

**LAPORAN ON THE JOB TRAINING
DI FL TECHNICS INDONESIA – HANGGAR CENGKARENG
PADA PESAWAT AIRBUS A320 9M-AGO**

05 Mei 2025 – 25 Juli 2025



Disusun Oleh :

NI PUTU KRISANTHI INDRASWARI
NIT 30422016

**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 CENGKARENG
PADA PESAWAT AIRBUS A320 9M-AGO

Oleh:

Ni Putu Krisanthi Indraswari

NIT. 30422016

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

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KATA PENGANTAR

Puji syukur kepada Tuhan Yang Maha Esa atas karunia-Nya saya dapat menyelesaikan laporan *On the Job Training (OJT)* di FL Technics Indonesia – Hanggar Cengkareng ini dapat diselesaikan dengan baik.

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

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7. Bapak Adhi Suwarso Ruslanto S.Pd., M.M selaku *Head Of Training*
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12. Orang tua yang telah memberikan bantuan dan dukungan kepada penulis sehingga dapat melaksanakan kegiatan *On The Job Training* ini serta menyelesaikan laporannya
13. 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.

Cengkareng, 23 Juli 2025

Ni Putu Krisanthi Indraswari

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BAB I

PENDAHULUAN

1.1. Latar Belakang

Politeknik Penerbangan Surabaya merupakan salah satu pendidikan tinggi negeri kedinasan di bawah naungan Kementerian Perhubungan Indonesia. Poltekbang Surabaya mempunyai tugas menyelenggarakan program pendidikan vokasi, penelitian, dan pengabdian kepada masyarakat di bidang penerbangan.

Politeknik Penerbangan Surabaya memiliki 7 program studi, salah satunya adalah Program Studi Teknik Pesawat Udara (TPU). Sebelum para Taruna/I turun ke dunia kerja, taruna dibekali materi secara teori dan praktek di lapangan yang bertujuan 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 praktik kerja lapangan merupakan bagian dari kurikulum pendidikan di Politeknik Penerbangan Surabaya. Melalui program ini, taruna diharapkan mampu mengaplikasikan ilmu dan keterampilan yang telah diperoleh selama masa perkuliahan pada kegiatan perawatan pesawat udara. Selain itu, OJT juga bertujuan untuk menambah wawasan serta meningkatkan kompetensi taruna dalam bidang pemeliharaan pesawat sebelum mereka memasuki dunia kerja profesional. Sebagai contoh, pelaksanaan OJT bagi Taruna Teknisi Pesawat Udara dari Politeknik Penerbangan Surabaya dilakukan di FL Technics Indonesia – Hanggar Cengkareng. Selama OJT, para peserta terlibat langsung dalam kegiatan perawatan pesawat tipe Airbus A320 dan Boeing 737 Classic, Boeing 737 NG di bagian base maintenance yang dikelola oleh FL Technics Indonesia di Hanggar Cengkareng.

Setelah melaksanakan *On the Job Training (OJT)*, taruna membuat laporan *On the Job Training (OJT)* sebagai bentuk hasil bahwa taruna telah melaksanakan OJT. Pembuatan laporan dibuat berdasarkan pedoman OJT Politeknik Penerbangan Surab

1.2. Maksud dan Manfaat

1.2.1 Maksud

Adapun Maksud dilaksanakannya *On The Job Training (OJT)* :

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

1.2.2 Manfaat

Memperoleh pengalaman nyata dari perusahaan atau lembaga sebagai upaya untuk mengembangkan ilmu pengetahuan serta keterampilan dalam melakukan perbaikan dan perawatan pesawat udara.

1. Mendapatkan gambaran nyata mengenai situasi dan kondisi di lapangan kerja.
2. Meningkatkan ilmu yang diperoleh selama belajar di Politeknik Penerbangan Surabaya.

BAB II

PROFIL LOKASI *OJT*

2.1 Sejarah FL Technics Indonesia

PT. Avia Technics Dirgantara atau yang lebih dikenal dengan nama FL Technics Indonesia, berlokasi di Bandara Internasional Soekarno Hatta, Cengkareng dan Bandara internasional Ngurah Rai Bali, yang berdiri pada tahun 2016. Melayani tiga jenis tipe pesawat yaitu Boeing 737 NG, Boeing 737 CL, serta Airbus 320 Family dengan fasilitas seluas 20.000 m². PT. Avia Technics Dirgantara atau yang dikenal juga dengan nama FL Technics Indonesia ini, telah menerima sertifikat persetujuan sebagai organisasi pemeliharaan (AMO) dari *Directorat General Civil Aviation* (DGCA) Indonesia. 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. Perusahaan ini bergerak dalam bidang perbaikan dan perawatan pesawat atau *Maintenance, Repair, and Overhaul* (MRO). (A d h i p u t r i , 2 0 2 2)

