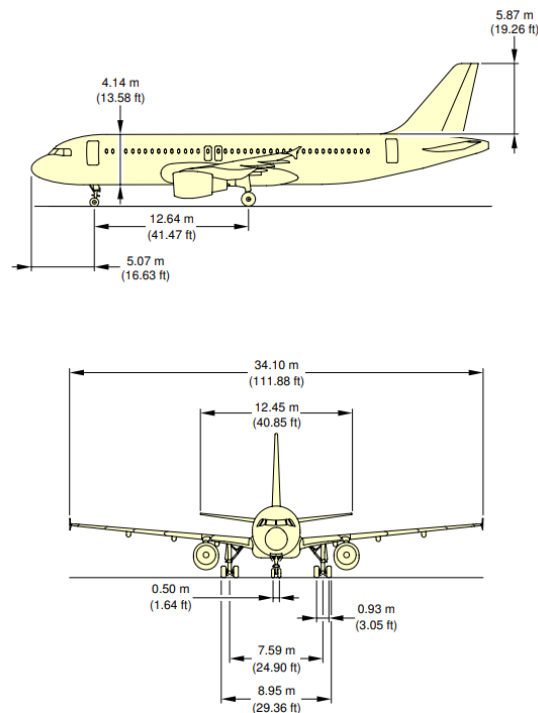
- f. Pesawat A320 versi awal menggunakan Intel 80186 dan Motorola 68010, dalam komputer (CPU) keluarga Intel 80286 buatan 1988. Komputer manajemen penerbangan menggunakan enam CPU, menggunakan tiga sistem logika, dengan memori sistem 2.5MBytes.
- g. Layar tampilan digital juga tersedia.

Selain membahas rancangan dan teknologi Airbus A320. Berikut ini juga akan dipaparkan terkait spesifikasi yang dapat dilihat pada table 3.1 dan gambar 3.2 dari Airbus A320:

Tabel 3.1 Spesifikasi Airbus A320

<i>Dimensions</i>	
Overall Length	37.6 m
Height	11.76 m
Wingspan	34.10 m
Wing Area (geometric)	122.6 m ²
<i>Performance</i>	
Maximum Cruise Speed	840 km/h)
Maximum Range with payload	5.550 km
Takeoff Distance	2.090 m
Landing Distance	1.530 m
Maximum operating altitude	11.900 m
Maximum Limit Speed	890 km/h
Engines	two CFM56-5 or IAE V2500
Fuel Efficiency	19,1 g/pass*km
Fuel Flow Rate	2.600 kg/h
<i>Weights</i>	
Operating Empty Weight	42.100 kg
Maximum Takeoff Weight	77.000 kg

<i>Maximum Landing Weight</i>	66.000 kg
<i>Maximum Payload</i>	18.600 kg
<i>Maximum Zero fuel weight</i>	62.500 kg
Standard Fuel Capacity	23.860 – 29.840 l



Gambar 3.2 Dimensi Airbus A320

3.2 Perawatan *Maintenace* Pada Airbus A320

Sistem maintenance yang sering dipakai adalah metode *progressive maintenance*. *Progressive maintenance* adalah pemeliharaan yang dilakukan secara terjadwal, umumnya secara periodik, dimana sejumlah tugas pemeliharaan 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 sistem perawatan kompleks dan harus dilakukan secara disiplin.

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 hangar yang dapat dilihat pada gambar 3.3. 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 A320 dilakukan setiap 3 tahun.



Gambar 3.3 *Maintenance Airbus A320*

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)

Merupakan *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 program*nya dengan menggunakan MSG3.

3. Equalized maintenance

Merupakan *equalized* beban kerja dalam kelompok-kelompok tertentu. Untuk sistem ini dikenal dengan sebutan *phase check*. Seluruh *maintenance check* untuk pesawat tersebut dilist, lalu dihitung *workload*nya, 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 yang dapat dilihat pada gambar 3.4.

2. *Weekly Check*

Merupakan pengecekan yang dilakukan secara berkala pada setiap minggu atau 8 hari kalender (8x24 jam).



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. <table><tr><td></td><td>LY-VEL, LY-MLG, LY-NVI, LY-NVJ, LY- MLN, LY-MLI, LY-MLJ, LY-MLK, LY-NVL, LY-NVM</td><td>LY-MLF, LY-NVN</td></tr><tr><td>Min for 2 Crewmembers (PSI)</td><td>731</td><td>522</td></tr><tr><td>Min for 2 Crewmembers +1 OBS (PSI)</td><td>959</td><td>675</td></tr><tr><td>Min for 2 Crewmembers +2 OBS (PSI)</td><td>1215</td><td>846</td></tr></table> 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).		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	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													
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 *Landing Light*

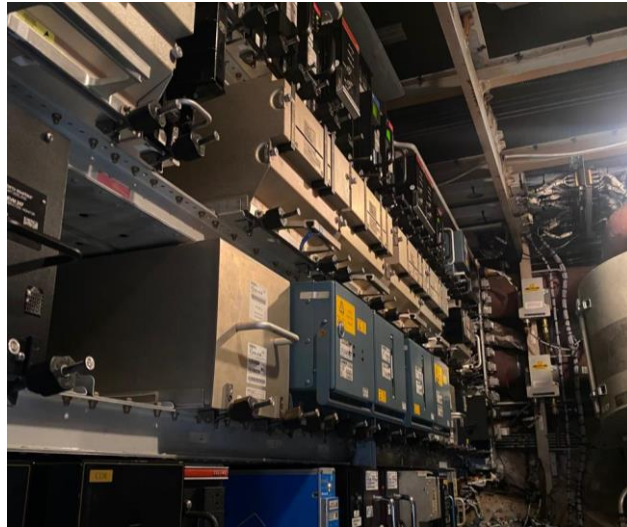
Landing Light adalah lampu yang digunakan untuk mengatur penerangan pesawat pada saat mendarat dan dikontrol oleh *switch* yang berada pada *overhead panel*. Lampu pada pesawat yang berada di *wing* sebelah kanan dan kiri yang terletak pada *leading edge wing* dekat dengan *fuselage* yang dapat dilihat pada gambar 3.5. Lampu bercahaya kearah depan dan kebawah *groundhead* dalam posisi tetap, dengan lebar pancaran 11 derajat. Lampu ini adalah tipe lampu intensitas tinggi dan pemasangan lampu tidak dirancang untuk bekerja terus menerus jika masih diudara. Daya/tegangan untuk lampu ini sebesar 115 V AC dan diperkecil oleh trafo sebesar 28 V DC.



Gambar 3.5 *Landing light*

3.7 *Electrical Equipment (EE Compartment)*

Suatu compartment yang digunakan sebagai tempat penyimpanan berbagai perangkat *electrical* pada pesawat terbang yang dapat dilihat pada gambar 3.6.



Gambar 3.6 *EE Compartment*

3.8 *Proximity Sensor*

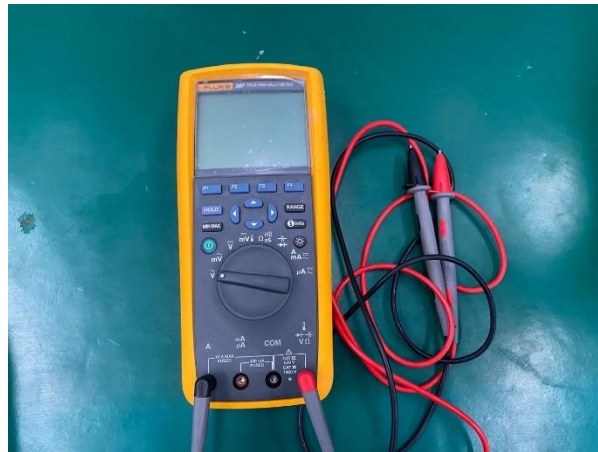
Sensor elektronik yang dapat mendeteksi keberadaan suatu objek tanpa adanya sentuhan fisik. Dapat dikatakan juga bahwa *proximity sensor* adalah sensor yang dapat mengubah informasi tentang Gerakan atau keberadaan objek menjadi sinyal Listrik, seperti pada *cargo door* setiap pergerakan *cargo door* akan terdeteksi oleh *proximity sensor* lalu *ECAM* akan memunculkan *indicator cargo door* yang dapat dilihat pada gambar 3.7.



Gambar 3.7 *Cargo Door Proximity Sensor*

3.9 Multimeter

Multimeter adalah suatu alat ukur listrik yang digunakan untuk mengukur tiga jenis besaran listrik yaitu arus listrik, tegangan listrik, dan hambatan listrik. Sebutan lain untuk multimeter adalah AVO-meter yang merupakan singkatan dari satuan Ampere, Volt, dan Ohm yang dapat dilihat pada gambar 3.8.



Gambar 3.8 Multimeter

3.10 *Electronic Centralized Aircraft Monitor (ECAM)*

ECAM adalah sistem tampilan multifungsi yang mengkonsolidasikan dan menyajikan informasi yang relevan kepada awak pesawat dengan cara yang jelas dan terorganisir. Dengan menggunakan ECAM, pilot dapat memantau berbagai sistem pesawat, seperti mesin, bahan bakar, hidraulik, kelistrikan, dan lainnya, secara real-time. Sistem ini secara terus menerus mengumpulkan data dari berbagai sensor dan komponen penerbangan, dan berdasarkan batas dan algoritme yang telah ditetapkan, sistem ini memberikan peringatan dan peringatan kepada awak pesawat.

Sistem ECAM terdiri dari dua tampilan penerbangan utama yang dikenal sebagai *Engine Warning Display (E/WD)* dan *System Display (SD)*. E/WD terutama berfokus pada sistem propulsi dan menampilkan parameter mesin yang penting, sedangkan SD memberikan gambaran umum tentang sistem sekunder pesawat. Selain itu, ECAM juga dilengkapi panel kontrol, yang memungkinkan pilot berinteraksi dengan sistem dan mengakses berbagai fungsi dan menu yang dapat dilihat pada gambar 3.9.

Salah satu keunggulan utama ECAM adalah desainnya yang intuitif dan *interface* yang mudah digunakan. Layar diberi kode warna dan menggunakan representasi simbolis untuk menyampaikan informasi dengan cepat dan efisien kepada kru pesawat. Jika terjadi situasi abnormal atau kegagalan sistem, ECAM menampilkan daftar periksa dan prosedur yang relevan, sehingga pilot dapat segera mengambil tindakan yang tepat.



Gambar 3.9 Electronic Centralized Aircraft Monitor (ECAM)

3.11 Circuit Breaker

Circuit breaker adalah sebuah saklar elektrik yang beroperasi secara otomatis untuk memutus jalur arus listrik dari sirkuit ketika ada kondisi abnormal (tidak normal). Sehingga dapat mencegah kerusakan pada sirkuit listrik dikarenakan adanya hubungan arus pendek (korsleting) yang dapat dilihat pada gambar 3.10.



Gambar 3.10 Circuit Breaker

3.12 ECAM Control Panel

Suatu alat yang digunakan untuk mengatur *display* ECAM dengan menggunakan knob yang dapat mengatur kecerahan kedua tampilan ECAM yang dapat dilihat pada gambar 3.11.



Gambar 3.11 ECAM Control Panel

3.13 Multipurpose Control and Display Unit (MCDU)

MCDU biasanya terletak di area kokpit dekat kursi pilot dan co-pilot. MCDU terdiri dari layar tampilan dan satu set tombol alfanumerik dan fungsi. Layar tampilan memberikan informasi penting kepada pilot, seperti rencana penerbangan, data kinerja, dan pesan komunikasi yang dapat dilihat pada gambar 3.12.

Ketika pilot berinteraksi dengan MCDU, mereka dapat memasukkan berbagai perintah, seperti memasukkan dan memodifikasi rencana penerbangan, memilih

route navigasi, dan berkomunikasi dengan kontrol lalu lintas udara. MCDU menggunakan input pilot untuk berkomunikasi dengan FMC, yang kemudian menjalankan perintah yang diinginkan.

MCDU juga memainkan peran penting dalam komunikasi antara pilot dan kontrol lalu lintas udara. Pilot dapat mengirim dan menerima pesan, seperti meminta izin lepas landas, melaporkan posisi saat ini, atau menerima instruksi untuk menavigasi melalui wilayah udara yang padat. Pesan-pesan ini ditampilkan di layar MCDU, sehingga pilot dapat terus mendapatkan informasi terbaru dan merespons dengan tepat.



Gambar 3.12 MCDU

3.14 VHF Transciever

Suatu peralatan untuk pemancar dan penerima yang digunakan untuk komunikasi antara pilot dengan ATC tower dalam bentuk suara yang bekerja pada frekuensi 108.000 MHz hingga 137.000 MHz yang dapat dilihat pada gambar 3.13.



Gambar 3.13 VHF Transciever

BAB IV

PELAKSANAAN OJT

4.1 Lingkup Pelaksanaan OJT

Pelaksanaan OJT dilaksanakan menyesuaikan dengan kegiatan yang sedang berjalan di FL Technics Indonesia – Hanggar Bali 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 : FL Technics Indonesia – Hanggar Bali

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 – 12.15	Ishoma

6	12.15 – 15.30	Waktu kerja
7	15.30 – 16.00	<i>Clean Up</i>
8	16.00 – 16.15	Briefing dan persiapan pulang

4.4 Langkah Kerja

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. Inspection

Inspection adalah tahap sebelum melaksanakan suatu perbaikan maupun perawatan pesawat udara yaitu dengan memastikan kondisi pesawat dalam keadaan normal.

2. Rectification

Rectification adalah tahap untuk mencari sumber masalah yang terjadi pada pesawat terbang. Semua kegiatan *rectification* sudah ditentukan melalui *task card* dan dilakukan berdasarkan *maintenance manual*.

3. Repair

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:

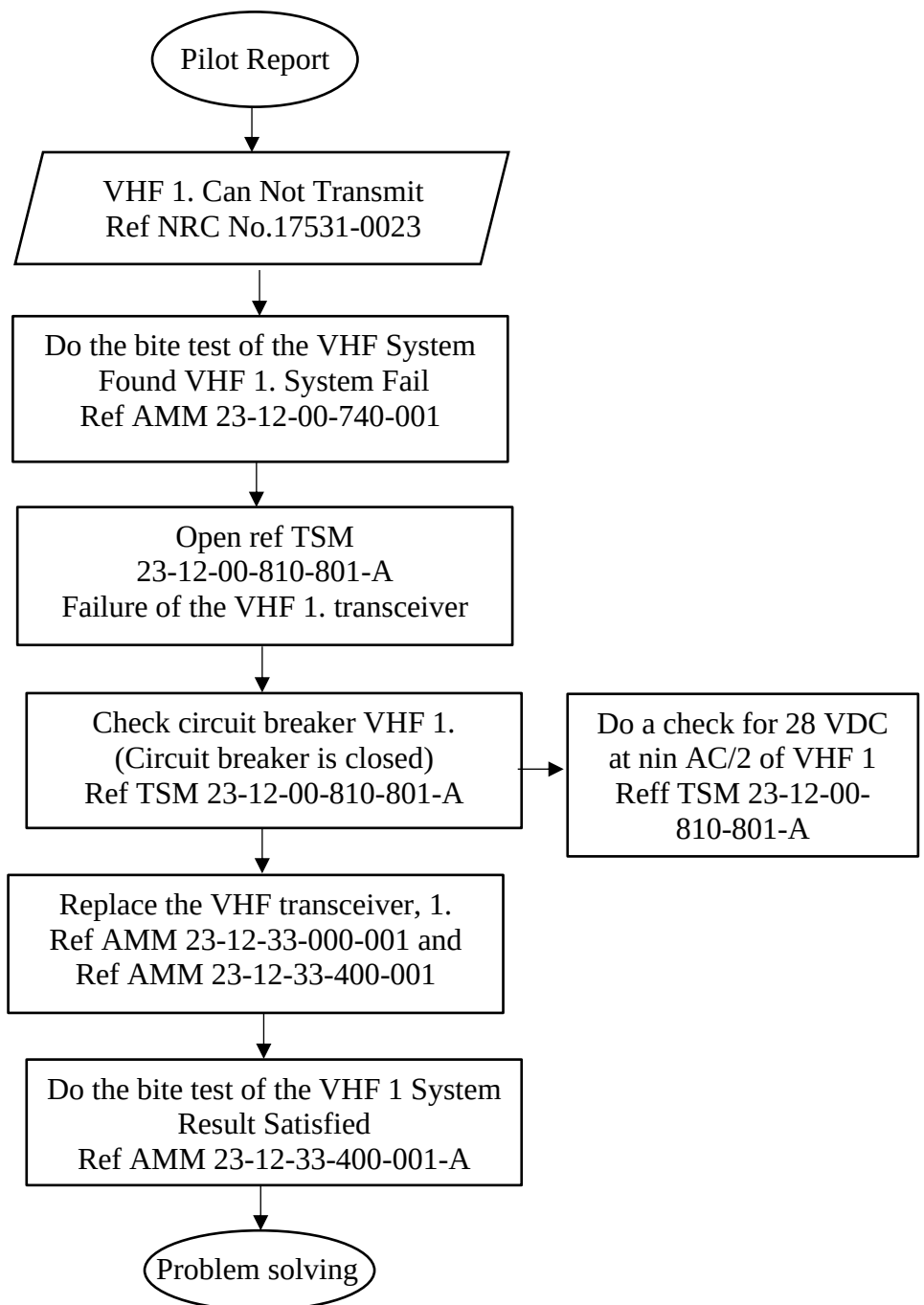
1. *Failure VHF 1 Transciever*
2. *Landing Light extends but Light does not come*
3. *Sensor Monitoring Fault at the FWD Cargo Compartment Door*

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 VHF 1 Transciever***

Pada pesawat Airbus A320 dengan registrasi LY - NVJ harus dilakukan perbaikan dengan alur yang dapat dilihat pada bagan 4.1.



Bagan 4.1 *Flowchart Troubleshooting VHF 1 Transciever*
(Sumber : Olahan Pribadi)

1. Inspection

Troubleshooting VHF 1 Transciever yang dapat dilihat pada gambar 4.1 karena adanya laporan dari pilot karena *VHF 1 Transciever Fault* pada MCDU. Berdasarkan ref TSM 23-12-00-810-801-A maka harus dilakukan BITE test VHF 1 dengan *warning* dan tahapan yang dapat dilihat pada gambar 4.2

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

ACTION	RESULT
1. In the cockpit, on the center pedestal, on the MCDU, on the "SYSTEM REPORT/TEST/COM" page: - Push the line select key adjacent to the "VHF1" ("VHF2") ("VHF3") indication.	In the cockpit, on the center pedestal, on the MCDU, on the "SYSTEM REPORT/TEST/COM" page: - The "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page comes into view.
2. In the cockpit, on the center pedestal, on the MCDU, on the "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page: - Push the line select key adjacent to the "TEST" indication.	In the cockpit, on the center pedestal, on the MCDU, on the "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page: - After some seconds, the "TEST OK" indication comes into view.
3. On the MCDU, push the line select key adjacent to the RETURN indication until the CFDS menu page comes into view.	

Gambar 4.2 Tahapan *BITE test VHF 1 Transceiver*

Adapun *circuit breaker* yang harus *closed* saat *BITE test VHF 1 Transceiver* yaitu dapat dilihat pada gambar 4.3.

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM/RMP/1	2R G1	G10
49VU	COM/VHF/1	2RC 1	G09
121VU	COM NAV/RMP/2	2R G2	L02

Gambar 4.3 *Circuit Breaker closed BITE test VHF 1 Transceiver*

Setelah melakukan *BITE test* maka dilakukan tahapan *close up* dengan langkah sebagai berikut:

1. *On all RMPs, set the ON/OFF selector switch to OFF.*
2. *De-energize the aircraft electrical circuits*

Setelah melakukan *BITE test* dengan hasil menunjukkan *VHF 1 Transceiver "system no response"* yang dapat dilihat pada gambar 4.3. *VHF 1 Transceiver system status page fault* yang dapat dilihat pada gambar 4.4. Dengan hal ini *engineer* mengambil Keputusan untuk melakukan *Non Routine Work Card* dengan *troubleshooting*.



Gambar 4.4 Invalid MCDU



Gambar 4.5 System Status Page

Tabel 4.2 Indikasi VHF 1 Transciever

INDIKASI	DEFINISI
	VHF <i>system ok</i>
	VHF <i>fault</i>

Pada Tabel 4.2 merupakan *status system* VHF 1 yang menunjukkan kegagalan *system*, dari status sistem tersebut mekanik maupun teknisi dapat mengetahui permasalahan yang terjadi pada *system* sehingga dapat melakukan *maintenance* sesuai dengan pedoman *Troubleshooting Manual (TSM)* yang dapat dilihat pada gambar 4.6.

SUBTASK 23-12-00-810-050-B

B. If the test gives the maintenance message VHF1 (1RC1):

- do a check of the circuit breaker (2RC1) status.

(1) If the circuit breaker is closed:

- do a check for 28DC at pin AC/2 of the VHF 1 transceiver (1RC1) [Ref. ASM 23-12-01.](#)

(a) If there is 28DC:

- replace the XCVR-VHF, 1 (1RC1), [Ref. AMM 23-12-33-000-001](#) and [Ref. AMM 23-12-33-400-001.](#)

(b) If there is no 28DC:

- do a check for a ground signal at pin AB/3D of the VHF 1 transceiver (1RC1) [Ref. ASM 23-12-01.](#)1 If there is no ground signal:- repair the wiring between the VHF 1 transceiver pin AB/3D and the ground terminal [Ref. ASM 23-12-01.](#)2 If there is a ground signal:- do a check of the wiring between the VHF 1 transceiver pin AC/2 and the circuit breaker 2RC1 [Ref. ASM 23-12-01.](#)a If there is no continuity:

- repair the above wiring.

b If there is continuity:

- replace the circuit breaker 2RC1.

(2) If the circuit breaker is open:

- close it.

(a) If it opens again:

- replace the VHF 1 transceiver [Ref. AMM 23-12-33-000-001](#) and [Ref. AMM 23-12-33-400-001.](#)1 If the fault continues:

Gambar 4.6 Troubleshooting manual VHF 1 Transciever

Maintenance yang dilaksanakan sesuai dengan Gambar 4.6 *Troubleshooting Manual VHF 1 Transceiver*. Pada halaman tersebut *engineer* dan *mechanic* dapat mengetahui penyebab kerusakan, kemungkinan penyebab kerusakan dan tindakan yang dilakukan untuk memperbaiki kerusakan tersebut.