2.2 Data Umum

2.2.1 Visi dan Misi



Gambar 2. 1 Logo FL TECHNICS INDONESIA

Sumber: <https://id.linkedin.com/company/fl-technics-indonesia>

Visi FL Technics Indonesia

1ST CHOICE FOR PEOPLE, PARTNERS AND SOCIETY

Misi FL Technics Indonesia

SHAPING A SAFER AVIATION WORLD

2.2.2 Fasilitas

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

a. Hanggar FL – Technics Cengkareng

PT. Avia Technics Dirgantara atau yang lebih dikenal dengan nama FL Technics Indonesia, berlokasi di Bandara Internasional Soekarno Hatta, Cengkareng dan Bandara internasional Ngurah Rai Bali, yang berdiri pada tahun 2016. Melayani tiga jenis tipe pesawat yaitu Boeing 737 NG, Boeing 737 CL, serta Airbus 320 Family dengan fasilitas seluas 20.000 m². (A d h i p u t r i , 2 0 2 2)



Gambar 2. 2 Hanggar FL – Technics Cengkareng

Sumber : Olahan Penulis

b. Hanggar FL – Technics Bali

PT Avia Technics Dirgantara, atau yang lebih dikenal dengan FL Technics Indonesia, dengan resmi membuka fasilitas MRO (Maintenance, Repair, and Overhaul) terbaru dan terbesarnya di Bali. Berdiri di atas lahan seluas 17.000 m², hanggar MRO FL Technics Indonesia di Bali telah beroperasi dengan fokus utama untuk melayani armada Narrow Body Boeing dan Airbus. Fasilitas ini menawarkan layanan lengkap, termasuk line maintenance, base maintenance, heavy maintenance, layanan logistik, Pusat Logistik Berikat (PLB), serta berbagai layanan terintegrasi lainnya hingga *training facility* (<https://nowbuzz.co.id/fl-technics-indonesia-resmi-membuka->

[hanggar-mro-terbesarnya-di-bali-2/](#)



Gambar 2. 3 Hanggar FL – Technics Bali

Sumber : [FL Technics Indonesia Kantongi Sertifikasi FAA MRO di Bandara Ngurah Rai Bali](#)

Informasi yang didapat berdasarkan hasil wawancara bersama Chaidir Ali selaku enginer tim 1 bay 2.

c. *Composite Workshop*

Workshop komponen yang digunakan untuk memeriksa, memperbaiki, memodifikasi, dan memproduksi komponen pesawat berbahan komposit seperti serat karbon (carbon fiber), fiberglass, atau Kevlar. Workshop composite dapat dilihat pada gambar 2.4.



Gambar 2. 4 Composite Workshop

Sumber : olahan penulis

d. *Structure Workshop*

Structure workshop bertanggung jawab terhadap pekerjaan seperti structure repair (perbaikan rangka logam/aluminium), terutama untuk perbaikan akibat korosi, retakan, deformasi, atau kerusakan benturan. yang menjadi bagian dari

struktur pesawat yang dapat dilihat pada gambar 2.5.



Gambar 2. 5 Structure Workshop

Sumber : olahan penulis

e. *Battery Shop Room*

Battery Shop adalah unit kerja di hanggar pesawat yang menangani segala aktivitas terkait perawatan baterai pesawat — mulai dari perawatan berkala, pengujian performa, pengisian daya, hingga perbaikan atau penggantian 2.6.



Gambar 2. 6 Battery shop Room

Sumber : olahan penulis

f. *Gas Shop Room*

Sebagai ruangan menangani sistem dan komponen pesawat yang menggunakan gas bertekanan tinggi, seperti nitrogen, oksigen, atau gas lain yang digunakan dalam operasi pesawat yang dapat dilihat pada gambar 2.7

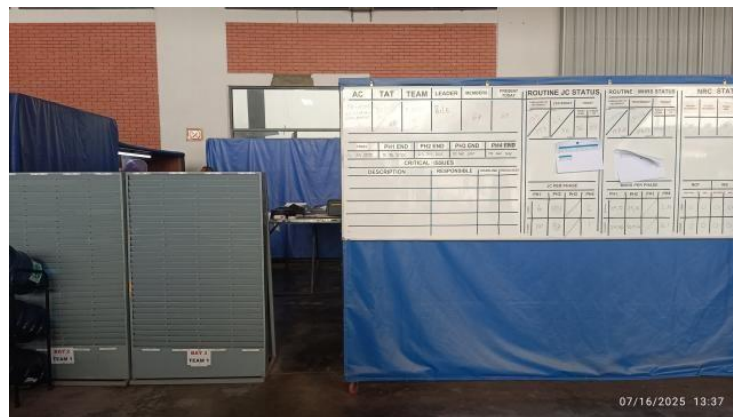


Gambar 2. 7 Gas Shop Room

Sumber : olahan penulis

g. *Bay area*

Sebagai ruangan untuk berkumpulnya masing – masing *team* untuk melakukan *briefing* sebelum melakukan *maintenance*, dan penyelesaian pekerjaan perawatan pesawat secara *administratif* yang dapat dilihat pada gambar 2.8.



Gambar 2. 8 bay area

Sumber : olahan penulis

h. *Machining Workshop*

Machining Workshop adalah ruang kerja di hanggar pesawat tempat dilakukan proses pemotongan, pembentukan, dan perbaikan komponen logam atau material pesawat menggunakan mesin-mesin seperti bubut dan bor. yang dapat dilihat pada gambar 2.9.



Gambar 2. 9 Machining Workshop

Sumber : olahan penulis

i. Emergency Equipment Shop

sebagai ruangan untuk pemeriksaan, perawatan, pengujian, dan penggantian peralatan darurat pesawat. Fungsi utamanya adalah untuk memastikan semua emergency equipment dalam kondisi siap pakai, layak, dan sesuai regulasi keselamatan penerbangan yang dapat dilihat pada gambar 2.10.



Gambar 2. 10 Emergency Equipment Shop

Sumber : olahan penulis

j. Main store

Area penyimpanan utama yang menyimpan berbagai persediaan penting termasuk (spare parts) pesawat, bahan habis pakai, alat-alat, dan material pendukung lainnya yang digunakan dalam proses perawatan dan perbaikan pesawat. yang dapat dilihat pada gambar 2.11.



Gambar 2. 11 Main store

Sumber : olahan penulis

k. *Tool Store*

Untuk menyimpan alat kerja secara terorganisir, setiap alat dicatat, diberi identifikasi, dan dikontrol penggunaannya untuk memastikan tidak ada alat yang tertinggal di pesawat setelah *maintenance* yang dapat dilihat pada gambar 2.12.



Gambar 2. 12 Tool Store

Sumber : olahan penulis

l. *Chemical Room*

Chemical Room adalah ruang penyimpanan dan penanganan bahan kimia industri penerbangan yang digunakan dalam kegiatan perawatan pesawat, dengan pengaturan khusus untuk keselamatan, keamanan, dan kepatuhan terhadap regulasi yang dapat dilihat pada gambar 2.13.

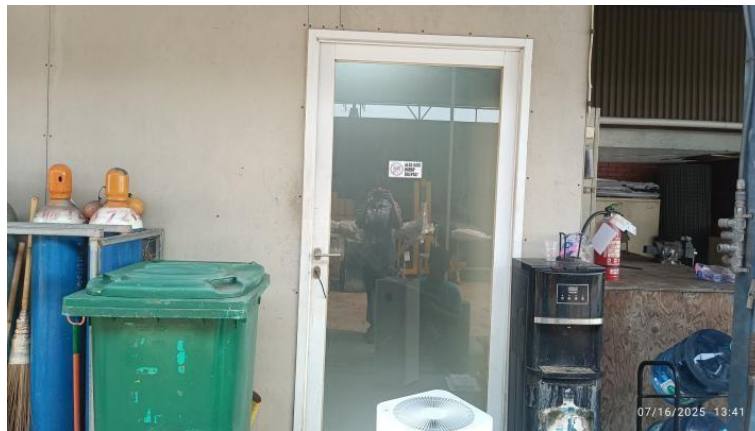


Gambar 2. 13 Chemical Room

Sumber : olahan penulis

m. GSE Area (Ground Support Equipment) Area

Area yang digunakan untuk menyimpan dan memparkirkan alat selama di hangar yaitu seperti *Towing motor*, *Boom Lift*, dan *Scissors* yang dapat dilihat pada gambar 2.14.