2. Rectification

Berdasarkan *BITE test VHF 1 Transceiver* yang memberikan *messages* “*No Responses*” maka dilakukan *rectification* dengan melakukan pengukuran

pada *connector* pin DC/2 menggunakan multimeter berdasarkan ref TSM 23-12-00-810-801-A yang dapat dilihat pada gambar 4.7



Gambar 4.7 Pengukuran VHF 1 Transciever

3. Repair

Setelah melakukan pengukuran maka mendapatkan hasil pengukuran yang sesuai yaitu 28 VDC sehingga berdasarkan ref TSM 23-12-00-810-801-A dilakukan *replacement VHF 1 Transceiver* berdasarkan ref AMM 23-12-33-000-001-A. Sebelum dilakukan tahapan *removal* maka dilakukan konfigurasi dengan menggunakan *tools* yaitu dengan *ACCESS PLATFORM 2M (6 FT) – ADJUSTABLE*, *CAP – BLANKING*, dan *SAFETY CLIP - CIRCUIT BREAKER* dengan tahapan sebagai berikut yaitu:

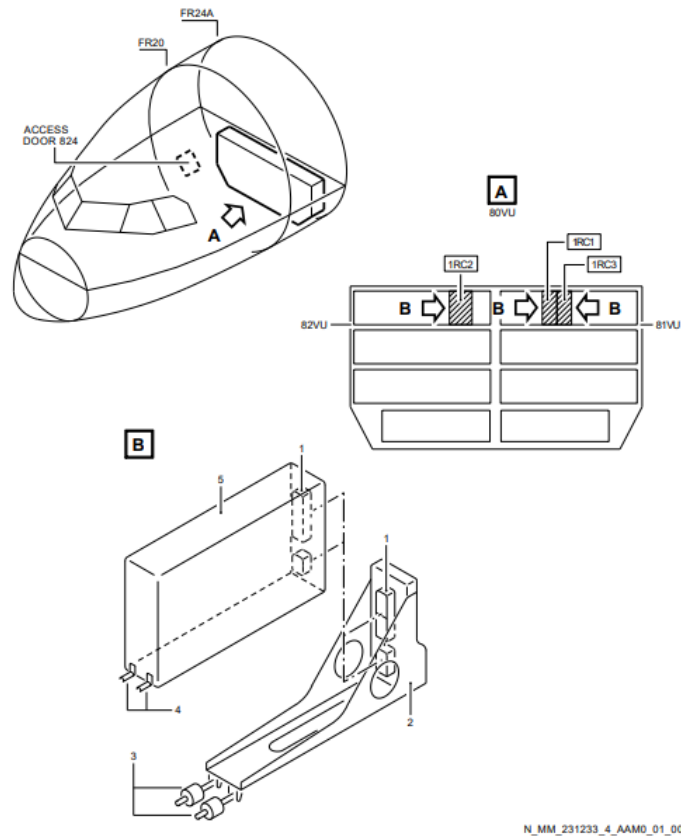
1. Put the *ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE* in position at the access door 824 in zone 128.
2. Open the access door 824.

Adapun *circuit breaker* yang harus open untuk *removal VHF 1 Transceiver* yaitu dapat dilihat pada gambar 4.8

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 1RC1 (XCVR-VHF, 1)			
49VU	COM/VHF/1	2RC1	G09
FOR FIN 1RC2 (XCVR-VHF, 2)			

Gambar 4.8 Circuit Breaker open VHF 1 transceiver

Untuk memudahkan *mechanic* untuk mengetahui lokasi *removal* suatu *part* untuk melakukan tahapan *removal* maka terdapat ref *figure removal* VHF 1 Transceiver yang dapat dilihat pada gambar 4.9.



Gambar 4.9 Ref Figure removal VHF 1 Transceiver

Setelah melakukan konfigurasi maka dilakukan tahapan *removal* yang dapat dilihat pada gambar 4.10 dengan tahapan sebagai berikut :

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

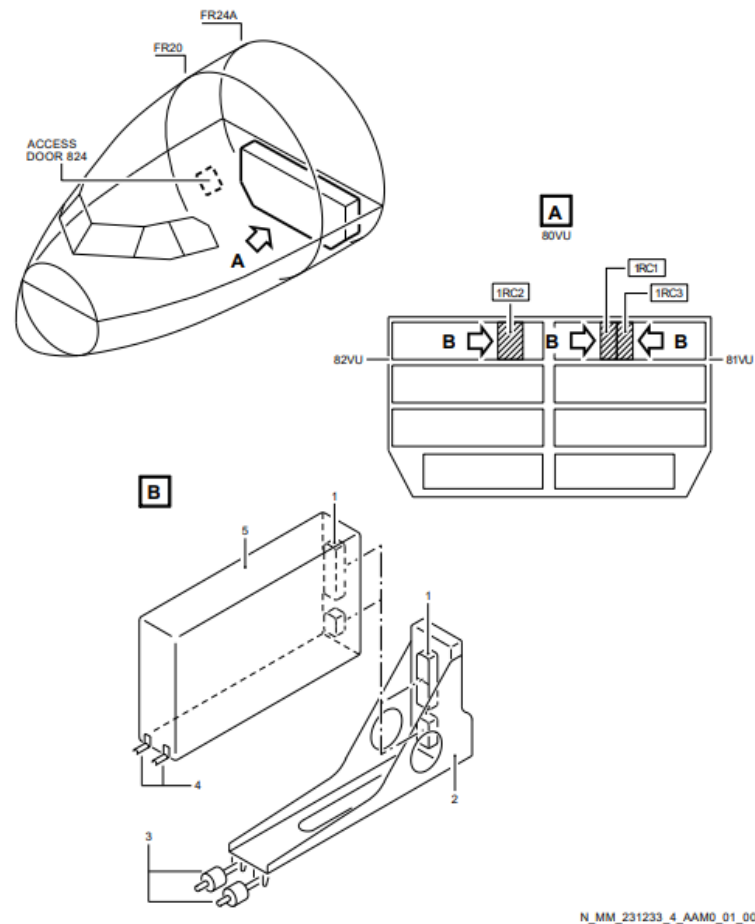


Gambar 4.10 Removal VHF 1 Transciever

Setelah dilakukan *removal* maka berdasarkan TSM ref 23-12-00-810-801-A melakukan *installation VHF 1 Transceiver* berdasarkan ref AMM 23-12-33-400-001-A. Sebelum dilakukan tahapan *installation* maka dilakukan konfigurasi dengan menggunakan *tools* yaitu *Acces platform 2M (6FT)* dan *Safety Clip – Circuit Breaker* dengan tahapan sebagai berikut yaitu :

1. *Make sure that the ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE is in position at the access door 824 in zone 128*
2. *Make sure that the access door 824 is open.*

Untuk memudahkan *mechanic* untuk mengetahui lokasi *Installation* suatu *part* untuk melakukan tahapan *installation* maka terdapat ref *figure removal VHF 1 Transceiver* yang dapat dilihat pada gambar 4.9.



Gambar 4.11 Ref Figure Installation VHF 1 Transceiver

Setelah melakukan konfigurasi maka dilakukan tahapan *installation* yang dapat dilihat pada gambar 4.11 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*
4. *Make sure that the electrical connectors are clean and in the correct condition.*
5. *Install the VHF transceiver on its rack*
6. *Push the VHF transceiver on its rack to connect the electrical connectors.*
7. *Engage the nuts on the lugs and tighten.*



Gambar 4.12 *Installation VHF 1 Transciever*

Setelah dilakukan *installation VHF 1 Transceiver* maka dilakukan tahap terakhir yaitu *close up* dengan tahapan sebagai berikut :

1. *Make sure that the work area is clean and clear of tools and other items.*
2. *Close the access door 824*
3. *Remove the access platform(s)*
4. *De-energize the aircraft electrical circuits*

4. *Functional Test*

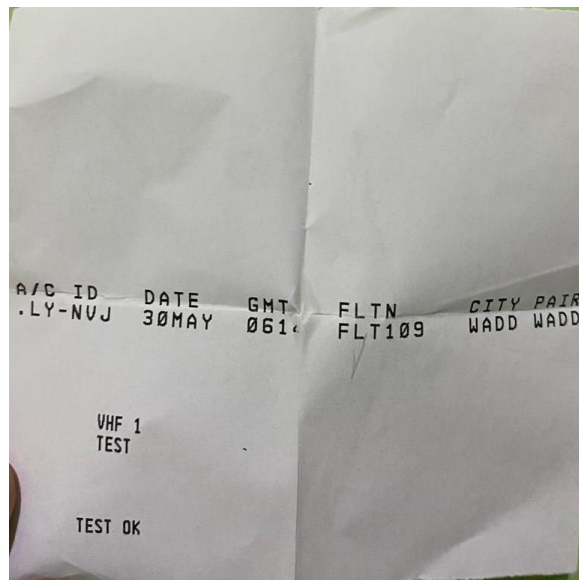
Setelah *replacement VHF 1 Transciever* maka dilakukan *functional test* berdasarkan ref AMM 23-12-33-400-001-A dengan melakukan *BITE test*, pada MCDU yang dapat dilihat pada gambar 4.13 dan tes fungsi guna memastikan *VHF 1 Tranceiver* benar-benar berfungsi secara normal.



Gambar 4.13 *Functional Test VHF 1 Transciever pada MCDU*

5. *Return to Service*

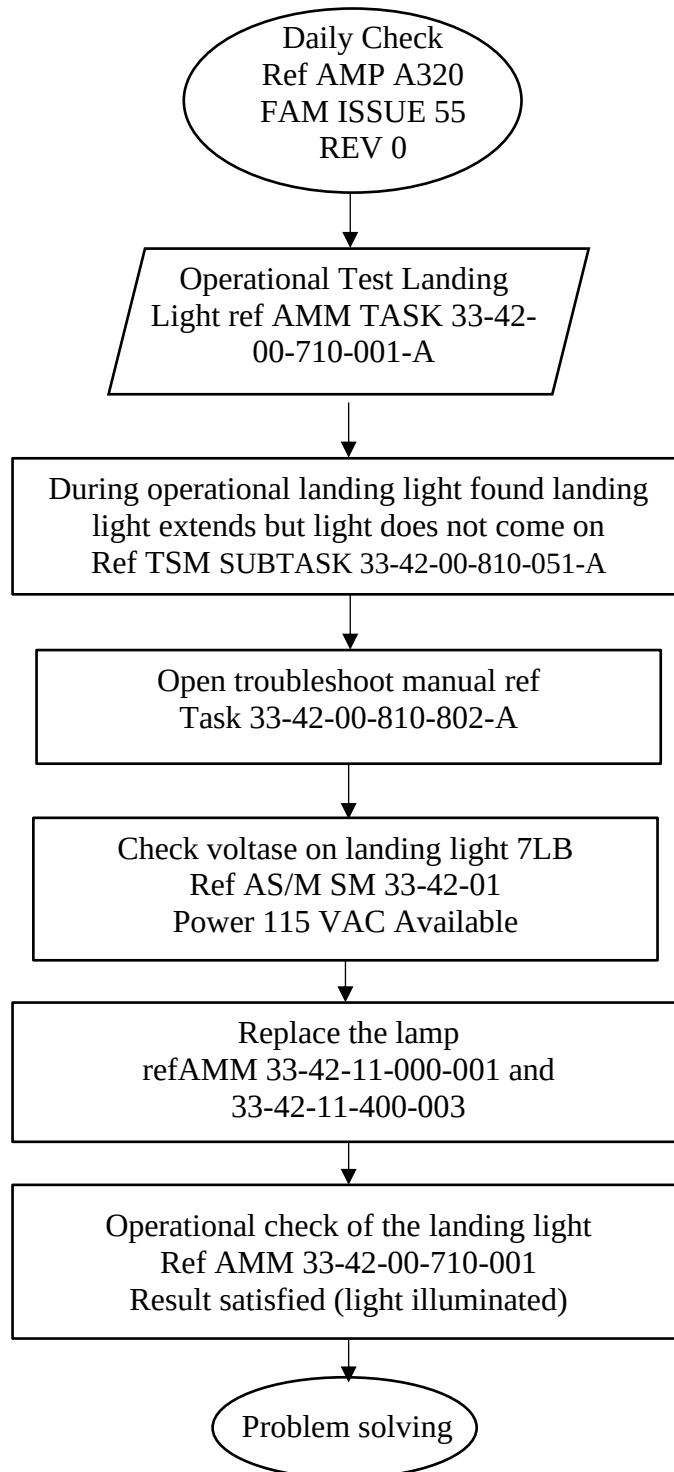
Setelah semua prosedur dilakukan dan komponen berfungsi kembali secara normal maka permasalahan ini dapat dinyatakan telah selesai yang dapat dilihat pada gambar 4.14.



Gambar 4.14 Status pada MCDU normal

4.5.2 *Troubleshooting Landing Light*

Pesawat Airbus A320 dengan registrasi LY - NVJ harus dilakukan perbaikan yang dapat dilihat pada bagan 4.2, karena terjadi permasalahan yaitu pada saat *daily check* landing light tidak berfungsi.



Bagan 4.2 *Flowchart Troubleshooting Landing Light*
(Sumber: Olahan Pribadi)

1. Inspection

[illegible]

Gambar 4.15 *NRC Landing Light*

Troubleshooting Landing light yang dapat dilihat pada gambar 4.15 dikarenakan terdapat temuan bahwa pada saat *daily Check light* berdasarkan ref AMP A320 FAM ISSUE 55 REV 0 pada *landing light not illuminate*. Berdasarkan TSM 33-42-00-810-802-A maka harus dilakukan *operational test landing light*. Sebelum melakukan *operational test* maka harus konfigurasi dengan menggunakan *tools SAFETY BARRIER* dan *WARNING NOTICE* dengan tahapan yaitu *Energize the aircraft electrical circuits*. Adapun *circuit breaker* yang harus *open* sebelum melakukan *removal Landing Light* yaitu dapat dilihat pada gambar 4.16.

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/LANDING LT/R/CTL	4LB	T07
122VU	LIGHTING/LANDING LT/R/SPLY	2LB	T06
122VU	LIGHTING/LANDING LT/L/CTL	3LB	T05
122VU	LIGHTING/LANDING LT/L/SPLY	1LB	T04

Gambar 4.16 *Circuit Breaker open landing light*

Setelah melakukan konfigurasi maka dilakukan *operational test landing light* yang dapat dilihat pada gambar 4.17



Gambar 4.17 *Operational Test Landing Light*

Adapun *warning* dan tahapan yang harus dilakukan untuk *operational test landing light* dapat dilihat pada gambar 4.18.

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:

MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY.

IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

-YOU REPAIR THE FUEL LEAK

-YOU REPLACE THE LANDING LIGHT ASSEMBLY.

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

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.

Operational Test of the Landing Lights

CAUTION: DO NOT OPERATE THE RETRACTABLE LANDING LIGHT 7LB (8LB) FOR MORE THAN ONE MINUTE WHEN THE AIRCRAFT IS ON THE GROUND. THE LANDING LIGHT CAN BECOME DAMAGED IF IT OPERATES WITH NO AIRFLOW TO KEEP THE LIGHT UNIT COOL. MAKE SURE THAT THERE IS A MINIMUM PERIOD OF FIVE MINUTES BETWEEN EACH OPERATION, TO LET THE TEMPERATURE OF THE LIGHT UNIT DECREASE.

- (1) Make sure that the travel range(s) of the applicable landing light(s) is(are) clear.
- (2) Do this test:

NOTE: This test is for the left landing light. For the right landing light, use the indications in parenthesis.

ACTION	RESULT
On panel 25VU: 1.Set the LAND L(LAND R) switch to OFF.	At zone 571(671): - The landing light extends fully in not more than 10 seconds.
2.Set the LAND L(LAND R) switch to ON.	- The landing light comes on.
3.Set the LAND L(LAND R) switch to OFF.	- The landing light goes off.
4.Set the LAND L(LAND R) switch to RETRACT.	- The landing light retracts in not more than 10 seconds.
5.Set the LAND L(LAND R) switch to ON.	- The landing light extends - When the landing light is fully extended, the light comes on.
6.Set the LAND L(LAND R) switch to RETRACT.	- The landing light retracts - When the landing light starts to retract, the light goes off.

Gambar 4.18 Tahapan Operational Test Landing Light

Setelah dilakukan *operational test landing light* maka dilakukan tahap terakhir yaitu *close up* dengan tahapan yang dapat dilihat pada gambar 4.19

- A. Aircraft Maintenance Configuration
 - (1) De-energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-862-002](#).
- SUBTASK 33-42-00-942-051-A
- B. Removal of Equipment
 - (1) Remove the safety barriers.
 - (2) Remove the WARNING NOTICE(S).
 - (3) Remove the ground support and maintenance equipment, the special and standard tools and all other items.

Gambar 4.19 Tahapan *close up Operational Test Landing Light*

Dengan hal ini *engineer* mengambil keputusan untuk melakukan *Non Routine Work Card* dengan *troubleshooting* untuk dapat mengetahui permasalahan yang terjadi pada *system* sehingga dapat melakukan *maintenance* sesuai dengan pedoman *Troubleshooting Manual* (TSM) yang dapat dilihat pada gambar 4.20.

- 3. Fault Confirmation
 - SUBTASK 33-42-00-710-052-A
 - A. Do the operational test of the landing lights [Ref. AMM 33-42-00-710-001](#).
- 4. Fault Isolation
 - SUBTASK 33-42-00-810-051-A
 - A. If the test shows that landing light 7LB (8LB) extends but the light does not come on:
 - Do a check for 115 VAC at landing light 7LB (8LB) connector A/L [Ref. ASM 33-42-01](#).
 - (1) If there is 115 VAC:
 - (a) For LEDs technology:
 - Replace the LT-LANDING, L (7LB) (LT-LANDING, R (8LB)) [Ref. AMM 33-42-11-000-001](#) and [Ref. AMM 33-42-11-400-003](#).
 - (b) For halogen technology:
 - Replace the lamp [Ref. AMM 33-42-11-000-002](#) and [Ref. AMM 33-42-11-400-004](#).
 - 1 If the light does not come on:

Gambar 4.20 *Troubleshooting manual Landing Light*

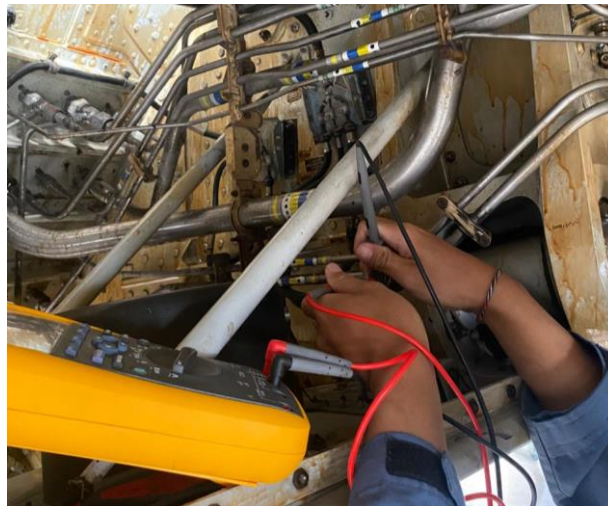
Maintenance yang dilaksanakan sesuai dengan Gambar 4.20 *Troubleshooting Manual Landing Light*. Pada halaman tersebut *engineer* dan *mechanic* dapat mengetahui penyebab kerusakan, kemungkinan penyebab kerusakan dan tindakan yang dilakukan untuk memperbaiki kerusakan tersebut.

2. *Rectification*



Gambar 4.21 *Landing light not illuminate*

Pada gambar 4.21 berdasarkan *operational test landing light* yang memberikan hasil yaitu *light not illuminate* maka dilakukan *rectification* dengan melakukan pengukuran pada *connector A/L* menggunakan multimeter berdasarkan ref TSM SUBTASK 33-42-00-810-051-A yang dapat dilihat pada gambar 4.22.



Gambar 4.22 Pengukuran *Connector Landing Light*

3. *Repair*

Setelah melakukan pengukuran maka mendapatkan hasil pengukuran yang sesuai yaitu 115 VAC sehingga berdasarkan ref TSM 33-42-00-810-802-A dilakukan *replacement Landing light* berdasarkan ref AMM 33-42-11-000-002-A. Sebelum dilakukan tahapan *removal* maka perlu diperhatikan terkait *warning* dan *caution* sesuai dengan AMM yaitu :

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:

WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

WARNING:

MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY.

IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

- YOU REPAIR THE FUEL LEAK**
- YOU REPLACE THE LANDING LIGHT ASSEMBLY.**

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

CAUTION:

WHEN YOU REPLACE A LANDING LIGHT LAMP, EXAMINE THE APPLICABLE LANDING LIGHT ASSEMBLY FOR SIGNS OF FUEL CONTAMINATION. IF YOU FIND FUEL CONTAMINATION, EXA

MINE THE ITEMS THAT FOLLOW FOR SIGNS OF FUEL LEAKAGE:

-THE FUEL PUMP(S) 21QA(26QA) OR 25QA(22QA)

-THE WATER DRAIN VALVE 25QM(26QM) DIRECTLY FORWARD OF THE LANDING LIGHT ASSEMBLY.

REFER TO AMM 28-11-00-06 FOR LEAKAGE LIMITS AND REPAIR AS NECESSARY.

IF YOU DO NOT REPAIR THE LEAK, NO PERSONS MUST OPERATE THE APPLICABLE LANDING LIGHT UNTIL:

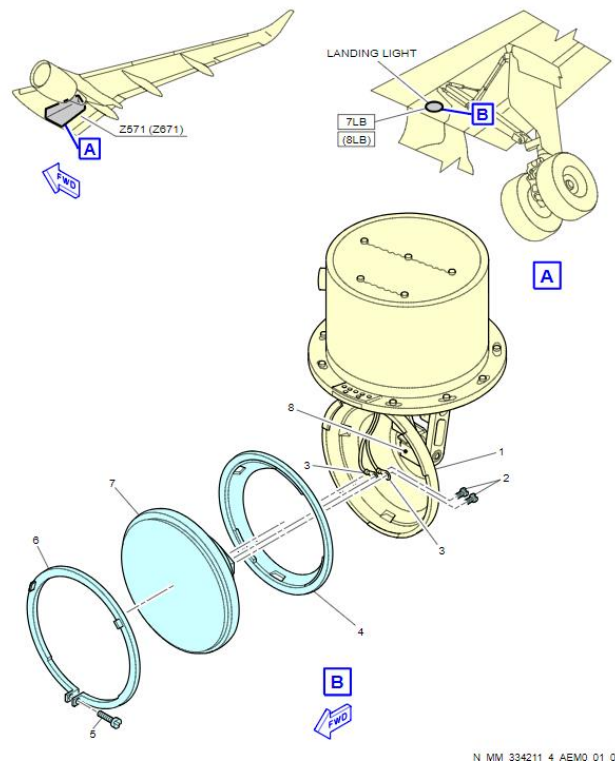
-THE LEAK IS REPAIRED

-THE LANDING LIGHT ASSEMBLY IS REPLACED.

dilakukan konfigurasi dengan menggunakan *tools* yaitu dengan *ACCESS PLATFORM 1M(3 FT)*, *SAFETY BARRIER(S)*, *SAFETY CLIP - CIRCUIT BREAKER*, dan *WARNING NOTICE(S)* dengan tahapan sebagai berikut yaitu:

1. *Energize the aircraft electrical circuits*
2. *Extend the landing light:*
 - a. *At zone 571(671), make sure that the travel range of the landing light is clear.*
 - b. *In the cockpit, on the EXT LT section of panel 25VU, set the LAND L(R) switch to OFF.*
 - c. *Make sure that the landing light extends.*

Untuk memudahkan *mechanic* untuk mengetahui lokasi *removal* suatu *part* untuk melakukan tahapan *removal* maka terdapat ref *figure removal Landing light* yang dapat dilihat pada gambar 4.23.



Gambar 4.23 Ref Figure removal Landing light

Setelah melakukan konfigurasi maka dilakukan *removal* yang dapat dilihat pada gambar 4.24 dengan tahapan sebagai berikut:



Gambar 4.24 Removal Connector Landing Light

Adapun untuk tahapan *removal landing light* dapat dilihat pada gambar 4.24 Sebagai berikut:

- (1) For the GE sealed-beam landing-light-lamp (7), do these steps:

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT-FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

- (a) Hold the GE sealed-beam landing-light-lamp (7) and remove the screw (5) and the clamp (6).
- (b) Examine the clamp (6). If the clamp (6) is defective remove and discard it.
- (c) Remove the GE sealed-beam landing-light-lamp (7) from the lamp housing (1) to get access to the two electrical terminals (3).
- (d) Remove the screws (2) and disconnect the two electrical terminals (3).
- (e) Remove the GE sealed-beam landing-light-lamp (7).
- (f) Examine the seal (4) on the lamp housing (1).
- (g) If the seal (4) is defective, remove and discard it.

Gambar 4.25 Tahapan *Removal Landing light*

Setelah dilakukan *removal* maka berdasarkan TSM ref 33-42-00-810-802-A
Maka dilakukan *installation Landing light* berdasarkan ref AMM 33-42-11-400-004-A. Sebelum dilakukan tahapan *installation* maka perlu diperhatikan terkait *warning* dan *caution* sesuai dengan AMM yaitu :

WARNING:

MAKE SURE THAT THE SAFETY DEVICES AND THE WARNING NOTICES ARE IN POSITION BEFORE YOU START A TASK ON OR NEAR:

-THE FLIGHT CONTROLS

-THE FLIGHT CONTROL SURFACES

-THE LANDING GEAR AND RELATED DOORS

-COMPONENTS THAT MOVE.

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

WARNING:

WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

WARNING:

MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY.

IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

-YOU REPAIR THE FUEL LEAK

-YOU REPLACE THE LANDING LIGHT ASSEMBLY.

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

WARNING:

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

CAUTION:

WHEN YOU REPLACE A LANDING LIGHT LAMP, EXAMINE THE APPLICABLE LANDING LIGHT ASSEMBLY FOR SIGNS OF FUEL CONTAMINATION. IF YOU FIND FUEL CONTAMINATION, EXAMINE THE ITEMS THAT FOLLOW FOR SIGNS OF FUEL LEAKAGE:

-THE FUEL PUMP(S) 21QA(26QA) OR 25QA(22QA)

-THE WATER DRAIN VALVE 25QM(26QM) DIRECTLY FORWARD OF THE LANDING LIGHT ASSEMBLY.

REFER TO AMM 28-11-00-06 FOR LEAKAGE LIMITS AND REPAIR AS NECESSARY.

IF YOU DO NOT REPAIR THE LEAK, NO PERSONS MUST OPERATE THE APPLICABLE LANDING LIGHT UNTIL:

-THE LEAK IS REPAIRED

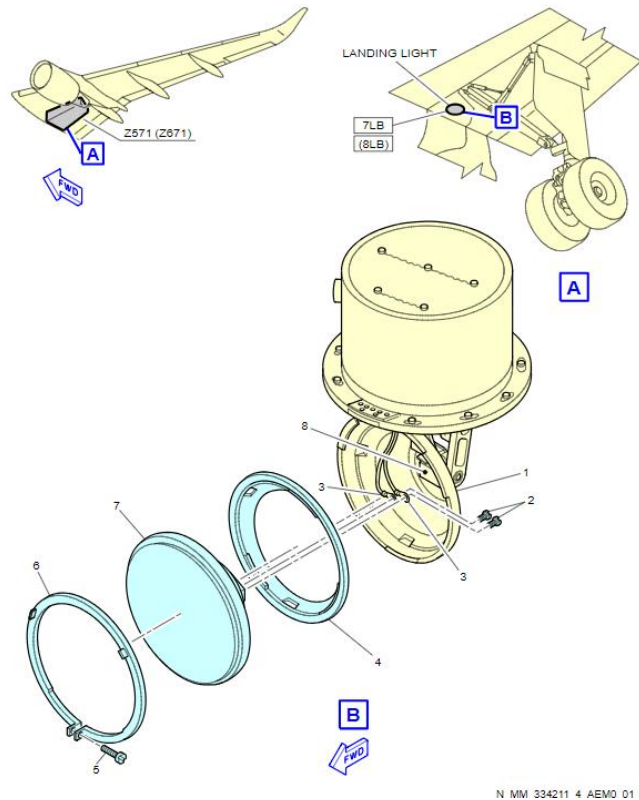
-THE LANDING LIGHT ASSEMBLY IS REPLACED.

dilakukan konfigurasi dengan menggunakan tools yaitu ACCESS PLATFORM 1M(3 FT), SAFETY BARRIER(S), SAFETY CLIP - CIRCUIT BREAKER, WARNING NOTICE(S), dan Torque wrench: *range to between 0.09 and 0.11 m.daN (7.96 and 9.73 lbf.in)* dan menggunakan material yaitu *Non Aqueous Cleaner-General - - dan Textile-Lint free Cotton* – dengan tahapan sebagai berikut

1. *Make sure that the landing light is in the extended position.*
2. *In the cockpit, on the EXT LT section of panel 25VU, make sure that the LAND L(R) switch is set to OFF.*

3. *Make sure that the ACCESS PLATFORM 1M(3 FT) is in position below the applicable landing light.*

Untuk memudahkan *mechanic* untuk mengetahui lokasi *Installation* suatu *part* untuk melakukan tahapan *installation* maka terdapat *ref figure installation Landing light* yang dapat dilihat pada gambar 4.26



Gambar 4.26 *Ref Figure removal Landing light*

Setelah melakukan konfigurasi maka dilakukan tahapan *installation* yang dapat dilihat pada gambar 4.27 dengan tahapan sebagai berikut :

- (1) For the GE sealed-beam landing-light-lamp (7), do these steps:
 - (a) If necessary, install the new IPC-CSN([33-42-11-01 ITEM 040](#)) SEAL (4) on the lamp housing (1).
 - (b) Connect the two electrical terminals (3) to the GE sealed-beam landing-light-lamp (7) with the screws (2).
 - (c) Tighten the screws (2).
 - (d) Install the GE sealed-beam landing-light-lamp (7) in the lamp housing (1).
 - (e) Make sure that the filament of the lamp is in the horizontal position (as shown on the filament position plate (8)).
 - (f) Put the clamp (6) in position.
 - (g) If necessary, install the new IPC-CSN([33-42-11-01 ITEM 020](#)) CLAMP (6) with the screw (5).
 - (h) Tighten the screw (5) until it touches the clamp (6).

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT-FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

Gambar 4.27 Tahapan *Installation Landing Light*

Setelah dilakukan *installation Landing Light* maka pastikan untuk *circuit breaker open* menjadi *close* saat akan dilakukan *operational test* kembali setelah itu dilakukan tahap terakhir yaitu *close up* dengan tahapan sebagai berikut :

1. *Energize the aircraft electrical circuits*
2. *Retract the landing light:*
 - a) *At zone 571(671), make sure that the travel range of the landing light is clear.*
 - b) *In the cockpit, on the EXT LT section of panel 25VU, set the LAND L(R) switch to RETRACT.*
 - c) *Make sure that the landing light retracts.*
3. *De-energize the aircraft electrical circuits*

4. *Functional Test*

Setelah *replacement Landing Light* maka dilakukan *functional test* berdasarkan ref AMM 33-42-00-710-001-A pada *landing light* yang dapat dilihat pada gambar 4.28. Dan tes guna fungsi guna memastikan *landing light* benar – benar berfungsi secara normal.



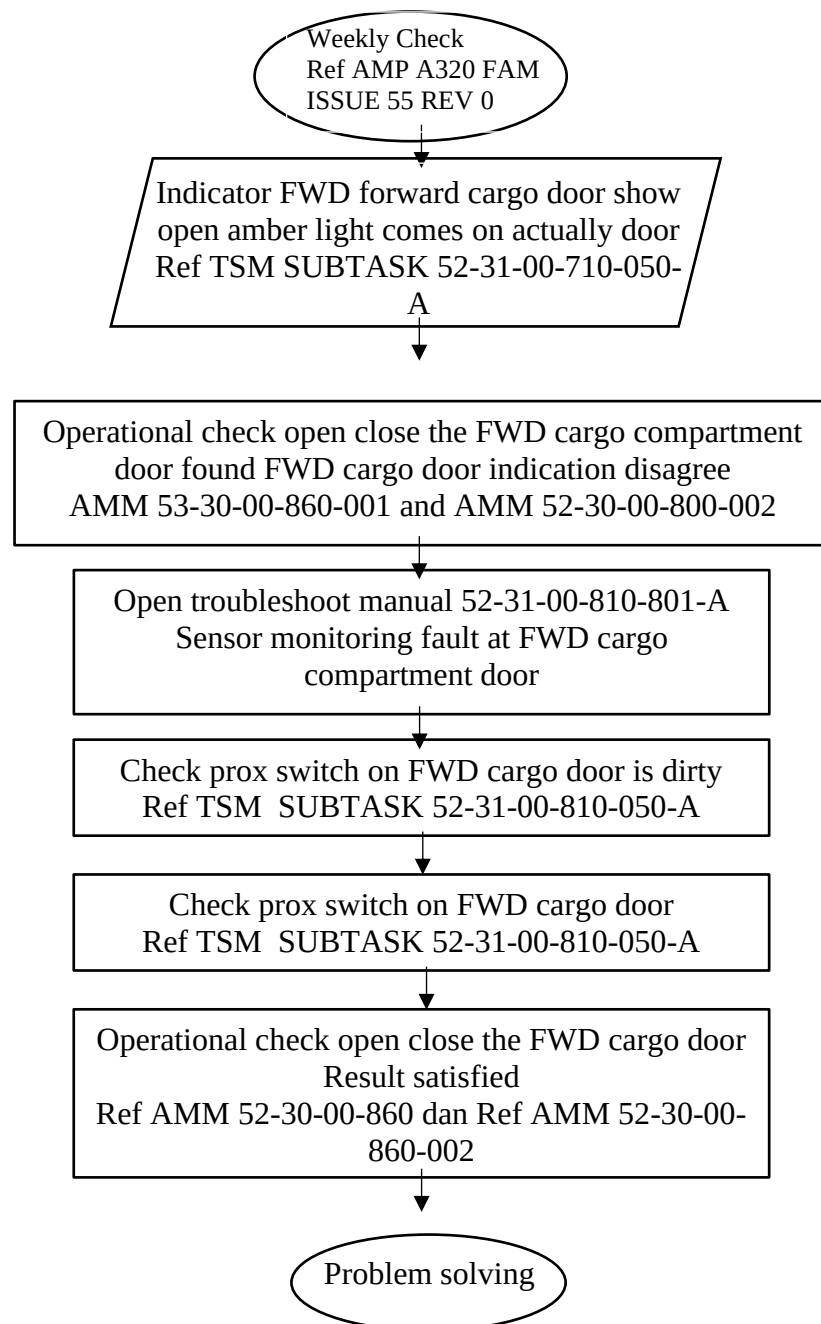
Gambar 4.28 *Functional Test Landing Light*

5. *Return to Service*

Setelah semua prosedur dilakukan dan komponen berfungsi Kembali secara normal maka permasalahan ini dapat dinyatakan telah selesai.

4.5.3 *Troubleshoot FWD Cargo door proximity sensor*

Pada pesawat Airbus A320 dengan registrasi LY - NVJ harus dilakukan perbaikan yang dapat dilihat pada bagan 4.3, karena terjadi permasalahan yaitu *FWD Cargo Door proximity sensor* tidak dapat berfungsi pada saat *weekly Check*.



Bagan 4.3 Flowchart Troubleshooting FWD Cargo door proximity sensor
(Sumber : Olahan Pribadi)

1. Identifikasi Masalah

[illegible]

Gambar 4.29 *NRC FWD Cargo Door Proximity Sensor*

Troubleshooting FWD cargo door proximity sensor dapat dilihat pada gambar 4.29 dikarenakan terdapat temuan bahwa pada saat *weekly Check* berdasarkan ref AMP A320 FAM ISSUE 55 REV 0 pada *indicator FWD cargo door* pada *lower ECAM* berwarna amber dengan kondisi yang sebenarnya *FWD cargo door* tertutup. Berdasarkan ref TSM 52-31-00-810-801-A maka harus dilakukan *EIS Start Procedure*. Sebelum melakukan *EIS Start Procedure* maka harus melakukan konfigurasi dengan tahapan yaitu :

1. Energize the aircraft electrical circuits

2. On the center pedestal, on the SWITCHING panel 8VU, make sure that the selector switches are at NORM.

Adapun *circuit breaker* yang harus *closed* yaitu dapat dilihat pada gambar 4.30

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	EIS/ECAM/CTL/PNL	15WT	E12
49VU	EIS/DMC1/SPLY	10WT1	E11
49VU	EIS/DMC3/STBY/SPLY	14WT1	E10
49VU	EIS/DMC1/SWTG	21WT1	E09
49VU	EIS/DMC3/SWTG	21WT3	E07
49VU	EIS/ECAM DU/UPPER/SWTG	24WT1	E06
49VU	EIS/ECAM DU/UPPER/SPLY	13WT1	E05
49VU	EIS/PFD CAPT/SWTG	22WT1	E04
49VU	EIS/PFD/CAPT/SPLY	11WT1	E03

49VU	EIS/ND CAPT/SWTG	23WT1	E02
49VU	EIS/ND CAPT/SPLY	12WT1	E01
49VU	SDAC/1/SPLY	3WV	F04
49VU	FWS/FWC1/SPLY	3WW	F01
49VU	LIGHTING/XFMR/115V.5V/ESS BUS	29LP	H03
121VU	EIS/DMC3/SPLY	10WT3	Q09
121VU	EIS/DMC2/SPLY	10WT2	Q08
121VU	EIS/FWC2/SPLY	2WW	Q07
121VU	EIS/SDAC/2/SPLY	2WV	Q06
121VU	EIS/ECAM DU/LOWER/SPLY	13WT2	R11
121VU	EIS/ECAM DU/LOWER/SWTG	24WT2	R10
121VU	EIS/DMC2/SWTG	21WT2	R08
121VU	EIS/ND/F/O/SWTG	23WT2	R06
121VU	EIS/PFD/F/O/SWTG	22WT2	R05
121VU	EIS/ND/F/O	12WT2	R04
121VU	EIS/PFD/F/O	11WT2	R03
122VU	LIGHTING/ANN LT SPLY/XFMR/BUS 2	27LP	X05

Gambar 4.30 *Circuit Breaker closed EIS Start Procedure*

Adapun tahapan yang harus dilakukan untuk *EIS Start Procedure* dapat dilihat pada gambar 4.31.

ACTION	RESULT
1. On the CAPT lighting/LOUD SPEAKER control panel 301VU:	
- turn the PFD potentiometer to the center position.	- on the CAPT PFD: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the PFD image comes into view.
- turn the ND potentiometer to the center position.	- on the CAPT ND: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the ND image comes into view.
2. On the F/O lighting/LOUD SPEAKER control panel 500VU:	
- turn the PFD potentiometer to the center position.	- on the F/O PFD: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the PFD image comes into view.
- turn the ND potentiometer to the center position.	- on the F/O ND: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the ND image comes into view.
3. On the center pedestal, on the ECAM control panel:	
- turn the UPPER DISPLAY and the LOWER DISPLAY potentiometers to the center position.	- after some seconds, the images come into view: * on the lower ECAM DU, the DOOR page comes into view. * the top part of the upper ECAM DU shows the engine parameters. The lower part of the DU shows a MEMO indication. - on the glareshield: * the MASTER WARN and MASTER CAUT lights are off. <u>NOTE:</u> If the upper ECAM DU shows a warning and the lower ECAM DU shows a system image which is not the DOOR page: do the procedure given in Para. 4.
4. If a warning occurs and if it is not necessary to repair the system (s) immediately:	
- on the ECAM control panel, push the CLR key until:	- on the upper ECAM DU: * the warning indication goes out of view and a MEMO indication comes into view. - the MASTER WARN or MASTER CAUT lights go off. - the aural warning stops. - the DOOR system page comes into view.

Gambar 4.31 Tahapan EIS Start Procedure

Dengan hal ini *engineer* mengambil keputusan untuk melakukan *Non Routine Work Card* dengan *troubleshooting*. Untuk dapat mengetahui permasalahan yang terjadi pada system sehingga dapat melakukan *maintenance* sesuai dengan pedoman *Troubleshooting Manual (TSM)* yang dapat dilihat pada gambar 4.32.

3. Fault Confirmation

SUBTASK 52-31-00-710-050-A

A. Test

- (1) Do the EIS start procedure (upper ECAM DU and lower ECAM DU only)
[Ref. AMM 31-60-00-860-001.](#)
- (2) Open and close the FWD Cargo-Compartment Door (referred to as cargo door) [Ref. AMM 52-30-00-860-001 and Ref. AMM 52-30-00-860-002.](#)
- (3) Look for the fault indications at the door page of the lower ECAM DU.

4. Fault Isolation**** ON A/C FSN 151-151**

SUBTASK 52-31-00-810-050-A

A. When the cargo door is closed and locked and the door page of the lower ECAM DU shows the symbol for the cargo door and the maintenance message CARGO in amber:

- (1) Do a check of the PROX SWITCH and the target:
 - (a) If a PROX SWITCH and/or a target is not clean:
 - 1 Clean the PROX SWITCH and/or the target [Ref. ESPM 20-55-00.](#)
 - (b) Do the test in the Para. Fault Confirmation.
- (2) If the fault continues:
 - Get access to the parameter call-up menus [Ref. AMM 31-36-00-740-008](#)
 - Enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad:
6D/1/022/01
 - Look at the line "SSM DATABITS 28-11"
 - Refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU - ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).
- (3) If the bit 16 of the line "SSM DATABITS 28-11" shows "0":
 - Make sure that the adjustment of the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) is correct [Ref. AMM 52-71-00-820-003.](#)
- (a) If the fault continues:
 - Replace the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) [Ref. AMM 52-71-12-000-002 and Ref. AMM 52-71-12-400-002.](#)

Gambar 4.32 Troubleshooting manual FWD cargo door proximity sensor

Maintenance yang dilaksanakan sesuai dengan Gambar 4.32 *Troubleshooting Manual FWD cargo door proximity sensor*. Pada halaman tersebut *engineer* dan *mechanic* dapat mengetahui penyebab kerusakan, kemungkinan penyebab kerusakan dan tindakan yang dilakukan untuk memperbaiki kerusakan tersebut.

2. *Rectification*

Berdasarkan ref TSM TASK 52-31-00-810-801-A setelah melakukan *EIS Start Procedure* maka dilakukan *rectification* dengan melakukan *operational test open and close FWD Cargo Door Compartment* yang dapat dilihat pada gambar 4.33.



Gambar 4.33 Operational Test FWD cargo door proximity sensor

Tahapan yang harus dilakukan untuk *Operational test Open FWD Cargo Door Compartment*. Sebelum melakukan *Operational Test Open FWD Cargo Door Compartment* maka harus diperhatikan *warning* dan *caution* sebagai berikut :

WARNING:

MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

WARNING:

WHEN YOU MUST GET ACCESS TO THE FLIGHT CONTROL SURFACES WITH THE CARGO DOOR OPEN, MAKE SURE THAT THERE ARE WARNING NOTICES IN POSITION TO TELL PERSONS NOT TO OPERATE:

- THE GALLEY PUSHBUTTON SWITCHES
- THE BAT 1 AND BAT 2 PUSHBUTTON SWITCHES, OR
- THE NAVIGATION LOGO LIGHT SWITCHES.

THIS IS TO PREVENT AN ACCIDENTAL ACTIVATION OF THE YELLOW ELECTRIC MOTOR-PUMP THAT WILL CAUSE MOVEMENT OF THE FLIGHT CONTROLS. MOVEMENT OF THE FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

CAUTION:

IMMEDIATELY AFTER YOU OPEN THE CARGO COMPARTMENT DOOR, RECORD THE DATE AND THE TIME ON THE WARNING

G NOTICE(S) PUT ON THE DOOR. IF THE CARGO COMPARTMENT DOOR STAYS OPEN FOR 12 HOURS OR MORE, YOU MUST BLEED THE HYDRAULIC SYSTEM RELATED TO IT. IF YOU DO NOT OBEY THESE PRECAUTIONS, THE DOOR CAN CLOSE SUDDENLY WHEN YOU SET THE DOOR TO "CLOSE". THIS CAN CAUSE DAMAGE TO THE DOOR AND TO THE AIRCRAFT STRUCTURE.