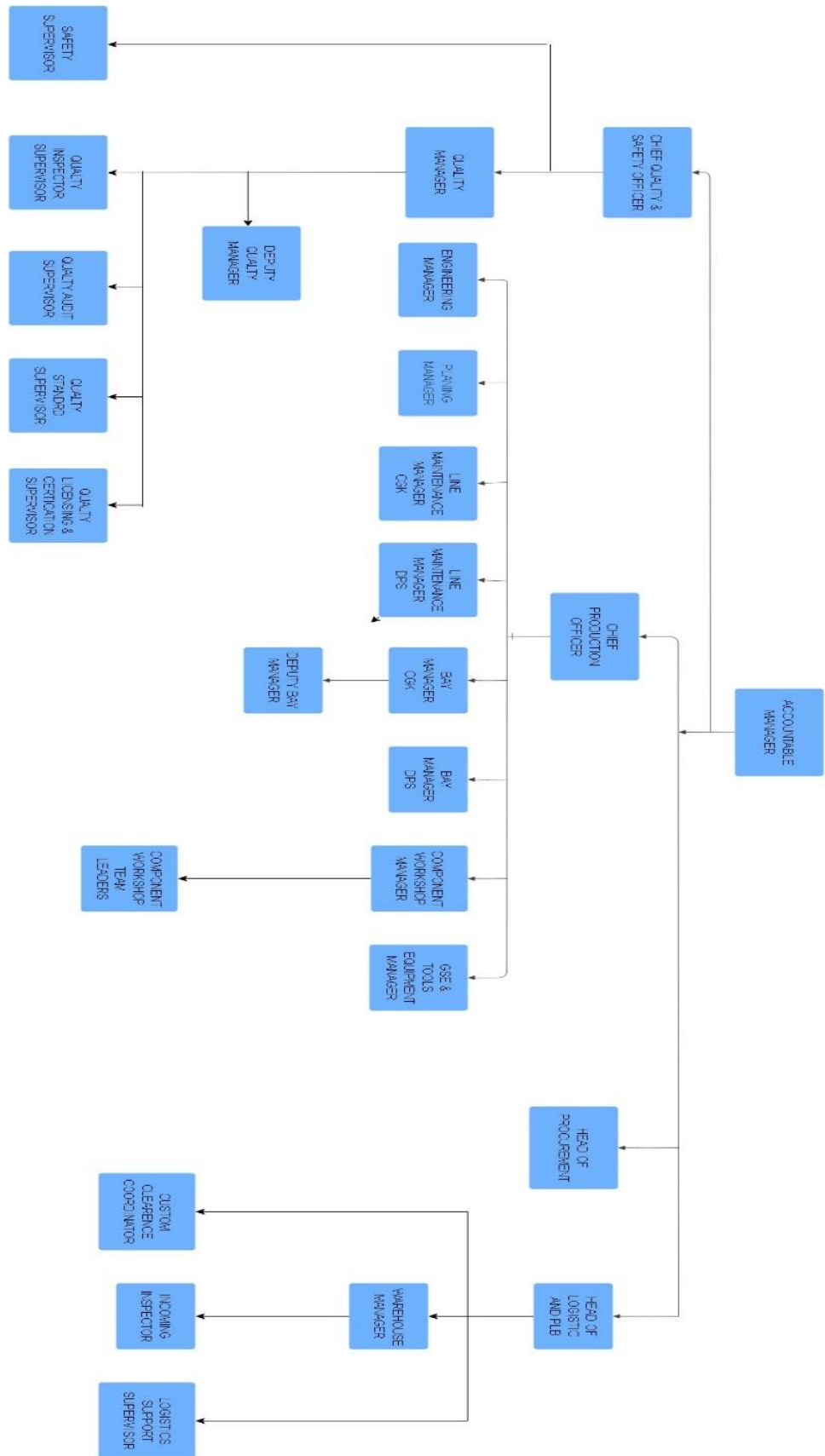


Gambar 2. 14 Ground Support Equipment

Sumber : olahan penulis

2.2.3 Struktur Organisasi

PT Avia Technics Dirgantara Indonesia memiliki struktur organisasi yang cukup kompleks untuk menjalankan roda dari organisasi perusahaan untuk mencapai tujuan perusahaan. Struktur organisasi Perusahaan yang baik akan menjadi salah satu aspek penentu efektivitas kerja dari orang-orang yang bekerja pada perusahaan tersebut. Struktur organisasi di jelaskan pada gambar 2.15.



Gambar 2. 15 Struktur Organisasi Base and Line Maintenance

Sumber : AMOQCM Issue 2 Revision 2, 05 September 2024

PT. Avia Technics Dirgantara Indonesia memiliki beberapa departemen dan unit yang mendukung kegiatan pemeliharaan pesawat terbang yang dapat dilihat pada gambar 2.14., yaitu sebagai berikut:

1. Chief Quality & Safety Manager
 - a. Safety Supervisor
 - b. Quality Manger
 - Deputy Qualty Manager
 - Quality Inspection Supervisor
 - Quality Audit Supervisor
 - Quality Standard Supervisor
 - Qualitiy Licensing and Certification Supervisor
2. Chief Production Officer
 - a. Engineering Manager
 - b. Planing Manager
 - c. Line Maintenance Manager Cengkareng
 - d. Line Maintenance Manager Denpasar
 - e. Bay Manager Cengkareng
 - Deputy Bay Managers
 - f. Bay Manager Denpasar
 - g. Component Workshop Manager
 - Component Workshop Team Leaders
 - h. GSE and Tools Equipment Manager
3. Head Of Procurement
4. Head Of Logistic and PLB
 - a. Warehouse manager
 - Incoming Inspector
 - b. Custom Clearance Coordinator
 - c. Logistic Support Supervisor

BAB III

TINJAUAN TEORI

3.1 Draining and Flushing Standby Pneumatic Circuit

Draining and Flushing pada *Standby Pneumatic Circuit* dilakukan untuk membersihkan jalur pneumatic dari *pitot probe* maupun dari *static port* sebelum menuju ke ADM (*Air Data Module*) dan ke ISIS (*Integrated Standby Instrument System*), fungsinya untuk membersihkan saluran udara dari kotoran jika ada.

ADM adalah komponen pada sistem avionic pesawat yang berfungsi mengubah tekanan udara yang diterima dari sistem *pitot-static* menjadi sinyal digital. Pada pesawat A320 secara total memiliki 8 ADM, dimana 2 ADM untuk static system 1, 2 ADM untuk static system 2, 1 ADM untuk static system 3, 1 ADM untuk pitot system 1, 1 ADM untuk pitot system 2, dan 1 ADM lagi untuk pitot system 3.



Gambar 3. 1 Air Data Module (ADM)

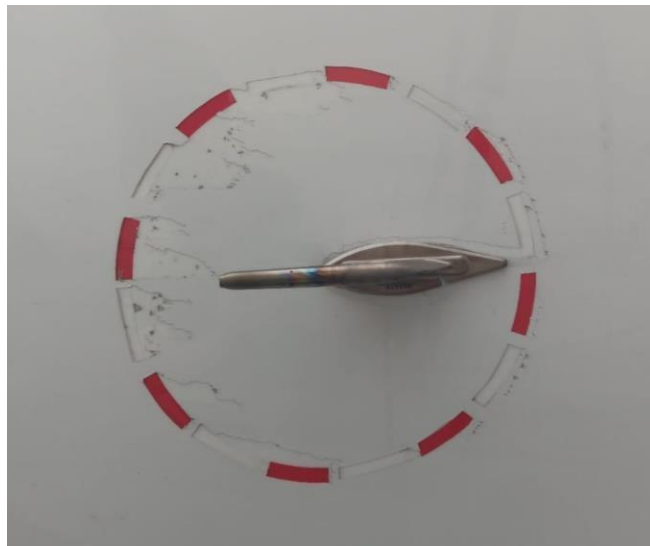
Sumber: Olahan Penulis

Prosedur *draining and flushing* harus dilakukan karena untuk menanggulangi penyumbatan pada saluran udara apabila terdapat kotoran didalamnya dan mengakibatkan pembacaan Air Data System (ADS) tidak akurat. Kemudian prosedur tersebut dilanjutkan dengan pemeriksaan kebocoran *standby pneumatic circuit*

3.2 Pemeriksaan Kebocoran Standby Pneumatic Circuit

Pemeriksaan kebocoroan ini dilakukan untuk memastikan bahwa rangkaian *standby pneumatic circuit* bebas dari kebocoran udara yang bertekanan.

Air Data System (ADS) pada pesawat A320 memiliki 3 channel, yakni untuk sistem 1 (Captain Side), Untuk System 2 (F/O Side), dan untuk system 3 (Standby Side), yang mana dalam hal ini dibahas pemeriksaan kebocoran pada bagian Channel 3 (Standby Side).

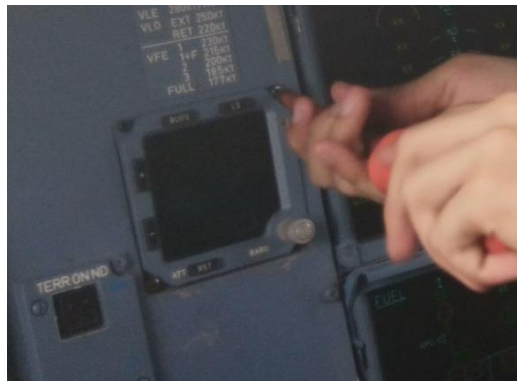


Gambar 3. 2 Pitot Probe

Sumber : olahan penulis

Pada bagian pitot head terdapat lubang dibagian depan dengan menghadap langsung arah aliran udara yang akan menghasilkan tekanan *total pitot pressure*. Kemudian dengan static port yang berfungsi mengumpulkan dan menyalurkan tekanan udara statis sekitar ke ADM. Sinyal dari ADM kemudian akan diproses oleh *Air Data Inertial Reference Unit* (ADIRU) sebelum ditampilkan ke PFD. Apabila instrument utama mengalami, *Integrated Standby Instrument System* (ISIS) akan berperan sebagai komponen pengganti pada panel instrumen pesawat yang memberikan informasi penerbangan kepada pilot sebagai cadangan.

Apabila terjadi kebocoran pada instrument tersebut maka akan mengalami kegagalan fungsi dan akan mengganggu sinyal yang akan masuk ke beberapa standby instrument.



Gambar 3. 3 Integrated Standby Instrument System

Sumber : olahan penulis

3.3 Functional Test Accuracy Air Data Module

Pemeriksaan functional test accuracy *air data module* dilakukan untuk memastikan bahwa hasil sinyal ADM dari pitot-static sesuai dengan inputan udara yang masuk. *Air Data System* (ADS) pada pesawat A320 memiliki 3 channel, yakni untuk sistem 1 (Captain Side), Untuk System 2 (F/O Side), dan untuk system 3 (Standby Side). ADM berfungsi untuk merubah tekanan udara menjadi digital setelah itu sinyal akan diproses oleh ADIRU kemudian dikirim ke PFD. Tekanan dinamis yang dihasilkan pitot probe akan mempengaruhi indikasi pada *Air Speed Indicator* (ASI), sedangkan tekanan statis yang dihasilkan oleh static port akan berpengaruh pada indikasi ASI, Altimeter, dan *Vertical Speed Indicator* (VSI).