CAUTION:

YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION:

DO NOT OPEN THE CARGO COMPARTMENT DOORS IF THE WIND SPEED IS MORE THAN 40 KNOTS. THIS WILL PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION:

WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

Setelah itu harus melakukan konfigurasi dengan menggunakan *tools* :
ACCESS PLATFORM 2M (6 FT) dan WARNING NOTICE(S) dengan tahapan sebagai berikut :

1. *Make sure that the Yellow hydraulic system reservoir is pressurized*
2. *Make sure that the level of the hydraulic fluid in the Yellow reservoir is correct*
3. *Energize the aircraft electrical circuits*

Adapun *Circuit Breaker* yang harus *closed* yaitu dapat dilihat pada gambar 4.34.

PANEL	DESIGNATION	FIN	LOCATION
121VU	HYDRAULIC/HYD P OWER/Y	380 3G X	N30
122VU	DOORS/CARGO/DO ORS/CTL	1MJ	T12
123VU	Y HYD/ELEC/PUMP	380 2G X	AB06
123VU	Y HYD/ELEC/ELEC P UMP/NORM	380 1G X	AB03

Gambar 4.34 *Circuit Breaker closed operational test open FWD Cargo Door Compartment*

Setelah melakukan konfigurasi maka dilakukan *operational test open FWD Cargo Door Compartment*. Adapun tahapan yang harus dilakukan untuk *operational test open FWD Cargo Door Compartment* dapat dilihat pada gambar 4.35.

WARNING: MAKE SURE THAT THE TRAVEL RANGE OF THE CARGO DOOR IS CLEAR BEFORE YOU UNLOCK IT. STAY AFT OF (LEFT OF) THE DOOR WHEN YOU UNLOCK IT BECAUSE IT CAN OPEN SUDDENLY AND CAUSE INJURY.

CAUTION: DO NOT OPEN THE CARGO COMPARTMENT DOORS IF THE WIND SPEED IS MORE THAN 40 KNOTS. THIS WILL PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

A. Open the Forward or Aft Cargo-Compartment Door

NOTE: If you put the aircraft nose into the wind, the maximum wind speed can be 50 knots.

(1) Push the handle flap in to release the door handle from catch of the door structure.

- (2) Pull the door handle away and up from the door structure to the fully UNLOCKED position.
- NOTE:** The unlatched cargo door opens to the vertical position because of the force of gravity.
- (3) Operation on the control panel:
- (a) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.
- NOTE:** The green indicator light shows that the cargo door is in its fully open position. The door actuators are in their extended positions and internally locked.
- (4) If the cargo door does not open, do these steps:
- NOTE:** It is not possible to open the cargo door immediately after it is closed. The unlocked cargo door cannot move to the vertical position because of the remaining internal pressure in the door actuators.
- (a) Make sure that no person operates the other cargo door during this procedure.
- (b) Pull the door handle down to the LOCKED position and push it into the recess of the door structure.
- (c) Wait for a minimum of 30 seconds, then continue with the subsequent steps.
- NOTE:** This causes the E-pump 3075GX to stop and the selector valve 2500MJ to be in the closed position.
- (d) Move the selector of the control panel to the CLOSE position and hold it for approximately 5 seconds.
- (e) Move the selector of the control panel to the OPEN position and hold it there for approximately 5 seconds to release the internal pressure.
- (f) Pull the door handle up to the UNLOCKED position and the related cargo door opens to its vertical position.
- (g) If the cargo door does not move to its vertical position, do the steps (a) thru (f) again.
- (h) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.
- (5) Release the selector when the green indicator light is on.
- NOTE:** The selector must go back automatically to the NEUTRAL position. If not, put it manually in the NEUTRAL position to prevent a permanent operation of the yellow hydraulic pump.
- (6) After the cargo compartment door opens:
- Immediately put the WARNING NOTICE(S) in position on the cargo compartment door.
 - Record the date and time on the WARNING NOTICE(S).
- (7) If necessary, install the applicable safety support equipment to safety the opened cargo door
[Ref. AMM TASK 52-30-00-480-001.](#)

Gambar 4.35 Tahapan Operational Test open FWD cargo door proximity sensor

Setelah melakukan *operational test open FWD Cargo Door Compartment* maka dilakukan tahap *close up* yaitu sebagai berikut :

1. *Make sure that the Yellow auxiliary hydraulic system is depressurized*
2. *De-energize the aircraft electrical circuits*
3. *Close the access panel 134AR or 154AR.*
4. *Remove the access platform(s).*

Saat setelah dilakukan tahap *close up operational test open FWD Cargo Door Compartment* maka setelah itu melakukan *operational test close FWD Cargo Door Compartment*. Sebelum melakukan *Operational Test Close*

FWD Cargo Door Compartment maka harus memperhatikan *warning* dan *caution* yang sesuai dengan AMM sebagai berikut:

WARNING:

BEFORE YOU CLOSE THE CARGO DOOR, BLEED THE DOOR HYDRAULIC SYSTEM IF:

-THE DOOR WAS OPEN FOR MAINTENANCE WORK ON THE YELLOW HYDRAULIC SYSTEM, AND/OR

-THE DOOR WAS OPEN FOR MORE THAN 12 HOURS.

IF YOU DO NOT BLEED THE DOOR HYDRAULIC SYSTEM, THE CARGO DOOR CAN CLOSE SUDDENLY (WHEN YOU PUT THE OPERATION LEVER IN THE CLOSED POSITION) AND THUS CAUSE INJURY AND/OR DAMAGE.

WARNING:

MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

WARNING:

WHEN YOU MUST GET ACCESS TO THE FLIGHT CONTROL SURFACES WITH THE CARGO DOOR OPEN, MAKE SURE THAT THERE ARE WARNING NOTICES IN POSITION TO TELL PERSONS NOT TO OPERATE:

- THE GALLEY PUSHBUTTON SWITCHES

- THE BAT 1 AND BAT 2 PUSHBUTTON SWITCHES, OR

- THE NAVIGATION LOGO LIGHT SWITCHES.

THIS IS TO PREVENT AN ACCIDENTAL ACTIVATION OF THE YELLOW ELECTRIC MOTOR-PUMP THAT WILL CAUSE MOVEMENT OF THE FLIGHT CONTROLS. MOVEMENT OF THE FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

CAUTION:

YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION:

WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

Setelah itu melakukan konfigurasi dengan menggunakan tools :
ACCESS PLATFORM 2M (6 FT) dengan tahapan sebagai berikut :

1. *Make sure that the Yellow hydraulic system reservoir is pressurized*
2. *Make sure that the level of the hydraulic fluid in the Yellow reservoir is correct*
3. *Energize the aircraft electrical circuits*
4. *Make sure that an ACCESS PLATFORM 2M (6 FT) is in position below the FWD or Aft cargo-compartment door.*

CAUTION:

WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

5. *Make sure that the access panel 134AR or 154AR is opened as necessary.*

Adapun *circuit breaker* yang harus *closed* yaitu dapat dilihat pada gambar 4.36

PANEL	DESIGNATION	FI N	LOCATION
121VU	HYDRAULIC/HYD P OWER/Y	380 3G X	N30
122VU	DOORS/CARGO/DO ORS/CTL	1MJ	T12
123VU	Y HYD/ELEC/PUMP	380 2G X	AB06
123VU	Y HYD/ELEC/ELEC P UMP/NORM	380 1G X	AB03

Gambar 4.36 *Circuit Breaker closed operational test close FWD Cargo Door Compartment*

Setelah melakukan konfigurasi maka dilakukan tahapan *operational test close FWD Cargo Door Compartment* yang dapat dilihat pada gambar 4.37

Close the FWD or Aft Cargo-Compartment Door

CAUTION: YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

- (1) Move the selector of the control panel to the CLOSE position and hold it until the cargo door is closed.

NOTE: The green indicator light goes off when the cargo door starts to close.
- (2) Release the selector when the cargo door is fully closed.

NOTE: The selector must go back automatically to the NEUTRAL position. If not, put it manually to the NEUTRAL position to prevent a permanent operation of the yellow electric pump.
- (3) Pull the door handle down to the LOCKED position and push it into the recess of the door structure.

NOTE: Manually lock the hydraulically closed cargo door in 3 seconds maximum. This prevents movement of the unlocked cargo door in the open direction because of gravity.
- (4) Make sure that you can see the green mark of each safety cam through the indication windows of the access panel 825AR and/or 826AR.

Gambar 4.37 Tahapan *operational test close FWD Cargo Door Compartment*

Saat telah melaksanakan tahapan *operational test close FWD Cargo Door Compartment* maka melakukan tahap *close up* dengan tahapan sebagai berikut :

1. Depressurize the Yellow auxiliary hydraulic system
2. De-energize the aircraft electrical circuits
3. Close the access panel 134AR or 154AR.
4. Remove the access platform(s).

3. Servicing

Berdasarkan ref TSM SUBTASK 52-31-00-710-050-A Setelah melakukan *operational test* yaitu dilakukan pengecekan pada ECAM dengan hasil yang didapat yaitu *FWD Cargo door proximity sensor indicator* berwarna amber sedangkan kondisi *FWD Cargo Door Compartment* yang sebenarnya *FWD cargo door tertutup*. Sehingga dilakukan pengecekan *connector proximity sensor* yang dapat dilihat pada gambar 4. 38



Gambar 4.38 *Connector proximity sensor check*

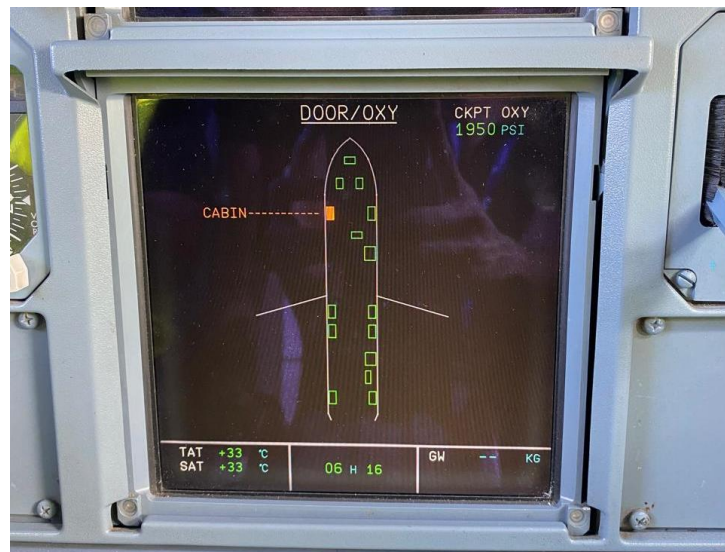
Setelah dilakukan pengecekan sehingga mendapatkan hasil *connector proximity sensor* kotor maka sesuai dengan ref ESPM 20-50-00 yaitu harus melakukan pembersihan *connector* menggunakan *contact cleaner* yang dapat dilihat pada gambar 4.39.



Gambar 4.39 Pembersihan *connector proximity sensor*

4. *Functional Test*

Setelah pembersihan *Connector Proximity Sensor* maka dilakukan *functional test* yang dapat dilihat pada *indicator ECAM lower* pada *FWD Cargo Door* yang berwarna hijau yang dapat dilihat pada gambar 4.40.



Gambar 4.40 Indicator ECAM Lower Cargo Door

5. *Return to Service*

Setelah semua prosedur dilakukan dan komponen berfungsi 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 ini terjadi akibat Connectors yang kotor karena pemakaian yang dapat mengakibatkan tidak terbaca nya *proximity sensor*.
2. Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa inspeksi ini dilakukan untuk memeriksa fungsi dari *Landing Light*. Inspeksi ini dilakukan agar landing light berfungsi dengan baik sehingga pada saat pesawat landing runway tetap terlihat.
3. Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa troubleshooting VHF 1 Transciever dilakukan untuk tidak mengganggu fungsi kerja komunikasi pada pesawat dikarenakan sangat penting bagi pesawat karena pesawat harus berkomunikasi baik *on ground* maupun *on air*.

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 yang 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 :

1. Kepada taruna yang akan melaksanakan *On the Job Training* (OJT) selanjutnya diharapkan dapat memanfaatkan waktu yang sebaik baiknya untuk mendapat bimbingan, lebih aktif dalam bimbingan, lebih inovatif untuk membantu *mechanic* maupun *engineer* dalam mengerjakan suatu pekerjaan 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. Karena dengan waktu 3 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 VHF 1 Transciever*.
2. Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai cara kerja serta fungsi *FWD Cargo Door Proximity Sensor*.
3. Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai permasalahan dan cara menangani *Troubleshooting Landing Light*.

DAFTAR PUSTAKA

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

Lampiran 1 Daily/Weekly Check

	Daily / Weekly Check List
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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. <table><tr><td></td><td>LY-VEL, LY-MLG, LY-NVI, LY-NVJ, LY-MLN, LY-MLI, LY-MLJ, LY-MLK, LY-NVL, LY-NVM</td><td>LY-MLF, LY-NVN</td></tr><tr><td>Min for 2 Crewmembers (PSI)</td><td>731</td><td>522</td></tr><tr><td>Min for 2 Crewmembers +1 OBS (PSI)</td><td>959</td><td>675</td></tr><tr><td>Min for 2 Crewmembers +2 OBS (PSI)</td><td>1215</td><td>846</td></tr></table> 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).		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	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													
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 1/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	EDIMU/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

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
235100-NS-1	AUDIO MANAGEMENT SYSTEM VISUAL INSPECTION OF BOOMSET (HEADSET) FOR CONDITION AND WEAR <i>Ref.: AMM 23-51-00</i>	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 signingoff
 DY or WY in the Flight Log in the corresponding DY or WY blocks..

Lampiran 2 Troubleshooting Manual VHF 1 Transciever

AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-810-801-A - Failure of the VHF 1 Transceiver	

**** ON A/C FSN 051-100, 151-250, 351-500**

TASK 23-12-00-810-801-A
Failure of the VHF 1 Transceiver

1. Possible Causes:



- XCVR-VHF, 1 ([1RC1](#))
- C/B-COM/VHF/1 ([2RC1](#))
- wiring
- wiring from the VHF 1 transceiver (1RC1) pin AB/3D to the ground terminal
- wiring from the VHF 1 transceiver (1RC1) pin AC/4 to the ground terminal
- wiring from the VHF 1 transceiver (1RC1) pin AC/2 to circuit breaker 2RC1
- wiring from the VHF 1 transceiver pin AC/2 to circuit breaker 2RC1

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 23-12-00-740-001	BITE Test of the VHF System
Ref. ASM 23-12-01	

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

Ref. AMM 23-12-33-000-001	Removal of the Very High Frequency (VHF) Transceiver
---	--

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

Ref. AMM 23-12-33-000-803	Removal of the Very High Frequency (VHF) Transceiver
---	--

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

Ref. AMM 23-12-33-400-001	Installation of the Very High Frequency (VHF) Transceiver
---	---

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

Ref. AMM 23-12-33-400-803	Installation of the Very High Frequency (VHF) Transceiver
---	---

**** ON A/C FSN 051-100, 151-250, 351-500**

3. Fault Confirmation

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

SUBTASK 23-12-00-740-050-A

A. Test

Do the BITE test of the VHF system [Ref. AMM 23-12-00-740-001](#).

NOTE: Do this test for the VHF 1 only.

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

SUBTASK 23-12-00-740-050-F

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AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-810-801-A - Failure of the VHF 1 Transceiver	

- A. Test(s)
 (1) Do the BITE test of the VHF system [Ref. AMM 23-12-00-740-001](#).

NOTE: This test is applicable only for the VHF1 transceiver.

**** ON A/C FSN 051-100, 151-250, 351-500**

4. Fault Isolation

SUBTASK 23-12-00-865-061-A

- A. Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM/VHF/1	2RC1	G09

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

SUBTASK 23-12-00-810-050-B

- B. If the test gives the maintenance message VHF1 (1RC1):
- do a check of the circuit breaker (2RC1) status.
 - (1) If the circuit breaker is closed:
 - do a check for 28DC at pin AC/2 of the VHF 1 transceiver (1RC1) [Ref. ASM 23-12-01](#).
 - (a) If there is 28DC:
 - replace the XCVR-VHF, 1 ([1RC1](#)), [Ref. AMM 23-12-33-000-001](#) and [Ref. AMM 23-12-33-400-001](#).
 - (b) If there is no 28DC:
 - do a check for a ground signal at pin AB/3D of the VHF 1 transceiver (1RC1) [Ref. ASM 23-12-01](#).
 - 1 If there is no ground signal:
 - repair the wiring between the VHF 1 transceiver pin AB/3D and the ground terminal [Ref. ASM 23-12-01](#).
 - 2 If there is a ground signal:
 - do a check of the wiring between the VHF 1 transceiver pin AC/2 and the circuit breaker 2RC1 [Ref. ASM 23-12-01](#).
 - a If there is no continuity:
 - repair the above wiring.
 - b If there is continuity:
 - replace the circuit breaker 2RC1.
 - (2) If the circuit breaker is open:
 - close it.
 - (a) If it opens again:
 - replace the VHF 1 transceiver [Ref. AMM 23-12-33-000-001](#) and [Ref. AMM 23-12-33-400-001](#).
 - 1 If the fault continues:

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AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-810-801-A - Failure of the VHF 1 Transceiver	

- do a check for a short-to-ground at the wiring between the VHF 1 transceiver pin AC/2 and the circuit breaker 2RC1 [Ref. ASM 23-12-01.](#)
- a** If there is a short-to-ground:
 - repair the related wiring
- b** If there is no short-to-ground:
 - replace the C/B-COM/VHF/1 ([2RC1](#)).
- (b) If the circuit breaker stays closed and the fault continues:
 - replace the VHF 1 transceiver [Ref. AMM 23-12-33-000-001](#) and [Ref. AMM 23-12-33-400-001](#).

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

SUBTASK 23-12-00-810-050-P

- B. If the test gives the maintenance message VHF1(1RC1):
- Do a check of the circuit breaker (2RC1) status.
 - (1) If the circuit breaker is closed:
 - Remove the VHF 1 transceiver (1RC1) [Ref. AMM 23-12-33-000-803](#).
 - Do a check for 28VDC at pin AC/2 of the VHF1 transceiver (1RC1) [Ref. ASM 23-12-01.](#)
 - (a) If there is 28VDC:
 - Replace the XCVR-VHF, 1 ([1RC1](#)), [Ref. AMM 23-12-33-400-803](#).
 - (b) If there is no 28VDC:
 - Do a check for a ground signal at pin AB/3D and pin AC/4 of the VHF1 transceiver (1RC1) [Ref. ASM 23-12-01.](#)
 - 1** If there is no ground signal:
 - Repair the wiring from the VHF 1 transceiver (1RC1) pin AB/3D to the ground terminal wiring from the VHF 1 transceiver (1RC1) pin AC/4 to the ground terminal [Ref. ASM 23-12-01.](#)
 - Install the VHF 1 transceiver (1RC1) [Ref. AMM 23-12-33-400-803](#).
 - 2** If there is a ground signal:
 - Do a check of the wiring from the VHF 1 transceiver (1RC1) pin AC/2 to circuit breaker 2RC1 [Ref. ASM 23-12-01.](#)
 - a** If there is no continuity:
 - Repair the wiring.
 - b** If there is continuity:
 - Replace the C/B-COM/VHF/1 ([2RC1](#)).
 - (2) If the circuit breaker is open (tripped):
 - Remove the VHF 1 transceiver.
 - Do check for a short-to-ground of the wiring from the VHF 1 transceiver pin AC/2 to circuit breaker 2RC1 [Ref. ASM 23-12-01.](#)
 - (a) If there is a short-to-ground:
 - Repair the wiring.
 - Install the VHF 1 transceiver.
 - (b) If there is no short-to-ground:
 - Replace the XCVR-VHF, 1 ([1RC1](#)), [Ref. AMM 23-12-33-400-803](#).

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	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-810-801-A - Failure of the VHF 1 Transceiver	

¹ If the fault continues:
 - Replace the C/B-COM/VHF/1 ([2RC1](#)).
**** ON A/C FSN 051-100, 151-250, 351-500**
 SUBTASK 23-12-00-740-051-A
 C. Do the test given in Para. 3.

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Lampiran 3 AMM Installation VHF 1 Transciever

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-400-001-A - Installation of the Very High Frequency (VHF) Transceiver	

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

TASK 23-12-33-400-001-A
Installation of the Very High Frequency (VHF) Transceiver
FIN: [1RC1](#) [1RC2](#) [1RC3](#)

1. Reason for the Job
Self explanatory
2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE
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. 23-12-00-710-001-A	Operational Test of the Very High Frequency (VHF) System
Ref. 23-12-00-740-001-A	BITE Test of the VHF System
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. 46-21-00-710-002-A	VHF 3 Link Test of the ATSU
Ref. 52-41-00-410-002-A	Close the Avionics Compartment Doors after Access
Ref. Fig. VHF Transceiver	

3. Job Set-up
SUBTASK 23-12-33-860-050-A

JCP Title: AMM INSTALLATION VHF 1	© AIRBUS S.A.S. ALL RIGHTS RESERVED. CONFIDENTIAL AND PROPRIETARY DOCUMENT.	Page 1 of 5 PRINT DATE: Jun 09/2024
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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-400-001-A - Installation of the Very High Frequency (VHF) Transceiver	

- A. Aircraft Maintenance Configuration
- (1) Make sure that the ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE is in position at the access door 824 in zone 128.
 - (2) Make sure that the access door 824 is open.

SUBTASK 23-12-33-865-051-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.

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 1RC1(XCVR-VHF, 1)			
49VU	COM/VHF/1	2RC1	G09
FOR FIN 1RC2(XCVR-VHF, 2)			

**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/2	2RC2	L04
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**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/2	2RC2	L04
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**** ON A/C FSN 151-250, 351-500**

FOR FIN 1RC3(XCVR-VHF, 3)			
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**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/3	2RC3	L05
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**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/3	2RC3	L05
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**** ON A/C FSN 151-250, 351-500**

4. [Procedure](#)
[Ref. Fig. VHF Transceiver](#)

SUBTASK 23-12-33-420-050-A

- A. Installation of the VHF Transceiver
- (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 (1).
 - (4) Make sure that the electrical connectors (1) are clean and in the correct condition.
 - (5) Install the VHF transceiver (5) on its rack (2).
 - (6) Push the VHF transceiver (5) on its rack (2) to connect the electrical connectors(1).
 - (7) Engage the nuts (3) on the lugs (4) and tighten.

SUBTASK 23-12-33-865-052-A

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-400-001-A - Installation of the Very High Frequency (VHF) Transceiver	

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

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 1RC1(XCVR-VHF, 1)			
49VU	COM/VHF/1	2RC1	G09
FOR FIN 1RC2(XCVR-VHF, 2)			

**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/2	2RC2	L04
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**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/2	2RC2	L04
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**** ON A/C FSN 151-250, 351-500**

FOR FIN 1RC3(XCVR-VHF, 3)			
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**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/3	2RC3	L05
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**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/3	2RC3	L05
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**** ON A/C FSN 151-250, 351-500**

SUBTASK 23-12-33-740-050-A

- C. Do the BITE test of the VHF system [Ref. AMM TASK 23-12-00-740-001](#)

NOTE: As an alternative procedure, you can do this operational test without the CFDS [Ref. AMM TASK 23-12-00-710-001](#).

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



EMB SB 46-1040 for A/C 401-402

EMB SB 46-1047 for A/C 402-402

SUBTASK 23-12-33-710-053-A

- D. Do the VHF 3 link test of the ATSU [Ref. AMM TASK 46-21-00-710-002 to do a check of the correct operation of the datalink communication.](#)

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

5. Close-up

SUBTASK 23-12-33-410-050-A

- A. Close Access

(1) Make sure that the work area is clean and clear of tools and other items.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-400-001-A - Installation of the Very High Frequency (VHF) Transceiver	

- (2) Close the access door 824 [Ref. AMM TASK 52-41-00-410-002.](#)
- (3) Remove the access platform(s).
- (4) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#)

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-400-001-A - Installation of the Very High Frequency (VHF) Transceiver	

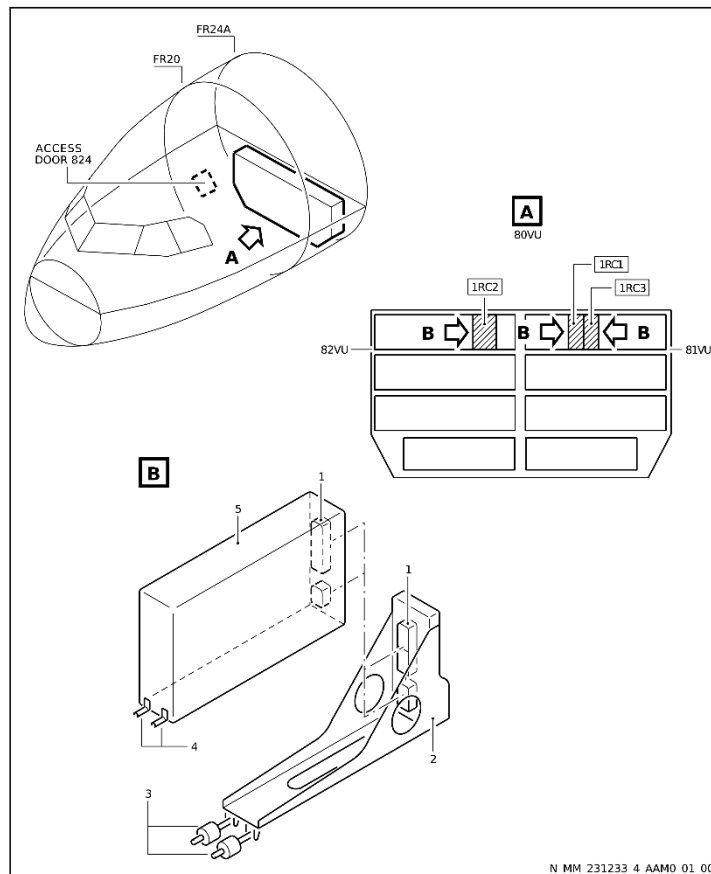


Figure 23-12-33-991-00100-00-A (SHEET 1) - VHF Transceiver
 ** ON A/C FSN 151-250, 351-500

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Lampiran 4 AMM Removal VHF Transciever

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-000-001-A - Removal of the Very High Frequency (VHF) Transceiver	

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

TASK 23-12-33-000-001-A
Removal of the Very High Frequency (VHF) Transceiver
FIN: [1RC1](#) [1RC2](#) [1RC3](#)

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



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE
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. VHF Transceiver

3. Job Set-up

SUBTASK 23-12-33-865-050-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 1RC1(XCVR-VHF, 1)			
49VU	COM/VHF/1	2RC1	G09
FOR FIN 1RC2(XCVR-VHF, 2)			

**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/2	2RC2	L04
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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-000-001-A - Removal of the Very High Frequency (VHF) Transceiver	

**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/2	2RC2	L04
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**** ON A/C FSN 151-250, 351-500**

FOR FIN 1RC3(XCVR-VHF, 3)			
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**** ON A/C FSN 151-250, 401-450**

121VU	COM NAV/VHF/3	2RC3	L05
-------	---------------	------	-----

**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/3	2RC3	L05
-------	-----------	------	-----

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

SUBTASK 23-12-33-010-050-A

B. Get Access

- (1) Put the ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE in position at the access door 824 in zone 128.
- (2) Open the access door 824.

4. Procedure

[Ref. Fig. VHF Transceiver](#)

SUBTASK 23-12-33-020-050-A

A. Removal of the VHF Transceiver

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

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-33-000-001-A - Removal of the Very High Frequency (VHF) Transceiver	

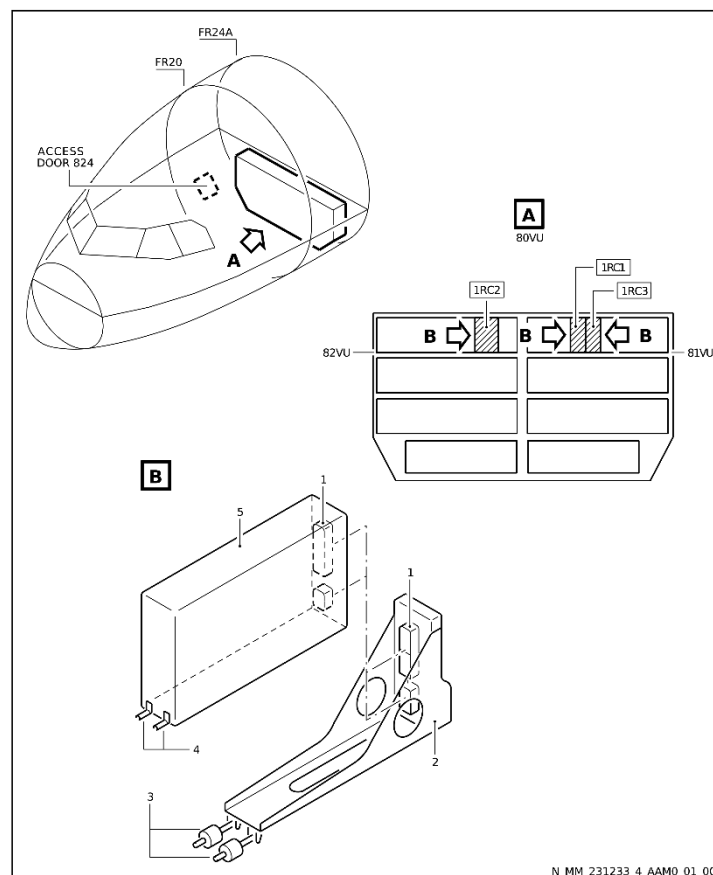


Figure 23-12-33-991-00100-00-A (SHEET 1) - VHF Transceiver
 ** ON A/C FSN 151-250, 351-500

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Lampiran 5 AMM Bite Test VHF Transciever

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-740-001-A - BITE Test of the VHF System	

**** ON A/C FSN 051-100, 151-250, 351-500**

TASK 23-12-00-740-001-A
BITE Test of the VHF System

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.

- Reason for the Job
To make sure that the VHF system operates correctly.

- Job Set-up Information

A. Work Zones and Access Panels

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

B. 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. 31-32-00-860-003-A	Procedure to Get Access to the SYSTEM REPORT/TEST/COM Page

- Job Set-up

SUBTASK 23-12-00-860-052-E

A. Aircraft Maintenance Configuration

- Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002.](#)
- In the cockpit, on all the Radio Management Panels (RMP), set the ON/OFF selector switches to ON.

NOTE: RMP 1 (1RG1) and RMP 2 (1RG2) are on the center pedestal and RMP 3 (1RG3) is on the overhead panel.

-

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-740-001-A - BITE Test of the VHF System	

In the cockpit, on the center pedestal, on the MCDU, get access to the "SYSTEM REPORT /TEST/COM" page [Ref. AMM TASK 31-32-00-860-003](#).

SUBTASK 23-12-00-860-052-A
DELETED

SUBTASK 23-12-00-865-051-A

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM/RMP/1	2RG1	G10
49VU	COM/VHF/1	2RC1	G09
121VU	COM NAV/RMP/2	2RG2	L02

**** ON A/C FSN 051-100, 151-250, 401-450**

121VU	COM NAV/VHF/3	2RC3	L05
121VU	COM NAV/VHF/2	2RC2	L04

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

121VU	COM NAV/RMP/3	2RG3	L03
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**** ON A/C FSN 351-400, 451-500**

121VU	COM/VHF/3	2RC3	L05
121VU	COM/VHF/2	2RC2	L04

**** ON A/C FSN 051-100, 151-250, 351-500**

4. Procedure

SUBTASK 23-12-00-869-052-A

A. Change of the Data Mode to the Voice Mode

NOTE: This procedure is applicable to the aircraft which has the VHF3 system installed and the dataloading function activated.

NOTE: If the Aircraft Communication Addressing and Reporting System (ACARS) Management Unit (MU) and the Air Traffic Service Unit (ATSU) are not installed in the aircraft, it is not possible to change the data mode to the voice mode because the VHF3 system is always in the voice mode.

(1) Before you do the BITE test of the VHF3 system, change the data mode to the voice mode as follows:

NOTE: This step is to make sure that the "TEST REJECTED SWITCH TO VOICE MODE BEFORE TEST" message does not come into view during the BITE test of the VHF3 system.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-740-001-A - BITE Test of the VHF System	

- (a) If the ACARS MU is installed in the aircraft, in the cockpit, on RMP 1 (1RG1) (RMP 2 (1RG2) or RMP 3 (1RG3)) do the steps that follow:

NOTE: RMP 1 (1RG1) and RMP 2 (1RG2) are on the center pedestal and RMP 3 (1RG3) is on the overhead panel.

- 1 Push the VHF3 key.
- 2 The "ACARS" indication comes into view on the ACTIVE display.
- 3 Set the voice frequency with the rotary knob.
- 4 The voice frequency comes into view on the STBY/CRS display.
- 5 Push the transfer key that is between the ACTIVE and STBY/CRS displays.
- 6 The voice frequency comes into view on the ACTIVE display and the "ACARS" indication comes into view on the STBY/CRS display.

- (b) If the ATSU is installed in the aircraft, in the cockpit, on RMP 1 (1RG1) (RMP 2 (1RG2) or RMP 3 (1RG3)) do the steps that follow:

- 1 Push the VHF3 key.
- 2 The "dAtA" indication comes into view on the ACTIVE display.
- 3 Set the voice frequency with the rotary knob.
- 4 The voice frequency comes into view on the STBY/CRS display.
- 5 Push the transfer key that is between the ACTIVE and STBY/CRS displays.
- 6 The voice frequency comes into view on the ACTIVE display and the "dAtA" indication comes into view on the STBY/CRS display.

SUBTASK 23-12-00-740-050-C

B. BITE Test of the VHF System

NOTE: This test is for the system 1. For the other system(s), use the indications between the parentheses.

ACTION	RESULT
1. In the cockpit, on the center pedestal, on the MCDU, on the "SYSTEM REPORT/TEST/COM" page: - Push the line select key adjacent to the "VHF1" ("VHF2") ("VHF3") indication.	In the cockpit, on the center pedestal, on the MCDU, on the "SYSTEM REPORT/TEST/COM" page: - The "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page comes into view.
2. In the cockpit, on the center pedestal, on the MCDU, on the "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page: - Push the line select key adjacent to the "TEST" indication.	In the cockpit, on the center pedestal, on the MCDU, on the "VHF1" or "VHF 1" ("VHF2" or "VHF 2") ("VHF3" or "VHF 3") page: - After some seconds, the "TEST OK" indication comes into view.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	23-12-00-740-001-A - BITE Test of the VHF System	

3. On the MCDU, push the line select key adjacent to the RETURN indication until the CFDS menu page comes into view.	
--	--

5. Close-up

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

SUBTASK 23-12-00-862-051-A

- A. Put the aircraft back to its initial configuration.
 - (1) On all RMPs, set the ON/OFF selector switch to OFF.
 - (2) De-energize the aircraft electrical circuits

[Ref. AMM TASK 24-41-00-862-002.](#)

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

SUBTASK 23-12-00-862-051-B

- A. Put the aircraft back to its initial configuration.
 - (1) On all the RMPs, set the BRT/OFF potentiometer counterclockwise to the OFF position (all the RMPs are off).
 - (2) De-energize the aircraft electrical circuits

[Ref. AMM TASK 24-41-00-862-002.](#)

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Lampiran 6 Troubleshooting Manual Landing Light

AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: VN-A586 - 02934 - 401	
	33-42-00-810-802-A - Landing Lights - Landing Light extends but Light does not come on	

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

TASK 33-42-00-810-802-A

Landing Lights - Landing Light extends but Light does not come on

1. Possible Causes:



- LT-LANDING, L ([7LB](#))
- LT-LANDING, R ([8LB](#))
- lamp
- wiring
- SWITCH-LAND/ON/OFF/RETRACT 5LB (6LB).

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. ESPM 20-45-22	
Ref. AMM 33-42-00-710-001	Operational Test of the Landing Lights
Ref. ASM 33-42-01	
Ref. AMM 33-42-11-000-001	Removal of the Landing Light
Ref. AMM 33-42-11-000-002	Removal of the Landing Light Lamp
Ref. AMM 33-42-11-400-003	Installation of the Landing Light
Ref. AMM 33-42-11-400-004	Installation of the Landing Light Lamp

3. Fault Confirmation

SUBTASK 33-42-00-710-052-A

- A. Do the operational test of the landing lights [Ref. AMM 33-42-00-710-001](#).

4. Fault Isolation

SUBTASK 33-42-00-810-051-A

- A. If the test shows that landing light 7LB (8LB) extends but the light does not come on:
- Do a check for 115 VAC at landing light 7LB (8LB) connector A/L [Ref. ASM 33-42-01](#).
 - (1) If there is 115 VAC:
 - (a) For LEDs technology:
 - Replace the LT-LANDING, L ([7LB](#)) ([LT-LANDING, R \(8LB\)](#)) [Ref. AMM 33-42-11-000-001 and Ref. AMM 33-42-11-400-003](#).
 - (b) For halogen technology:
 - Replace the lamp [Ref. AMM 33-42-11-000-002 and Ref. AMM 33-42-11-400-004](#).
 - 1 If the light does not come on:

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AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: VN-A586 - 02934 - 401	
	33-42-00-810-802-A - Landing Lights - Landing Light extends but Light does not come on	

- Replace the LT-LANDING, L ([7LB](#)) (LT-LANDING, R ([8LB](#))) Ref. [AMM 33-42-11-000-001](#) and Ref. [AMM 33-42-11-400-003](#).
 - (2) If there is no 115 VAC:
 - (a) Do a check and repair the wiring between:
 - Circuit breaker 1LB (2LB) and connector A/L of 7LB (8LB)
 - The ground and connector A/K of 7LB (8LB) [Ref. ASM 33-42-01](#).
 - (b) Replace the SWITCH-LAND/ON/OFF/RETRACT 5LB (6LB). [Ref. ESPM 20-45-22](#).
 - (c) If the fault continues, do a check and repair the wiring between:
 - 1 The first terminal block of 3LB (4LB) and pin 1 of 5LB (6LB) [Ref. ASM 33-42-01](#).
 - 2 5LB (6LB) and connector A/C of 7LB (8LB) [Ref. ASM 33-42-01](#).
- SUBTASK 33-42-00-710-053-A
- B. Do the test as given in the Para. 3. A.
5. Close-up
- SUBTASK 33-42-00-860-051-A
- A. Put the aircraft back to its initial configuration.

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Lampiran 7 AMM Operational Test Landing Light

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-00-710-001-A - Operational Test of the Landing Lights	

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

TASK 33-42-00-710-001-A
Operational Test of the Landing Lights
FIN: [7LB 8LB](#)

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: MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY.
IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

- YOU REPAIR THE FUEL LEAK
- YOU REPLACE THE LANDING LIGHT ASSEMBLY.

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

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.

1. Reason for the Job
Self explanatory

2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QT Y	DESIGNATION
No specific	AR	SAFETY BARRIER(S)
No specific	1	WARNING NOTICE(S)

B. Referenced Information

REFERENCE	DESIGNATION

JCP Title: AMM OPERATIONAL TEST LANDING LIGHT	© AIRBUS S.A.S. ALL RIGHTS RESERVED. CONFIDENTIAL AND PROPRIETARY DOCUMENT.	Page 1 of 3 PRINT DATE: Jun 09/2024
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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-00-710-001-A - Operational Test of the Landing Lights	

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)

3. Job Set-up

SUBTASK 33-42-00-941-051-A

A. Safety Precautions

- (1) As necessary, use the applicable SAFETY BARRIER(S), specified by the operator's instructions and your local regulations.
- (2) Put a WARNING NOTICE(S) in position on the panel 25VU to tell persons not to operate the landing lights.

SUBTASK 33-42-00-861-050-A

B. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).

SUBTASK 33-42-00-865-050-A

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

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/LANDING LT/R/CTL	4LB	T07
122VU	LIGHTING/LANDING LT/R/SPLY	2LB	T06
122VU	LIGHTING/LANDING LT/L/CTL	3LB	T05
122VU	LIGHTING/LANDING LT/L/SPLY	1LB	T04

4. Procedure

SUBTASK 33-42-00-710-050-A

A. Operational Test of the Landing Lights

CAUTION: DO NOT OPERATE THE RETRACTABLE LANDING LIGHT 7LB (8LB) FOR MORE THAN ONE MINUTE WHEN THE AIRCRAFT IS ON THE GROUND. THE LANDING LIGHT CAN BECOME DAMAGED IF IT OPERATES WITH NO AIRFLOW TO KEEP THE LIGHT UNIT COOL. MAKE SURE THAT THERE IS A MINIMUM PERIOD OF FIVE MINUTES BETWEEN EACH OPERATION, TO LET THE TEMPERATURE OF THE LIGHT UNIT DECREASE.

- (1) Make sure that the travel range(s) of the applicable landing light(s) is(are) clear.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
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	33-42-00-710-001-A - Operational Test of the Landing Lights	

(2) Do this test:

NOTE: This test is for the left landing light. For the right landing light, use the indications in parenthesis.

ACTION	RESULT
On panel 25VU: 1.Set the LAND L(LAND R) switch to OFF.	At zone 571(671): - The landing light extends fully in not more than 10 seconds.
2.Set the LAND L(LAND R) switch to ON.	- The landing light comes on.
3.Set the LAND L(LAND R) switch to OFF.	- The landing light goes off.
4.Set the LAND L(LAND R) switch to RETRACT.	- The landing light retracts in not more than 10 seconds.
5.Set the LAND L(LAND R) switch to ON.	- The landing light extends - When the landing light is fully extended, the light comes on.
6.Set the LAND L(LAND R) switch to RETRACT.	- The landing light retracts - When the landing light starts to retract, the light goes off.

5. Close-up

SUBTASK 33-42-00-862-050-A

A. Aircraft Maintenance Configuration

- (1) De-energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-862-002](#).

SUBTASK 33-42-00-942-051-A

B. Removal of Equipment

- (1) Remove the safety barriers.
(2) Remove the WARNING NOTICE(S).
(3) Remove the ground support and maintenance equipment, the special and standard tools and all other items.

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Lampiran 8 AMM Removal Landing Light

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-11-000-002-A - Removal of the Landing Light Lamp	

[See IPC](#)

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

TASK 33-42-11-000-002-A

Removal of the Landing Light Lamp

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: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

WARNING: MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY. IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

- YOU REPAIR THE FUEL LEAK
- YOU REPLACE THE LANDING LIGHT ASSEMBLY.

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

CAUTION: WHEN YOU REPLACE A LANDING LIGHT LAMP, EXAMINE THE APPLICABLE LANDING LIGHT ASSEMBLY FOR SIGNS OF FUEL CONTAMINATION. IF YOU FIND FUEL CONTAMINATION, EXAMINE THE ITEMS THAT FOLLOW FOR SIGNS OF FUEL LEAKAGE:

- THE FUEL PUMP(S) 21QA(26QA) OR 25QA (22QA)
- THE WATER DRAIN VALVE 25QM(26QM) DIRECTLY FORWARD OF THE LANDING LIGHT ASSEMBLY.

REFER TO AMM 28-11-00-06 FOR LEAKAGE LIMITS AND REPAIR AS NECESSARY.

IF YOU DO NOT REPAIR THE LEAK, NO PERSONS MUST OPERATE THE APPLICABLE LANDING LIGHT UNTIL:

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	33-42-11-000-002-A - Removal of the Landing Light Lamp	

- THE LEAK IS REPAIRED
- THE LANDING LIGHT ASSEMBLY IS REPLACED.

1. Reason for the Job
Self explanatory

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

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

B. 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. 28-11-00-280-002-A	Structural Fuel Tank Leaks - General Information
Ref. 28-11-41-000-003-A	Removal of the Water Drain Valve
Ref. 28-21-51-000-001-A	Removal of the Wing Tank Fuel-Pumps
	Ref. Fig. GE landing-light lamp
	Ref. Fig. LED landing light-lamp

3. Job Set-up

SUBTASK 33-42-11-941-053-A

A. Safety Precautions

- (1) As necessary, use the applicable SAFETY BARRIER(S), specified by the operator's instructions and your local regulations.
- (2) Put a WARNING NOTICE(S) in the cockpit to tell persons not to operate the landing lights.