Apabila total pressure dan static pressure tidak dalam batas toleransi maka hasil udara yang masuk dan yang dikonversi berbeda, hasilnya penunjukkan pada instrument tidak akurat dan dapat membahayakan keselamatan penerbangan.

3.4 Maintenance Program

Perawatan pesawat udara umumnya dikelompokkan berdasarkan interval waktu tertentu ke dalam paket-paket kerja yang dikenal dengan istilah clustering. Tujuannya adalah agar kegiatan perawatan menjadi lebih terstruktur, efektif, dan efisien. Acuan interval yang digunakan untuk menyusun paket-paket tersebut antara lain:

1. *Flight hours*: Interval pemeriksaan berdasarkan jumlah jam terbang atau waktu operasional pesawat.
2. *Flight cycle*: Interval pemeriksaan yang mengacu pada jumlah siklus

3. penerbangan, yaitu satu kali proses lepas landas dan pendaratan dihitung sebagai satu siklus.
4. *Calendar time*: Interval pemeriksaan yang dilakukan berdasarkan periode waktu kalender yang telah ditentukan.

Berdasarkan jumlah tugas perawatan yang dilakukan, perawatan pesawat diklasifikasikan menjadi dua kategori utama:

Minor Maintenance:

1. *Transit check* merupakan inspeksi ini harus dilaksanakan setiap kali setelah melakukan penerbangan saat transit di station mana pun. Operator biasanya memeriksa pesawat untuk memastikan bahwa pada pesawat tidak terdapat satu pun kerusakan struktur, semua sistem berfungsi dengan sebagaimana mestinya, dan servis yang diharuskan telah dilakukan.
2. *Before Departure Check* merupakan inspeksi ini harus dilakukan sedekat mungkin sebelum tiap kali pesawat berangkat beroperasi, maksimal dua jam sebelumnya
3. *Daily Check (Overnight Check)* merupakan pemeriksaan ini harus dilakukan satu kali dalam jangka waktu 24 jam setelah daily check sebelumnya dilakukan. Setiap hari pesawat telah diprediksi. akan ground stop minimal selama empat jam. Inspeksi ini mencakup pemeriksaan komponen, pemeriksaan keliling pesawat secara visual untuk mendeteksi ada atau tidaknya ketidaksesuaian, melakukan pengamanan lebih lanjut, dan pemeriksaan sistem operasional.
4. *Weekly check* merupakan pemeriksaan ini harus telah dilakukan dalam tujuh hari penanggalan. Termasuk dalam inspeksi ini adalah before departure check.

Heavy Maintenance:

1. *A-Check* dilakukan kira-kira setiap satu bulan. Pemeriksaan ini biasanya dilakukan hingga 10 jam. Pemeriksaan ini bervariasi, bergantung pada tipe pesawat, jumlah siklus (lepas landas dan pendaratan dianggap sebagai siklus pesawat, atau jam terbang sejak pemeriksaan terakhir). Perawatan pesawat jenis ini hanya melakukan pemeriksaan pada pesawat untuk memastikan kelaikan mesin, sistem-sistem, komponen-komponen, dan struktur pesawat untuk beroperasi. Untuk Boeing 737 *Classic*, *A-check* dilakukan setelah 300 jam terbang, Airbus A340 setelah 450 jam terbang, Boeing 747-200 setelah

650 jam

2. *B-Check* bergantung pada masing-masing jenis pesawat. Pemeriksaan berkisar antara 9 hingga 28 jam ground time dan biasanya dilakukan kira-kira setiap lima bulan. Perawatan pesawat dalam skala kecil ini hanya meliputi proses pembersihan, pelumasan, penggantian ban apabila sudah aus, penggantian baterai, dan inspeksi struktur bagian dalam.
3. *C-Check* adalah sebuah pesawat yang harus melakukan *C-Check* setelah 15-18 bulan. Bergantung pada tipe pesawat, pemeriksaan ini bisa memakan waktu 10 hari. Perawatan pesawat tipe ini merupakan inspeksi komprehensif termasuk bagian-bagian yang tersembunyi, sehingga kerusakan dan keretakan di bagian dalam dapat ditemukan. Untuk Boeing 737-300 dan 737-500, inspeksi ini dilakukan setiap 4.000 FH. Untuk Boeing 737-400 dilakukan setiap 4.500 FH. Sedangkan untuk Boeing 747-400 dilakukan setiap 6.400 FH dan Airbus A-330- 341 dilakukan setiap 21 bulan.
4. *D-Check* merupakan inspeksi yang biasa disebut overhaul. Pemeriksaan jenis ini adalah perawatan yang paling detail. Pesawat Boeing 737- 300, 737-400 dan 737-500 inspeksi ini dilakukan setiap 24.000 FH. Sedangkan untuk Boeing 747-400 dilakukan setiap 28.000 FH dan untuk Airbus A-330-341 dilakukan setiap 6 tahun. Pada pengecekan jenis ini pesawat diinspeksi secara keseluruhan, biasanya memakan waktu 1 bulan. (Minda Mora Peneliti Pusat Penelitian dan Pengembangan Udara & Artikel, 2012)

BAB IV

PELAKSANAAN OJT

4.1 Lingkup Pelaksanaan OJT

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

4.2 Jadwal Kegiatan

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

Peserta : Taruna Politeknik Penerbangan Surabaya.