SUBTASK 33-42-11-010-051-A

B. Get Access

- (1)

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	33-42-11-000-002-A - Removal of the Landing Light Lamp	

Put an ACCESS PLATFORM 1M(3 FT) in position below the applicable landing light.

SUBTASK 33-42-11-860-051-A

C. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002.](#)
- (2) Extend the landing light:
 - (a) At zone 571(671), make sure that the travel range of the landing light is clear.
 - (b) In the cockpit, on the EXT LT section of panel 25VU, set the LAND L(R) switch to OFF.
 - (c) Make sure that the landing light extends.

SUBTASK 33-42-11-865-055-A

- D. 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/LANDING LT/R/CTL	4LB	T07
122VU	LIGHTING/LANDING LT/R/SPLY	2LB	T06
122VU	LIGHTING/LANDING LT/L/CTL	3LB	T05
122VU	LIGHTING/LANDING LT/L/SPLY	1LB	T04

4. Procedure

SUBTASK 33-42-11-210-059-A

A. Examine the landing light assembly for fuel contamination.

- (1) Examine the landing light assembly for signs of fuel contamination.
- (2) If you find fuel contamination, examine the items that follow for fuel leakage:
 - Fuel pumps 21QA(26QA) and 25QA(22QA) [Ref. AMM TASK 28-21-51-000-001](#)
 - Water drain valve 25QM(26QM) [Ref. AMM TASK 28-11-41-000-003](#)
 - The wing tank structure [Ref. AMM TASK 28-11-00-280-002.](#)
- (3) Repair the leak(s) as necessary.

SUBTASK 33-42-11-020-052-A

B. Removal of the Landing Light Lamp

[Ref. Fig. GE landing-light lamp](#)

[Ref. Fig. LED landing light-lamp](#)

- (1) For the GE sealed-beam landing-light-lamp (7), do these steps:

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION:

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	33-42-11-000-002-A - Removal of the Landing Light Lamp	

DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT-FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

- (a) Hold the GE sealed-beam landing-light-lamp (7) and remove the screw (5) and the clamp (6).
- (b) Examine the clamp (6). If the clamp (6) is defective remove and discard it.
- (c) Remove the GE sealed-beam landing-light-lamp (7) from the lamp housing (1) to get access to the two electrical terminals (3).
- (d) Remove the screws (2) and disconnect the two electrical terminals (3).
- (e) Remove the GE sealed-beam landing-light-lamp (7).
- (f) Examine the seal (4) on the lamp housing (1).
- (g) If the seal (4) is defective, remove and discard it.
- (2) For the LED landing light-lamp (3), do these steps:

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT-FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

- (a) Hold the LED landing light-lamp (3) and remove the screw (4) and the clamp (5).
- (b) Examine the clamp (5). If the clamp (5) is defective remove and discard it.
- (c) Remove the LED landing-light lamp (3) from the lamp housing (1) to get access to the two electrical terminals (8).
- (d) Remove the screws (7) and disconnect the two electrical terminals (8).
- (e) Remove the LED landing light-lamp (3).
- (f) Examine the seal (2) on the lamp housing (1).
- (g) If the seal (2) is defective, remove and discard it.

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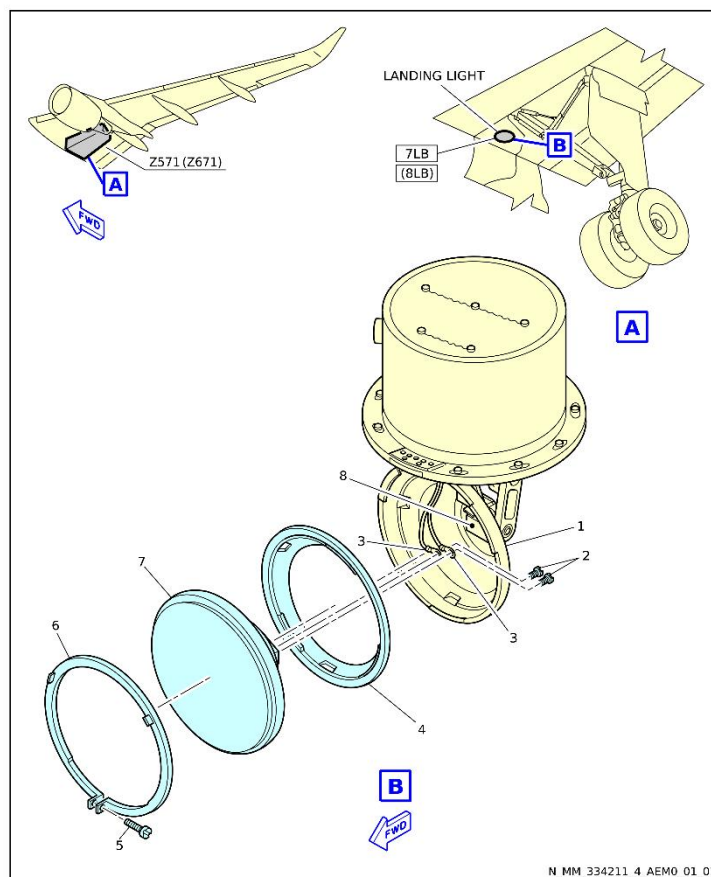


Figure 33-42-11-991-00400-00-A (SHEET 1) - GE landing-light lamp
** ON A/C FSN ALL

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	33-42-11-000-002-A - Removal of the Landing Light Lamp	

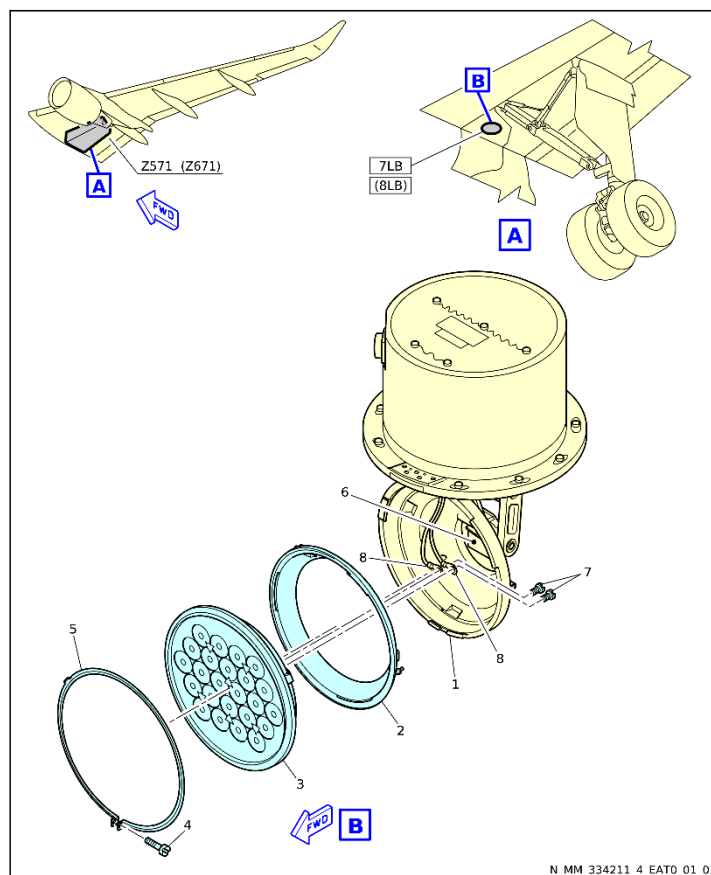


Figure 33-42-11-991-01300-00-A (SHEET 1) - LED landing light-lamp
** ON A/C FSN ALL

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Lampiran 9 AMM Installattion Landing Light

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	Tail Number - MSN - FSN: ALL	
	33-42-11-400-004-A - Installation of the Landing Light Lamp	

[See IPC](#)

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

TASK 33-42-11-400-004-A

Installation of the Landing Light Lamp

WARNING: MAKE SURE THAT THE SAFETY DEVICES AND THE WARNING NOTICES ARE IN POSITION BEFORE YOU START A TASK ON OR NEAR:

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

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

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

WARNING: MAKE SURE THAT THERE ARE NO SIGNS OF FUEL CONTAMINATION IN THE LANDING LIGHT ASSEMBLY. IF YOU FIND FUEL CONTAMINATION, NO PERSON MUST OPERATE THE LANDING LIGHT UNTIL:

- YOU REPAIR THE FUEL LEAK
- YOU REPLACE THE LANDING LIGHT ASSEMBLY.

IF YOU DO NOT OBEY THIS PRECAUTION, IGNITION OF THE REMAINING FUEL IN THE LANDING LIGHT CAN OCCUR.

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

CAUTION: WHEN YOU REPLACE A LANDING LIGHT LAMP, EXAMINE THE APPLICABLE LANDING LIGHT ASSEMBLY FOR SIGNS OF FUEL CONTAMINATION. IF YOU FIND FUEL CONTAMINATION, EXAMINE THE ITEMS THAT FOLLOW FOR SIGNS OF FUEL LEAKAGE:

- THE FUEL PUMP(S) 21QA(26QA) OR 25QA (22QA)
- THE WATER DRAIN VALVE 25QM(26QM) DIRECTLY FORWARD OF THE LANDING LIGHT ASSEMBLY.

REFER TO AMM 28-11-00-06 FOR LEAKAGE LIMITS AND REPAIR AS NECESSARY. IF YOU DO NOT REPAIR THE LEAK, NO PERSONS MUST OPERATE THE APPLICABLE LANDING LIGHT UNTIL:

-

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	33-42-11-400-004-A - Installation of the Landing Light Lamp	

THE LEAK IS
REPAIRED
- THE LANDING LIGHT ASSEMBLY IS
REPLACED.

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 1M(3 FT)
No specific	AR	SAFETY BARRIER(S)
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	1	WARNING NOTICE(S)
No specific		Torque wrench: range to between 0.09 and 0.11 m.daN (7.96 and 9.73 lbf.in)

B. Consumable Materials

REFERENCE	DESIGNATION
08BAA9	Non Aqueous Cleaner-General - -
14SBA1	Textile-Lint free Cotton -

C. Expendable Parts

FIG.ITEM	DESIGNATION	IPC-CSN
5	CLAMP	33-42-11-01 ITEM 020
6	CLAMP	33-42-11-01 ITEM 020
2	SEAL	33-42-11-01 ITEM 040
4	SEAL	33-42-11-01 ITEM 040

D. Referenced Information

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power

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	Tail Number - MSN - FSN: ALL	
	33-42-11-400-004-A - Installation of the Landing Light Lamp	

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. 33-42-00-710-001-A	Operational Test of the Landing Lights
	Ref. Fig. GE landing-light lamp
	Ref. Fig. LED landing light-lamp

3. Job Set-up

SUBTASK 33-42-11-941-056-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 to tell persons not to operate the landing lights.

SUBTASK 33-42-11-860-052-A

B. Aircraft Maintenance Configuration

- (1) Make sure that the landing light is in the extended position.
- (2) In the cockpit, on the EXT LT section of panel 25VU, make sure that the LAND L(R) switch is set to OFF.
- (3) Make sure that the ACCESS PLATFORM 1M(3 FT) is in position below the applicable landing light.

SUBTASK 33-42-11-865-056-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/LANDING LT/R/CTL	4LB	T07
122VU	LIGHTING/LANDING LT/R/SPLY	2LB	T06
122VU	LIGHTING/LANDING LT/L/CTL	3LB	T05
122VU	LIGHTING/LANDING LT/L/SPLY	1LB	T04

4. Procedure

SUBTASK 33-42-11-420-053-A

A. Preparation for the Installation

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	33-42-11-400-004-A - Installation of the Landing Light Lamp	

- (1) For the General Electric (GE) sealed-beam landing-light lamp, do these steps:
 - (a) Clean the component interface and/or the adjacent area with the clean Textile-Lint free Cotton - (Material Ref. [14SBA1](#)) made moist with Non Aqueous Cleaner-General - - (Material Ref. 08BAA9).
 - (b) Do an inspection of the component interfaces and the adjacent area.
 - (c) Make sure that the parts retained from the removed component are clean and in the correct condition.
 - (d) Make sure that the two electrical terminals (3) and the GE sealed-beam landing-light lamp terminals are clean and in the correct condition.
 - (e) Remove all the corrosion and the lacquer from the GE sealed-beam landing-light lamp (7) to make sure that there is a good electrical connection.
- (2) For the LED landing light-lamp, do these steps:
 - (a) Clean the component interface and/or the adjacent area with the clean Textile-Lint free Cotton - (Material Ref. [14SBA1](#)) made moist with Non Aqueous Cleaner-General - - (Material Ref. 08BAA9).
 - (b) Do an inspection of the component interfaces and the adjacent area.
 - (c) Make sure that the parts retained from the removed component are clean and in the correct condition.
 - (d) Make sure that the electrical terminals and the LED landing light-lamp terminals are clean and in the correct condition.
 - (e) Remove all the corrosion and the lacquer from the LED landing light-lamp (3) to make sure that there is a good electrical connection.

SUBTASK 33-42-11-420-051-A

B. Installation of the Landing Light Lamp .

[Ref. Fig. GE landing-light lamp](#)
[Ref. Fig. LED landing light-lamp](#)

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT- FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

- (1) For the GE sealed-beam landing-light-lamp (7), do these steps:
 - (a) If necessary, install the new IPC-CSN([33-42-11-01 ITEM 040](#)) SEAL (4) on the lamp housing (1).
 - (b) Connect the two electrical terminals (3) to the GE sealed-beam landing-light-lamp (7) with the screws (2).
 - (c) Tighten the screws (2).

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	33-42-11-400-004-A - Installation of the Landing Light Lamp	

- (d) Install the GE sealed-beam landing-light-lamp (7) in the lamp housing (1).
- (e) Make sure that the filament of the lamp is in the horizontal position (as shown on the filament position plate (8)).
- (f) Put the clamp (6) in position.
- (g) If necessary, install the new IPC-CSN(33-42-11-01 ITEM 020) CLAMP (6) with the screw (5).
- (h) Tighten the screw (5) until it touches the clamp (6). ■

WARNING: WEAR GLASSES AND PROTECTIVE CLOTHING WHEN YOU DO WORK ON THE LIGHT. THE LAMP IS PRESSURIZED AND AN EXPLOSION CAN OCCUR.

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT- FREE CLOTH. IF NECESSARY, MAKE THE CLOTH MOIST WITH WATER. DRY WITH LOW-PRESSURE COMPRESSED AIR JET. DO NOT USE ALCOHOL.

- (2) For the LED landing light-lamp (3), do these steps:
 - (a) If necessary, install the new IPC-CSN(33-42-11-01 ITEM 040) SEAL (2) on the lamp housing (1).
 - (b) Connect the electrical terminals (8) to the LED landing light-lamp (3) with the screws (7).
 - (c) TORQUE the screws (7) to between 0.09 and 0.11 m.daN (7.96 and 9.73 lbf.in).
 - (d) Put the LED landing light-lamp (3) on the lamp housing (1).
 - (e) Make sure that the filament of the LED landing light-lamp (3) together with the line of the six collimators are in the horizontal position (as shown on the filament position plate (6)).
 - (f) Hold the LED landing light-lamp (3).
 - (g) Put the clamp (5) in position.
 - (h) If necessary, install the new IPC-CSN(33-42-11-01 ITEM 020) CLAMP (5) with the screw (4).
 - (i) Tighten the screw (4) until it touches the clamp (5). ■

SUBTASK 33-42-11-865-057-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/LANDING LT/R/CTL	4LB	T07
122VU	LIGHTING/LANDING LT/R/SPLY	2LB	T06
122VU	LIGHTING/LANDING LT/L/CTL	3LB	T05
122VU	LIGHTING/LANDING LT/L/SPLY	1LB	T04

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-11-400-004-A - Installation of the Landing Light Lamp	

SUBTASK 33-42-11-710-052-A

D. Operational Test

WARNING: DO NOT LOOK DIRECTLY AT THE LIGHTS DURING THE TEST. WHEN THE LIGHTS COME ON OR FLASH, THEY CAN CAUSE INJURY TO YOUR EYES. USE A COVER OR SHIELD TO PREVENT INJURY TO YOUR EYES FROM THE LIGHTS IN THE TEST AREA.

- (1) Do the operational test of the landing light [Ref. AMM TASK 33-42-00-710-001.](#)

5. Close-up

SUBTASK 33-42-11-860-053-A

A. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002.](#)
- (2) Retract the landing light:
- (a) At zone 571(671), make sure that the travel range of the landing light is clear.
 - (b) In the cockpit, on the EXT LT section of panel 25VU, set the LAND L(R) switch to RETRACT.
 - (c) Make sure that the landing light retracts.
- (3) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002.](#)

SUBTASK 33-42-11-942-051-A

B. Removal of Equipment

- (1) Make sure that the work area is clean and clear of tools and other items.
- (2) Remove the SAFETY BARRIER (S).
- (3) Remove the WARNING NOTICE(S).
- (4) Remove the access platform(s).
- (5) Remove the ground support and maintenance equipment, the special and standard tools and all other items.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-11-400-004-A - Installation of the Landing Light Lamp	

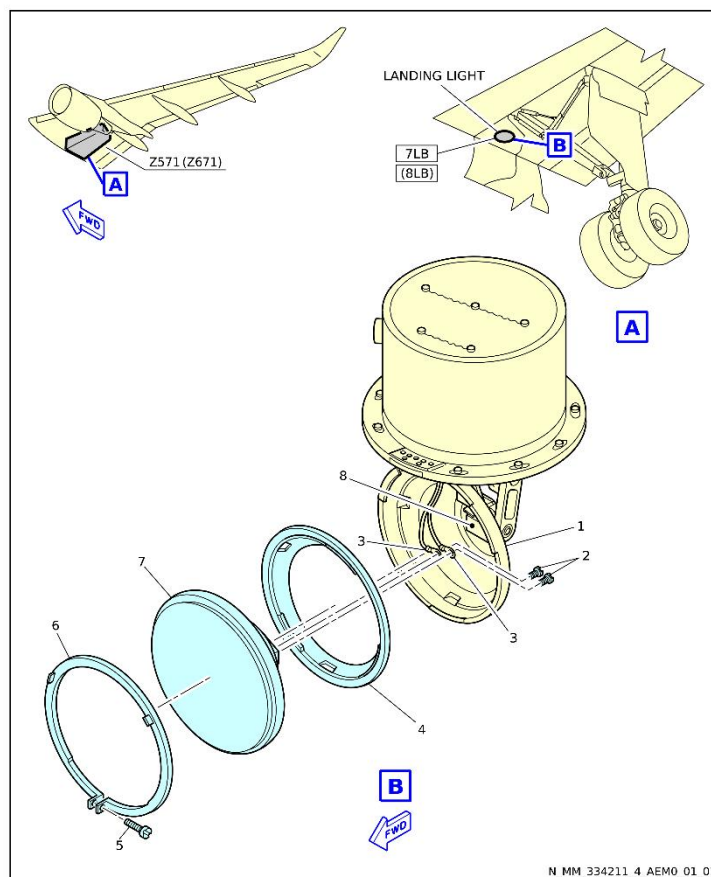


Figure 33-42-11-991-00400-00-A (SHEET 1) - GE landing-light lamp
 ** ON A/C FSN ALL

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	33-42-11-400-004-A - Installation of the Landing Light Lamp	

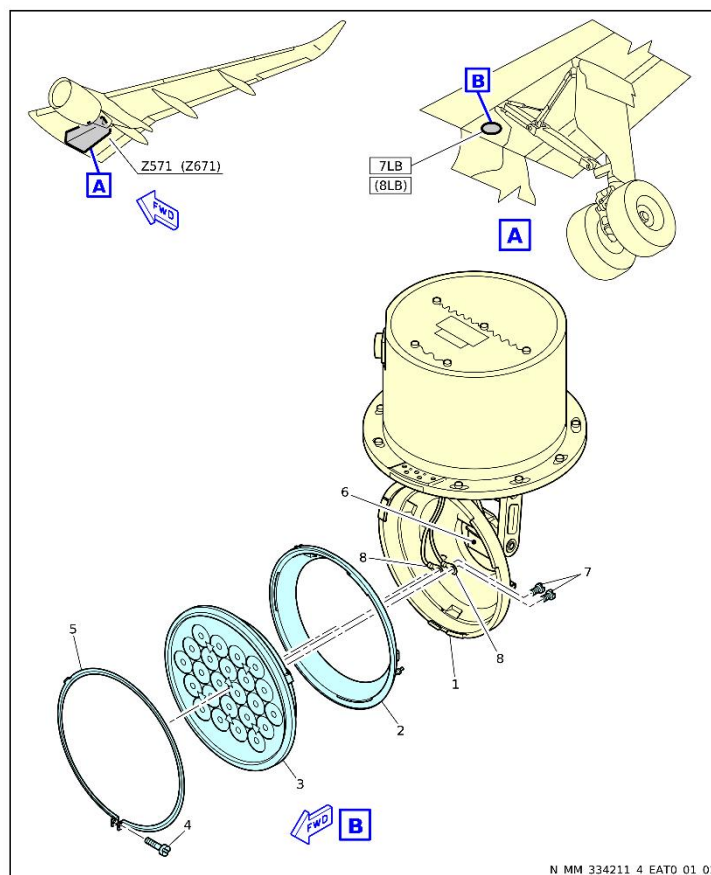


Figure 33-42-11-991-01300-00-A (SHEET 1) - LED landing light-lamp
** ON A/C FSN ALL

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Lampiran 10 Troubleshooting Manual FWD Cargo Door Proximity Sensor

AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-31-00-810-801-A - Sensor Monitoring Fault at the FWD Cargo Compartment Door	

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

TASK 52-31-00-810-801-A
Sensor Monitoring Fault at the FWD Cargo Compartment Door

1. Possible Causes:



- PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#))
- LGCIU-1 ([5GA1](#))
- PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#))
- PROX SWITCH
- wiring

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. 32-31-00-810-830-A	Cargo Door (FWD) Handle Proximity Sensor Fault (28WV)
Ref. 32-31-00-810-832-A	Cargo Door (FWD) Safety Mechanism Proximity Sensor Fault (30WV)
Ref. ESPM 20-55-00	
Ref. AMM 24-41-00-862-002	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. AMM 31-36-00-740-008	Access to the Parameter Call-Up Menus
Ref. ASM 31-54-05	
Ref. AMM 31-60-00-860-001	EIS Start Procedure
Ref. AMM 52-30-00-860-001	Open the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump
Ref. AMM 52-30-00-860-002	Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump
Ref. AMM 52-71-00-820-003	Adjustment of the Proximity Switches of the Cargo-Compartment Door Threshold
Ref. AMM 52-71-00-820-004	Adjustment of the Proximity Switches of the Locking Handle of the Cargo Compartment Doors
Ref. AMM 52-71-12-000-001	Removal of the Proximity Switches
Ref. AMM 52-71-12-000-002	Removal of the Proximity Switches
Ref. AMM 52-71-12-400-001	Installation of the Proximity Switches
Ref. AMM 52-71-12-400-002	Installation of the Proximity Switches

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AIRBUS	TSM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-31-00-810-801-A - Sensor Monitoring Fault at the FWD Cargo Compartment Door	

3. Fault Confirmation

SUBTASK 52-31-00-710-050-A

A. Test

- (1) Do the EIS start procedure (upper ECAM DU and lower ECAM DU only)
[Ref. AMM 31-60-00-860-001.](#)
- (2) Open and close the FWD Cargo-Compartment Door (referred to as cargo door) [Ref. AMM 52-30-00-860-001 and Ref. AMM 52-30-00-860-002.](#)
- (3) Look for the fault indications at the door page of the lower ECAM DU.