Jumlah : 5 (Enam) orang.

Waktu : 05 Mei 2025 sampai dengan 25 Juli 2025.

Tempat : FL Technics Indonesia – Hanggar Cengkareng

Pelaksanaan *On The Job Training (OJT)* bagi taruna program studi D3 Teknik Pesawat Udara angkatan 7 secara intensif dimulai sejak tanggal 05 Mei 2025 sampai dengan 25 Juli 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)* 5 orang, maka menjadi tiga grup. Adapun waktu pelaksanaannya dimulai pukul 07.00 – 16.00 WIB yang dilaksanakan setiap hari Senin-Jumat dan libur untuk hari Sabtu-Minggu. Pada bagian lampiran dapat dilihat kegiatan pelaksanaan *On Job Training* selama 3 bulan.

Tabel 4. 1 Jadwal Kegiatan On The Job Training

NO	JAM	KEGIATAN
1	07.00	Persiapan kerja
2	07.00 – 07.10	<i>Prepare Taskcard</i>
3	07.10 – 07.15	<i>briefing</i>
4	07.15 – 11.30	Waktu Kerja
5	11.30 – 12.15	Ishoma
6	12.15 – 15.30	Waktu kerja

7	15.30 – 16.00	Clean Up dan Persiapan pulang
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4.3 Permasalahan

Berdasarkan masa terbang pesawat Airbus A320 9M-AGO diperlukan pelaksanaan inspeksi:

1. *Draining and Flushing standby pneumatic circuit*
2. *Functional Test Air Data Module*