4. Fault Isolation

**** ON A/C FSN 151-151**

SUBTASK 52-31-00-810-050-A

A. When the cargo door is closed and locked and the door page of the lower ECAM DU shows the symbol for the cargo door and the maintenance message CARGO in amber:

- (1) Do a check of the PROX SWITCH and the target:
 - (a) If a PROX SWITCH and/or a target is not clean:
 - 1 Clean the PROX SWITCH and/or the target [Ref. ESPM 20-55-00.](#)
 - (b) Do the test in the Para. Fault Confirmation.
- (2) If the fault continues:
 - Get access to the parameter call-up menus [Ref. AMM 31-36-00-740-008](#)
 - Enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad:
6D/1/022/01
 - Look at the line "SSM DATABITS 28-11"
 - Refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU - ARINC 429 Output Data (Ref. AMM 32-61-00, P. Block 1).
- (3) If the bit 16 of the line "SSM DATABITS 28-11" shows "0":
 - Make sure that the adjustment of the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) is correct [Ref. AMM 52-71-00-820-003.](#)
- (a) If the fault continues:
 - Replace the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) [Ref. AMM 52-71-12-000-002 and Ref. AMM 52-71-12-400-002.](#)
- (b) If the fault continues:
 - Do a check and repair the wiring between the:
PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) connector A/A and LGCIU-1 ([5GA1](#)) connector AA/6C,
PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) connector A/B and LGCIU-1 ([5GA1](#)) connector AA/6D. [Ref. ASM 31-54-05](#)
- (4) If the bit 18 of the line "SSM DATABITS 28-11" shows "0":
 - Make sure that the adjustment of the PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) is correct [Ref. AMM 52-71-00-820-004.](#)
- (a) If the fault continues:
 - replace the PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) [Ref. AMM 52-71-12-000-001 and Ref. AMM 52-71-12-400-001.](#)

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	Tail Number - MSN - FSN: ALL	
	52-31-00-810-801-A - Sensor Monitoring Fault at the FWD Cargo Compartment Door	

- (b) If the fault continues:
 - Do a check and repair the wiring between the:
PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) connector A/A and LGCIU-1 ([5GA1](#)) connector AA/6G,
PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) connector A/B and LGCIU-1 ([5GA1](#)) connector AA/6H. Ref. [ASM 31-54-05](#)
- (5) If the fault continues:
 - Do the trouble shooting of the LGCIU-1 ([5GA1](#)) Ref. [TSM TASK 32-31-00-810-830](#) and [Ref. TSM TASK 32-31-00-810-832](#).

**** ON A/C FSN 001-100, 152-250, 351-500**



EMB SB 31-1344 for A/C 152-153

SUBTASK 52-31-00-810-050-B

A. When the cargo door is closed and locked and the door page of the lower ECAM DU shows the symbol for the cargo door and the maintenance message CARGO in amber:

- (1) Do a check of the PROX SWITCH and the target:
 - (a) If a PROX SWITCH and/or a target is not clean:
 - 1 Clean the PROX SWITCH and/or the target [Ref. ESPM 20-55-00](#).
 - (b) Do the test in the Para. Fault Confirmation.
- (2) If the fault continues:
 - Get access to the parameter call-up menus [Ref. AMM 31-36-00-740-008](#)
 - Enter this EQ/SYS/LAB/SDI/ parameter to the scratchpad:
06D/1/022/01
 - Look at the line "SSM DATABITS 28-11"
 - Refer also to the specific parameter 1.022.01 or 2.022.10 of the LGCIU - ARINC 429 Output Data (Ref. [AMM 32-61-00, P. Block 1](#)).
- (3) If the bit 16 of the line "SSM DATABITS 28-11" shows "0":
 - Make sure that the adjustment of the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) is correct [Ref. AMM 52-71-00-820-003](#).
- (a) If the fault continues:
 - Replace the PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) [Ref. AMM 52-71-12-000-002](#) and [Ref. AMM 52-71-12-400-002](#).
- (b) If the fault continues:
 - Do a check and repair the wiring between the:
PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) connector A/A and LGCIU-1 ([5GA1](#)) connector AA/6C,
PROX SW-FRAME, FWD CARGO COMPT DOOR ([30WV](#)) connector A/B and LGCIU-1 ([5GA1](#)) connector AA/6D. Ref. [ASM 31-54-05](#)
- (4) If the bit 18 of the line "SSM DATABITS 28-11" shows "0":
 - Make sure that the adjustment of the PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) is correct [Ref. AMM 52-71-00-820-004](#).
- (a) If the fault continues:
 - Replace the PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) [Ref. AMM 52-71-12-000-001](#) and [Ref. AMM 52-71-12-400-001](#).

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	52-31-00-810-801-A - Sensor Monitoring Fault at the FWD Cargo Compartment Door	

- (b) If the fault continues:
 - Do a check and repair the wiring between the:
PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) connector A/A and LGCIU-1 ([5GA1](#)) connector AA/6G,
PROX SW-HANDLE, FWD CARGO COMPT DOOR ([28WV](#)) connector A/B and LGCIU-1 ([5GA1](#)) connector AA/6H. Ref. [ASM 31-54-05](#)
- (5) If the fault continues:
 - Do the trouble shooting of the LGCIU-1 ([5GA1](#)) Ref. [TSM TASK 32-31-00-810-830](#) and [Ref. TSM TASK 32-31-00-810-832](#).

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

- SUBTASK 52-31-00-710-052-A
- B. Do the test as given in Para.3.A. to make sure that the operation is correct.

5. Close-up

- SUBTASK 52-31-00-860-050-A
- A. De-energize the aircraft electrical circuits
[Ref. AMM 24-41-00-862-002](#).

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Lampiran 11 AMM EIS Procedure

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	31-60-00-860-001-A - EIS Start Procedure	

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

TASK 31-60-00-860-001-A
EIS Start Procedure

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.

- Reason for the Job
To start the six Display Units (DU).

- Job Set-up Information



- Work Zones and Access Panels

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

- 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)

- Job Set-up

SUBTASK 31-60-00-865-054-A

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	EIS/ECAM/CTL/PNL	15WT	E12
49VU	EIS/DMC1/SPLY	10WT1	E11
49VU	EIS/DMC3/STBY/SPLY	14WT1	E10
49VU	EIS/DMC1/SWTG	21WT1	E09
49VU	EIS/DMC3/SWTG	21WT3	E07
49VU	EIS/ECAM DU/UPPER/SWTG	24WT1	E06
49VU	EIS/ECAM DU/UPPER/SPLY	13WT1	E05
49VU	EIS/PFD CAPT/SWTG	22WT1	E04
49VU	EIS/PFD/CAPT/SPLY	11WT1	E03

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	31-60-00-860-001-A - EIS Start Procedure	

49VU	EIS/ND CAPT/SWTG	23WT1	E02
49VU	EIS/ND CAPT/SPLY	12WT1	E01
49VU	SDAC/1/SPLY	3WV	F04
49VU	FWS/FWC1/SPLY	3WW	F01
49VU	LIGHTING/XFMR/115V.5V/ESS BUS	29LP	H03
121VU	EIS/DMC3/SPLY	10WT3	Q09
121VU	EIS/DMC2/SPLY	10WT2	Q08
121VU	EIS/FWC2/SPLY	2WW	Q07
121VU	EIS/SDAC/2/SPLY	2WV	Q06
121VU	EIS/ECAM DU/LOWER/SPLY	13WT2	R11
121VU	EIS/ECAM DU/LOWER/SWTG	24WT2	R10
121VU	EIS/DMC2/SWTG	21WT2	R08
121VU	EIS/ND/F/O/SWTG	23WT2	R06
121VU	EIS/PFD/F/O/SWTG	22WT2	R05
121VU	EIS/ND/F/O	12WT2	R04
121VU	EIS/PFD/F/O	11WT2	R03
122VU	LIGHTING/ANN LT SPLY/XFMR/BUS 2	27LP	X05

SUBTASK 31-60-00-860-051-A

B. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002](#)
- (2) On the center pedestal, on the SWITCHING panel 8VU, make sure that the selector switches are at NORM.

4. Procedure

SUBTASK 31-60-00-860-050-B

A. Start-up of the Display Units.

ACTION	RESULT
1. On the CAPT lighting/LOUD SPEAKER control panel 301VU:	
- turn the PFD potentiometer to the center position.	- on the CAPT PFD: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the PFD image comes into view.

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	31-60-00-860-001-A - EIS Start Procedure	

- turn the ND potentiometer to the center position.	- on the CAPT ND: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the ND image comes into view.
2.On the F/O lighting/LOUD SPEAKER control panel 500VU:	
- turn the PFD potentiometer to the center position.	- on the F/O PFD: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the PFD image comes into view.
- turn the ND potentiometer to the center position.	- on the F/O ND: * SELF TEST IN PROGRESS (MAX 40 SECONDS) comes into view, then the ND image comes into view.
3.On the center pedestal, on the ECAM control panel:	
- turn the UPPER DISPLAY and the LOWER DISPLAY potentiometers to the center position.	- after some seconds, the images come into view: * on the lower ECAM DU, the DOOR page comes into view. * the top part of the upper ECAM DU shows the engine parameters. The lower part of the DU shows a MEMO indication. - on the glareshield: * the MASTER WARN and MASTER CAUT lights are off. <u>NOTE:</u> If the upper ECAM DU shows a warning and the lower ECAM DU shows a system image which is not the DOOR page: do the procedure given in Para. 4.
4.If a warning occurs and if it is not necessary to repair the system (s) immediately:	
- on the ECAM control panel, push the CLR key until:	- on the upper ECAM DU: * the warning indication goes out of view and a MEMO indication comes into view. - the MASTER WARN or MASTER CAUT lights go off. - the aural warning stops. - the DOOR system page comes into view.

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	Tail Number - MSN - FSN: ALL	
	31-60-00-860-001-A - EIS Start Procedure	

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Lampiran 12 AMM Close FWD Cargo Door

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

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

TASK 52-30-00-860-002-A

Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump

WARNING: BEFORE YOU CLOSE THE CARGO DOOR, BLEED THE DOOR HYDRAULIC SYSTEM IF:

- THE DOOR WAS OPEN FOR MAINTENANCE WORK ON THE YELLOW HYDRAULIC SYSTEM, AND/OR
- THE DOOR WAS OPEN FOR MORE THAN 12 HOURS.

IF YOU DO NOT BLEED THE DOOR HYDRAULIC SYSTEM, THE CARGO DOOR CAN CLOSE SUDDENLY (WHEN YOU PUT THE OPERATION LEVER IN THE CLOSED POSITION) AND THUS CAUSE INJURY AND/OR DAMAGE.

WARNING: MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

WARNING: WHEN YOU MUST GET ACCESS TO THE FLIGHT CONTROL SURFACES WITH THE CARGO DOOR OPEN, MAKE SURE THAT THERE ARE WARNING NOTICES IN POSITION TO TELL PERSONS NOT TO OPERATE:

- THE GALLEY PUSHBUTTON SWITCHES
- THE BAT 1 AND BAT 2 PUSHBUTTON SWITCHES, OR
- THE NAVIGATION LOGO LIGHT SWITCHES.

THIS IS TO PREVENT AN ACCIDENTAL ACTIVATION OF THE YELLOW ELECTRIC MOTOR-PUMP THAT WILL CAUSE MOVEMENT OF THE FLIGHT CONTROLS. MOVEMENT OF THE FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

CAUTION: YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION: WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

1. Reason for the Job
Self explanatory
2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 2M (6 FT)

B. Work Zones and Access Panels

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JCP Title: AMM CLOSE FWD CARGO DOOR	© AIRBUS S.A.S. ALL RIGHTS RESERVED. CONFIDENTIAL AND PROPRIETARY DOCUMENT.	Page 1 of 8 PRINT DATE: Jun 09/2024
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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

ZONE/ACCESS	ZONE DESCRIPTION
134AR, 154AR	

C. Referenced Information

REFERENCE	DESIGNATION
Ref. 12-12-29-611-001-A	Fill the Hydraulic Fluid Reservoir with a Hand Pump
Ref. 12-12-29-611-002-A	Fill the Hydraulic Fluid Reservoir with a Hydraulic Service Cart
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. 29-14-00-614-002-A	Pressurization of the Hydraulic Reservoirs through the Ground Connector
Ref. 29-14-00-614-002-A01	Pressurization of the Hydraulic Reservoirs with the Auxiliary Power Unit (APU)
Ref. 29-24-00-864-001-A	Depressurize the Yellow Hydraulic System
Ref. 52-30-00-080-001-A	Removal of the Safety Support Equipment
Ref. 52-36-00-600-001-A	Hydraulic System for the Cargo Compartment Doors - Servicing

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

Ref. Fig. FWD Cargo-Compartment Door Operation
Ref. Fig. Aft Cargo-Compartment Door Operation

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

Ref. Fig. FWD Cargo-Compartment Door Operation
Ref. Fig. Aft Cargo-Compartment Door Operation

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

3. Job Set-up

SUBTASK 52-30-00-860-052-A

A. Aircraft Maintenance Configuration

- (1) Make sure that the Yellow hydraulic system reservoir is pressurized [Ref. AMM TASK 29-14-00-614-002.](#)

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

- (2) Make sure that the level of the hydraulic fluid in the Yellow reservoir is correct [Ref. AMM TASK 12-12-29-611-001](#) or [Ref. AMM TASK 12-12-29-611-002](#).
- (3) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).
- (4) Make sure that an ACCESS PLATFORM 2M (6 FT) is in position below the FWD or Aft cargo-compartment door.

CAUTION: WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

- (5) Make sure that the access panel 134AR or 154AR is opened as necessary.

SUBTASK 52-30-00-865-051-A

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

PANEL	DESIGNATION	FIN	LOCATION
121VU	HYDRAULIC/HYD POWER/Y	3803GX	N30
122VU	DOORS/CARGO/DOORS/CTL	1MJ	T12
123VU	Y HYD/ELEC/PUMP	3802GX	AB06
123VU	Y HYD/ELEC/ELEC PUMP/NORM	3801GX	AB03

4. Procedure

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

[Ref. Fig. FWD Cargo-Compartment Door Operation](#)

[Ref. Fig. Aft Cargo-Compartment Door Operation](#)

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

[Ref. Fig. FWD Cargo-Compartment Door Operation](#)

[Ref. Fig. Aft Cargo-Compartment Door Operation](#)

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

SUBTASK 52-30-00-860-055-A

- A. Aircraft Maintenance Configuration

WARNING: BEFORE YOU CLOSE THE CARGO DOOR, BLEED THE DOOR HYDRAULIC SYSTEM IF:

- THE DOOR WAS OPEN FOR MAINTENANCE WORK ON THE YELLOW HYDRAULIC SYSTEM, AND/OR
- THE DOOR WAS OPEN FOR MORE THAN 12 HOURS.

IF YOU DO NOT BLEED THE DOOR HYDRAULIC SYSTEM, THE CARGO DOOR CAN CLOSE SUDDENLY (WHEN YOU PUT THE OPERATION LEVER IN THE CLOSED POSITION) AND THUS CAUSE INJURY AND/OR DAMAGE.

- (1) If necessary, do the bleed procedure [Ref. AMM TASK 52-36-00-600-001](#).
- (2) If installed, remove the safety support equipment from the opened cargo door [Ref. AMM TASK 52-30-00-080-001](#).

SUBTASK 52-30-00-869-052-D

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

B. Close the FWD or Aft Cargo-Compartment Door

CAUTION: YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

- (1) Move the selector of the control panel to the CLOSE position and hold it until the cargo door is closed.

NOTE: The green indicator light goes off when the cargo door starts to close.

- (2) Release the selector when the cargo door is fully closed.

NOTE: The selector must go back automatically to the NEUTRAL position. If not, put it manually to the NEUTRAL position to prevent a permanent operation of the yellow electric pump.

- (3) Pull the door handle down to the LOCKED position and push it into the recess of the door structure.

NOTE: Manually lock the hydraulically closed cargo door in 3 seconds maximum. This prevents movement of the unlocked cargo door in the open direction because of gravity.

- (4) Make sure that you can see the green mark of each safety cam through the indication windows of the access panel 825AR and/or 826AR.

5. Close-up

SUBTASK 52-30-00-860-053-A

A. Put the aircraft back to the serviceable condition.

- (1) Depressurize the Yellow auxiliary hydraulic system [Ref. AMM TASK 29-24-00-864-001](#).
- (2) De-energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-862-002](#).
- (3) Close the access panel 134AR or 154AR.
- (4) Remove the access platform(s).

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

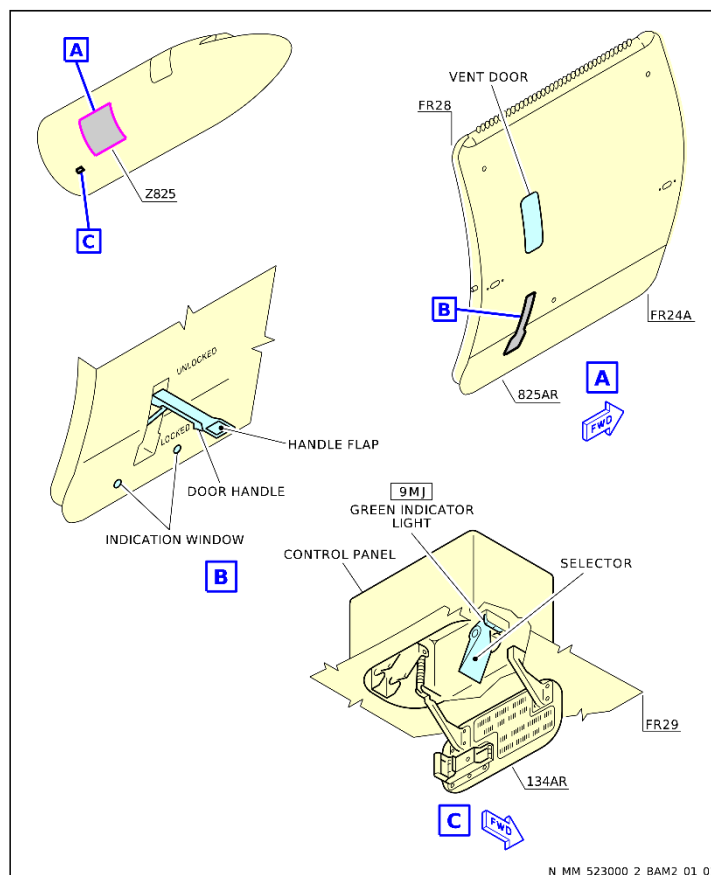


Figure 52-30-00-991-00100-00-D (SHEET 1) - FWD Cargo-Compartment Door Operation
** ON A/C FSN 151-250, 351-500

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-002-A - Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump	

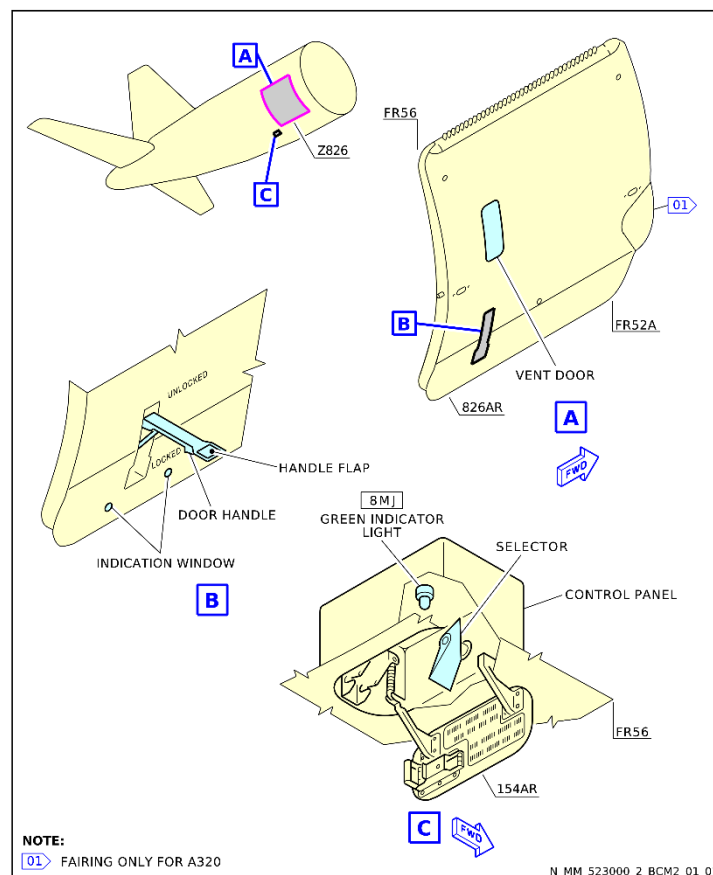


Figure 52-30-00-991-00500-00-G (SHEET 1) - Aft Cargo-Compartment Door Operation
 ** ON A/C FSN 151-250, 351-500

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Lampiran 13 AMM Open FWD Cargo Door

AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

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

TASK 52-30-00-860-001-A

Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump

WARNING: MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

WARNING: WHEN YOU MUST GET ACCESS TO THE FLIGHT CONTROL SURFACES WITH THE CARGO DOOR OPEN, MAKE SURE THAT THERE ARE WARNING NOTICES IN POSITION TO TELL PERSONS NOT TO OPERATE:

- THE GALLEY PUSHBUTTON SWITCHES
- THE BAT 1 AND BAT 2 PUSHBUTTON SWITCHES, OR
- THE NAVIGATION LOGO LIGHT SWITCHES.

THIS IS TO PREVENT AN ACCIDENTAL ACTIVATION OF THE YELLOW ELECTRIC MOTOR-PUMP THAT WILL CAUSE MOVEMENT OF THE FLIGHT CONTROLS. MOVEMENT OF THE FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

CAUTION: IMMEDIATELY AFTER YOU OPEN THE CARGO COMPARTMENT DOOR, RECORD THE DATE AND THE TIME ON THE WARNING NOTICE(S) PUT ON THE DOOR. IF THE CARGO COMPARTMENT DOOR STAYS OPEN FOR 12 HOURS OR MORE, YOU MUST BLEED THE HYDRAULIC SYSTEM RELATED TO IT. IF YOU DO NOT OBEY THESE PRECAUTIONS, THE DOOR CAN CLOSE SUDDENLY WHEN YOU SET THE DOOR TO "CLOSE". THIS CAN CAUSE DAMAGE TO THE DOOR AND TO THE AIRCRAFT STRUCTURE.

CAUTION: YOU MUST CLOSE THE CARGO COMPARTMENT DOORS BEFORE THE WIND SPEED IS MORE THAN 65 KNOTS TO PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION: DO NOT OPEN THE CARGO COMPARTMENT DOORS IF THE WIND SPEED IS MORE THAN 40 KNOTS. THIS WILL PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

CAUTION: WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

1. Reason for the Job
Self explanatory

2. Job Set-up Information



- A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QT Y	DESIGNATION
No specific	1	ACCESS PLATFORM 2M (6 FT)
No specific	1	WARNING NOTICE(S)

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
134AR, 154AR	

C. Referenced Information

REFERENCE	DESIGNATION
Ref. 12-12-29-611-001-A	Fill the Hydraulic Fluid Reservoir with a Hand Pump
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. 29-14-00-614-002-A	Pressurization of the Hydraulic Reservoirs through the Ground Connector
Ref. 29-14-00-614-002-A01	Pressurization of the Hydraulic Reservoirs with the Auxiliary Power Unit (APU)
Ref. 29-24-00-864-001-A	Depressurize the Yellow Hydraulic System
Ref. 52-30-00-480-001-A	Installation of the Safety Support Equipment

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

Ref. Fig. FWD Cargo-Compartment Door Operation
Ref. Fig. Aft Cargo-Compartment Door Operation

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

Ref. Fig. FWD Cargo-Compartment Door Operation
Ref. Fig. Aft Cargo-Compartment Door Operation

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

3. Job Set-up

SUBTASK 52-30-00-860-050-A

A. Aircraft Maintenance Configuration

- (1) Make sure that the Yellow hydraulic system reservoir is pressurized [Ref. AMM TASK 29-14-00-614-002](#).

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	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

- (2) Make sure that the level of the hydraulic fluid in the Yellow reservoir is correct [Ref. AMM TASK 12-12-29-611-001](#).
- (3) Energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-861-002](#).

SUBTASK 52-30-00-865-050-A

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

PANEL	DESIGNATION	FIN	LOCATION
121VU	HYDRAULIC/HYD POWER/Y	3803GX	N30
122VU	DOORS/CARGO/DOORS/CTL	1MJ	T12
123VU	Y HYD/ELEC/PUMP	3802GX	AB06
123VU	Y HYD/ELEC/ELEC PUMP/NORM	3801GX	AB03

SUBTASK 52-30-00-010-050-A

- C. Get Access

- (1) Put an ACCESS PLATFORM 2M (6 FT) in position below the FWD or Aft cargo-compartment door.

CAUTION: WHEN YOU OPEN AND CLOSE THE CARGO DOORS, MAKE SURE THAT THE ACCESS PLATFORM IS AT THE CORRECT HEIGHT. IF IT IS TOO HIGH, IT WILL PREVENT FREE MOVEMENT OF THE DOORS.

- (2) Open the access panel 134AR or 154AR as necessary.

4. Procedure

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

[Ref. Fig. FWD Cargo-Compartment Door Operation](#)

[Ref. Fig. Aft Cargo-Compartment Door Operation](#)

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

[Ref. Fig. FWD Cargo-Compartment Door Operation](#)

[Ref. Fig. Aft Cargo-Compartment Door Operation](#)

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

SUBTASK 52-30-00-869-050-G

WARNING: MAKE SURE THAT THE TRAVEL RANGE OF THE CARGO DOOR IS CLEAR BEFORE YOU UNLOCK IT. STAY AFT OF (LEFT OF) THE DOOR WHEN YOU UNLOCK IT BECAUSE IT CAN OPEN SUDDENLY AND CAUSE INJURY.

CAUTION: DO NOT OPEN THE CARGO COMPARTMENT DOORS IF THE WIND SPEED IS MORE THAN 40 KNOTS. THIS WILL PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

- A. Open the Forward or Aft Cargo-Compartment Door

NOTE: If you put the aircraft nose into the wind, the maximum wind speed can be 50 knots.

- (1) Push the handle flap in to release the door handle from catch of the door structure.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
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	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

- (2) Pull the door handle away and up from the door structure to the fully UNLOCKED position.
- NOTE:** The unlatched cargo door opens to the vertical position because of the force of gravity.
- (3) Operation on the control panel:
- (a) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.
- NOTE:** The green indicator light shows that the cargo door is in its fully open position. The door actuators are in their extended positions and internally locked.
- (4) If the cargo door does not open, do these steps:
- NOTE:** It is not possible to open the cargo door immediately after it is closed. The unlocked cargo door cannot move to the vertical position because of the remaining internal pressure in the door actuators.
- (a) Make sure that no person operates the other cargo door during this procedure.
- (b) Pull the door handle down to the LOCKED position and push it into the recess of the door structure.
- (c) Wait for a minimum of 30 seconds, then continue with the subsequent steps.
- NOTE:** This causes the E-pump 3075GX to stop and the selector valve 2500MJ to be in the closed position.
- (d) Move the selector of the control panel to the CLOSE position and hold it for approximately 5 seconds.
- (e) Move the selector of the control panel to the OPEN position and hold it there for approximately 5 seconds to release the internal pressure.
- (f) Pull the door handle up to the UNLOCKED position and the related cargo door opens to its vertical position.
- (g) If the cargo door does not move to its vertical position, do the steps (a) thru (f) again.
- (h) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.
- (5) Release the selector when the green indicator light is on.
- NOTE:** The selector must go back automatically to the NEUTRAL position. If not, put it manually in the NEUTRAL position to prevent a permanent operation of the yellow hydraulic pump.
- (6) After the cargo compartment door opens:
- Immediately put the WARNING NOTICE(S) in position on the cargo compartment door.
 - Record the date and time on the WARNING NOTICE(S).
- (7) If necessary, install the applicable safety support equipment to safety the opened cargo door
[Ref. AMM TASK 52-30-00-480-001.](#)

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

SUBTASK 52-30-00-869-050-K

WARNING:

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

MAKE SURE THAT THE TRAVEL RANGE OF THE CARGO DOOR IS CLEAR BEFORE YOU UNLOCK IT. STAY AFT OF (LEFT OF) THE DOOR WHEN YOU UNLOCK IT BECAUSE IT CAN OPEN SUDDENLY AND CAUSE INJURY.

CAUTION: DO NOT OPEN THE CARGO COMPARTMENT DOORS IF THE WIND SPEED IS MORE THAN 40 KNOTS. THIS WILL PREVENT DAMAGE TO THE DOOR OR TO THE AIRCRAFT STRUCTURE.

A. Open the Forward or Aft Cargo-Compartment Door

NOTE: If you put the aircraft nose into the wind, the maximum wind speed can be 50 knots.

(1) Release the door handle from the catch of the door structure as follows:

(a) Push and hold the push-button.

(b) Push the handle flap.

(2) Pull the door handle away and up from the door structure to the fully UNLOCKED position.

NOTE: The unlatched cargo door opens to the vertical position because of the force of gravity.

(3) Operation on the control panel:

(a) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.

NOTE: The green indicator light shows that the cargo door is in its fully open position. The door actuators are in their extended positions and internally locked.

(4) If the cargo door does not open, do these steps:

NOTE: It is not possible to open the cargo door immediately after it is closed. The unlocked cargo door cannot move to the vertical position because of the remaining internal pressure in the door actuators.

(a) Make sure that no person operates the other cargo door during this procedure.

(b) Pull the door handle down to the LOCKED position and push it into the recess of the door structure.

(c) Wait for a minimum of 30 seconds, then continue with the subsequent steps.

NOTE: This causes the E-pump 3075GX to stop and the selector valve 2500MJ to be in the closed position.

(d) Move the selector of the control panel to the CLOSE position and hold it for approximately five seconds.

(e) Move the selector of the control panel to the OPEN position and hold it there for approximately five seconds to release the internal pressure.

(f) Push and hold the push-button.

(g) Push the handle flap.

(h) Pull the door handle up to the UNLOCKED position and the related cargo door opens to its vertical position.

(i) If the cargo door does not move to its vertical position, do the steps (a) thru (f) again.

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
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	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

- (j) Move the selector of the control panel to the OPEN position and hold it until the green indicator light comes on.
 - (5) Release the selector when the green indicator light is on.
- NOTE: The selector must go back automatically to the NEUTRAL position. If not, put it manually in the NEUTRAL position to prevent a permanent operation of the yellow hydraulic pump.
- (6) After the cargo compartment door opens:
 - Immediately put the WARNING NOTICE(S) in position on the cargo compartment door.
 - Record the date and time on the WARNING NOTICE(S).
 - (7) If necessary, install the applicable safety support equipment to safety the opened cargo door
[Ref. AMM TASK 52-30-00-480-001.](#)

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

5. Close-up

SUBTASK 52-30-00-860-051-A

- A. Put the aircraft back to the serviceable condition.
 - (1) Make sure that the Yellow auxiliary hydraulic system is depressurized [Ref. AMM TASK 29-24-00-864-001.](#)
 - (2) De-energize the aircraft electrical circuits [Ref. AMM TASK 24-41-00-862-002.](#)
 - (3) Close the access panel 134AR or 154AR.
 - (4) Remove the access platform(s).

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

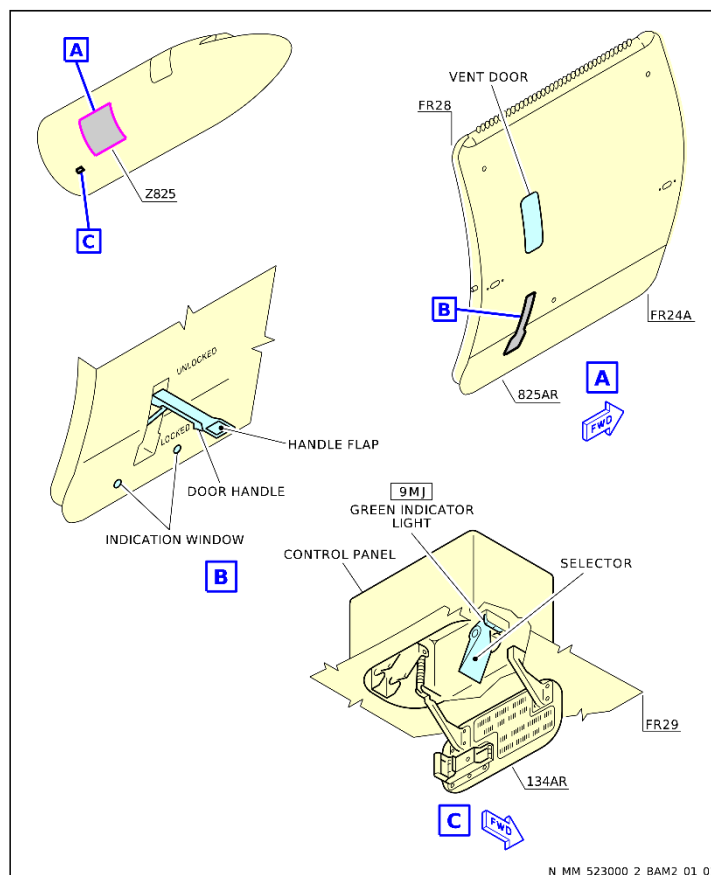


Figure 52-30-00-991-00100-00-D (SHEET 1) - FWD Cargo-Compartment Door Operation
 ** ON A/C FSN 151-250, 351-500

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

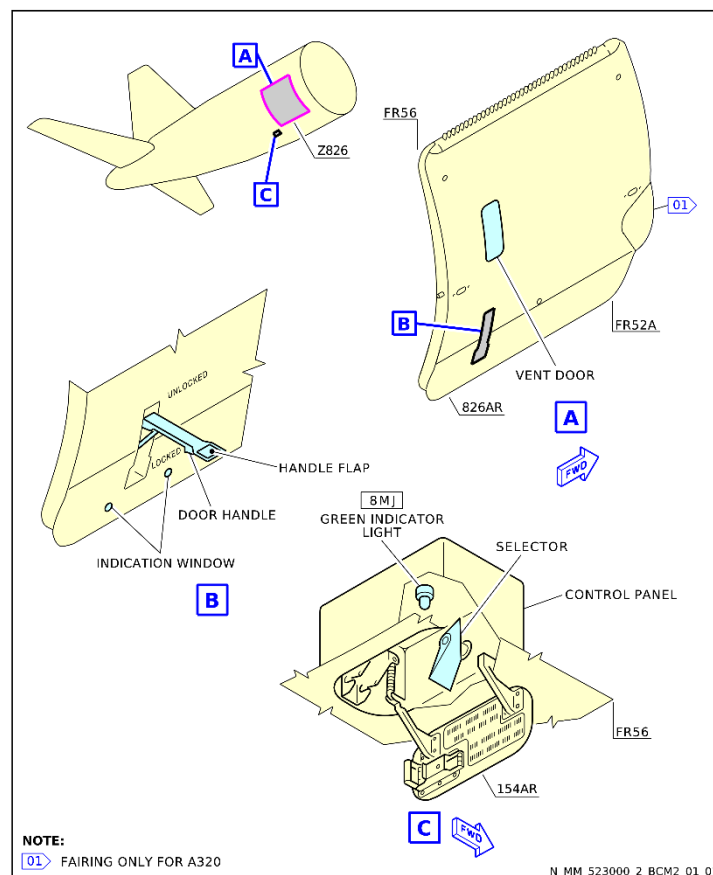


Figure 52-30-00-991-00500-00-G (SHEET 1) - Aft Cargo-Compartment Door Operation
 ** ON A/C FSN 151-250, 351-500

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AIRBUS	AMM - BAV - A318/A319/A320/A321	REV DATE: May 01/2024
	Tail Number - MSN - FSN: ALL	
	52-30-00-860-001-A - Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump	

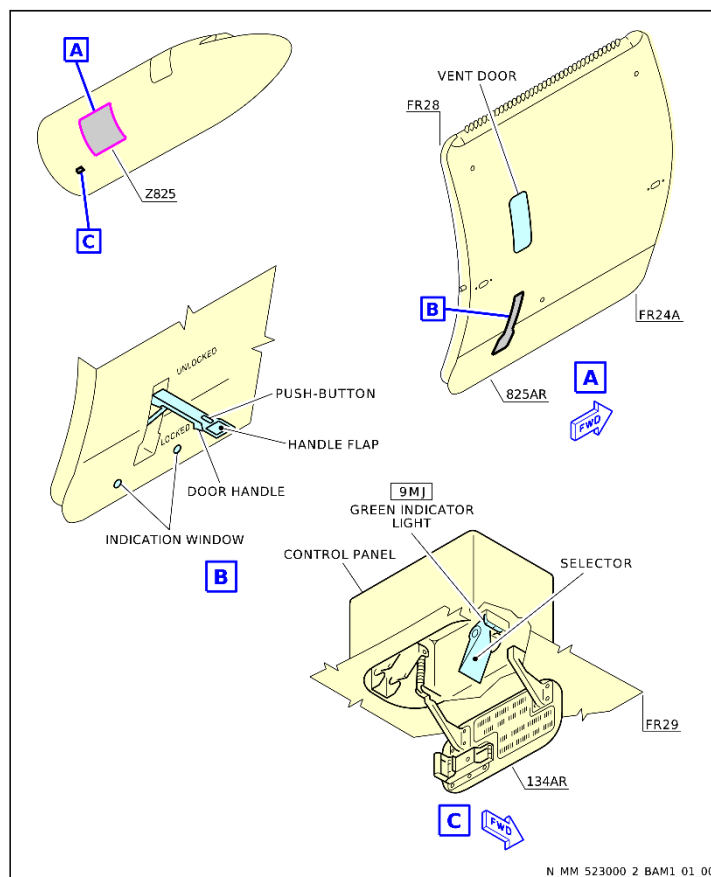


Figure 52-30-00-991-00100-00-E (SHEET 1) - FWD Cargo-Compartment Door Operation
 ** ON A/C FSN 001-100

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Lampiran 14 Daily Activity Report

DAILY ACTIVITY REPORT

NAME : Almer Fadhilah
 N.I.T : 30421004
 COURSE : DS TR VI A
 Competency : RADIO (AVIONICS)

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Senin, 2/4/24	change mode S Registration Code	1	2
2	Jumat, 5/4/24	Installation of HF transceiver and capter	3	4
3	Senin, 30/4/24	DME Antenna Installation	5	6
4	Senin, 13/5/24	Visual Inspection CVP FDR	7	8
5	Jumat, 24/5/24	CIDS 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 Galley 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	Senin, 11/6/24	ADS-B modification Installation		
13	Rabu, 19/6/24	Remove Install DME and Marker Beacon Antenna		
14	Senin, 25/6/24	VHF Antenna Installation		
15	Rabu, 26/6/24	ATC Antenna Replacement		
16	Jumat, 28/6/24	Radio Altimeter Antenna Installation		
17				
18				
19				
20				

DAILY ACTIVITY REPORT

NAME : Almer Faadilah
N.I.T : 30421004
COURSE : D3 TAW VII A
Competency : ELECTRICAL

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Senin, 1/4/24	Teflon Sleeve Installation	1	2
2	Rabu, 3/4/24	Teflon Sleeve Installation	3	4
3	Kamis, 10/4/24	Assembly cargo fire extinguisher	5	6
4	Jumat, 12/4/24	Installation Bonding terminal lug	7	8
5	Sabtu, 20/4/24	Teflon Sleeve Installation	9	10
6	Rabu, 24/4/24	Visual Inspection EE compartment	11	12
7	Kamis, 25/4/24	Teflon Sleeve Installation	13	14
8	Jumat, 26/4/24	Teflon Sleeve Installation	15	16
9	Senin, 29/4/24	Teflon Sleeve Installation	17	18
10	Kamis, 2/5/24	Bonding wheel well door installation	19	20
11	Rabu, 8/5/24	Bonding spoiler installation	21	22
12	Kamis, 9/5/24	Bonding Elevator installation	23	24
13	Sabtu, 14/5/24	Bonding Seats installation	25	26
14	Kamis, 16/5/24	Permanence Reading Lights	27	28
15	Jumat, 17/5/24	Bonding Fuel Tank installation	29	30
16	Sabtu, 21/5/24	Cabin Pressure Test	31	32
17	Rabu, 22/5/24	Remove and install wing let static discharge	33	34
18	Sabtu, 25/5/24	Power supply lavatory installation	35	36
19	Senin, 10/6/24	Remove static discharger remove install	37	38
20	Rabu, 12/6/24	Bonding Elevator installation	39	40

DAILY ACTIVITY REPORT

NAME : Almer Faadillah
 N.I.T : 3042004
 COURSE : D3 TPU VII 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	Kamis, 20/6/24	Replacement Pairing Bonding	3	4
3	Senin, 24/6/24	Static discharger outlet Installation	5	6
4	Kamis, 27/6/24	L/H wing Rel tank Bonding Installation	7	8
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DAILY ACTIVITY REPORT

NAME : Almer Faedihlah
 N.I.T : 30421004
 COURSE : D3 TPV VI A
 Competency : INSTRUMENT

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Senin, 3/4/24	Remove and Install Flight Attendant Panel		
2	Kamis, 4/4/24	Troubleshooting CIDS		
3	Senin, 22/4/24	Cleaning cockpit instrument		
4	Dumat, 10/5/24	Pilot Static tester		
5	Rabu, 15/5/24	ADM Functional Test Accuracy		
6	Senin, 20/5/24	RMP and DDU system Test		
7	Dumat, 21/6/24	Remove Install Autocontrol Panel (ACP)		
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DAILY ACTIVITY REPORT

NAME : Almer Faadhisah
 N.I.T : 30421004
 COURSE : D3 TPV VII A
 Competency : LINE AND HEAVY MAINTENANCE

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	Senin, 16/1/24	Introduction main wheel system	
2	Jumat, 19/1/24	O ring seal access door Panel EPR Installation	
3	Senin, 26/1/24	Replacement knob parking brake	
4	Senin, 26/1/24	Remove lens nav light leading edge	
5	Senin, 3/6/24	Visual Inspection Flood Light	
6	Senin, 4/6/24	Visual Inspection connector cargo compartment	
7	Jumat, 7/6/24	Installation Logo light and Flood light	
8	Jumat, 14/6/24	Remove Install Gate Panel	
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DAILY ACTIVITY REPORT

NAME : Almer Fadilah
 N.IT : 30421004
 COURSE : D3 TP VII A
 Competency : MAINTENANCE PROCEDURE

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