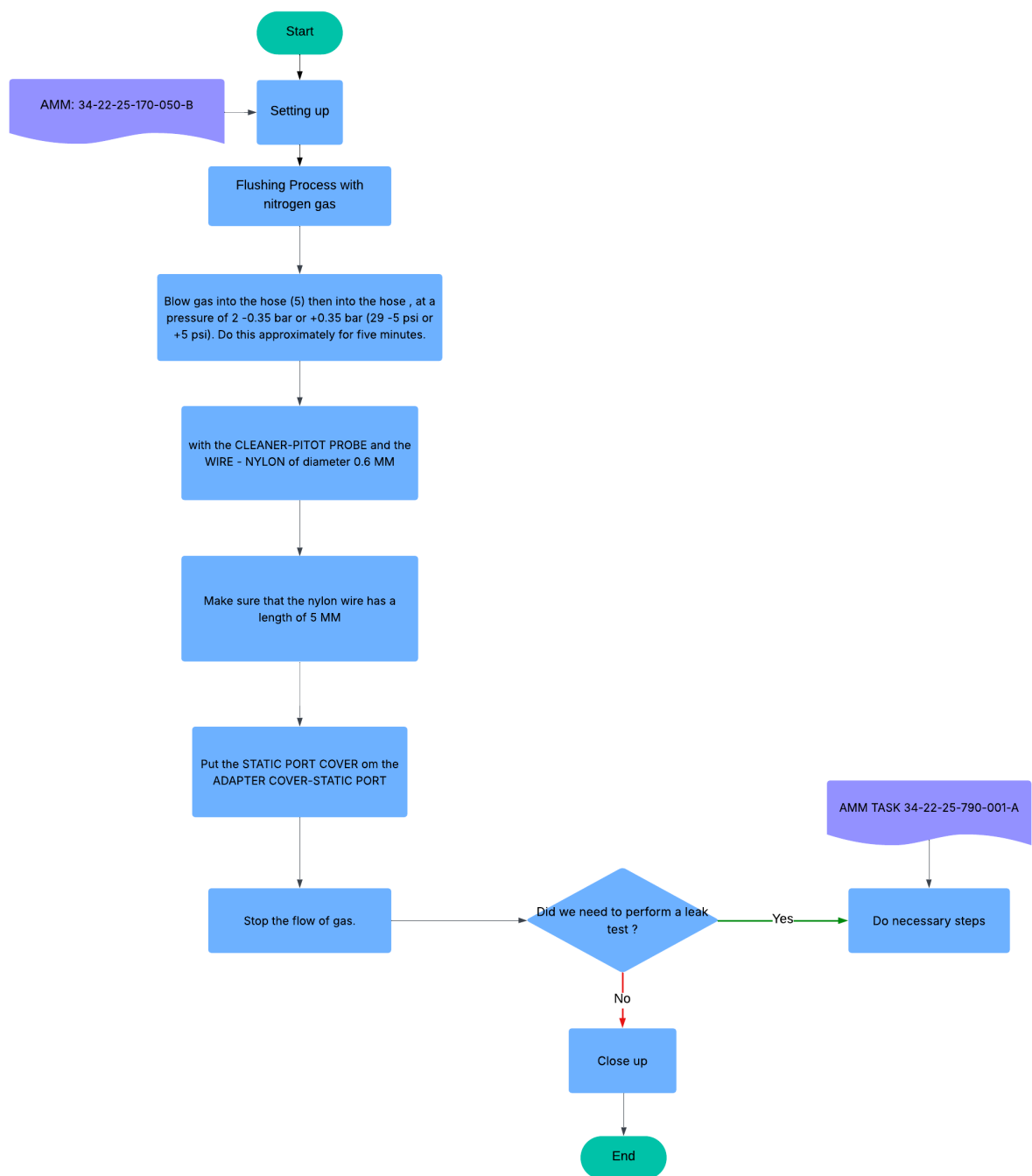
4.4 Penyelesaian Masalah

4.4.1 Prosedur berdasarkan AMM

1. *Draining and Flushing of tandby Pneumatic Circuit*

Page: 1 / 2

Sumber : task card 9M-AGO



Bagan 4. 1 Flowchart Draining and Flushing of Standby Pneumatic Circuits

Sumber : olahan penulis

Prosedur *draining dan flushing*. Berdasarkan ref. AMM 34-22-25-170-001-A, terdapat beberapa tahapan, yaitu

TASK 34-22-25-170-001-A

Draining and Flushing of Standby Pneumatic Circuits

FIN: 14WN 19FP3 19FP8 9DA3

WARNING:

BEFORE YOU DO A MAINTENANCE TASK NEAR THE RADOME (IN THE AREA OF 5 METERS /16.4 FT FROM THE WEATHER RADAR

ANTENNA AND IN AN ARC OF 135 DEG. ON EACH SIDE OF THE AIRCRAFT CENTERLINE), MAKE SURE THAT THE RADAR DOES NOT OPERATE. THIS WILL PREVENT INJURY TO PERSONNEL BECAUSE OF EMISSIONS AND MOVEMENT OF THE RADAR ANTENNA.

WARNING:

WHEN YOU DO THIS TASK, MAKE SURE THAT:

- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS**
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.**

IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION:

BEFORE YOU DO THE FLUSHING AND/OR DRAINING, MAKE SURE THAT:

- YOU DISCONNECT THE QUICK-DISCONNECT COUPLINGS OF THE ADM'S**
- YOU REMOVE THE ISIS INDICATOR.**

IF YOU DO NOT OBEY THESE INSTRUCTIONS, DAMAGE TO THESE COMPONENTS CAN OCCUR DURING THE FLUSHING AND/OR DRAINING.

1. Reason for the Job

Refer to the MPD TASK: 342200-02DRAINING AND FLUSHING OF STANDBY PNEUMATIC CIRCUITS

- To remove the water from the standby static pressure lines.
- To remove dust and particles from the standby static and standby total pressure lines

Job Set-up Information

Refer to the MPD TASK: 342200-02DRAINING AND FLUSHING OF

STANDBY PNEUMATIC CIRCUITS

- To remove the water from the standby static pressure lines.
- To remove dust and particles from the standby static and standby total pressure lines.

Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

Tabel 4. 2 *Fixtures, Tools, Test and Support Equipment Draining and Flushing*

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M(3 FT)
No specific	AR	NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY
No specific	AR	PLUG - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	WIRE - NYLON
No specific		Torque wrench: range to between 3.6 and 4 m.N (31.86 and 35.40 lbf.in)
No specific		Torque wrench: range to between 12 and 13 m.N (106.19 and 115.04 lbf.in)
98D10103500001	1	COVER STATIC PROBE
98D34003500000	1	ADAPTER COVER STATIC PROBE
98D34103002000	1	ADAPTERS-AIR DATA SYSTEM FLUSHING
98D34103004001	1	CLEANER-PITOT PROBE

B. Consumable Materials

Tabel 4. 3 *Consumable Materials Draining and Flushing*

REFERENCE	DESIGNATION
No specific	Plastic sheets

C. Work Zones and Access Panels

Tabel 4. 4 *Work Zones and Access Panels Draining and Flushing*

ZONE/ACCESS	ZONE DESCRIPTION
120	AVIONICS COMPARTMENT
811,822	
FOR 14WN(PRESS SW-CABIN PRESS DET)	
FOR 19FP8(ADM-STBY STATIC PRESSURE)	
811	
FOR 19FP3(ADM-STBY TOTAL PRESSURE)	
FOR 9DA3(PROBE-PITOT, 3)	
812	

D. Expendable Parts

Tabel 4. 5 *xpendable Parts Draining and Flushing*

FIG. ITEM	DESIGNATION	IPC-CSN
11	O-RING	52-73-01-02 ITEM 030
11	O-RING	52-73-81-02 ITEM 030

E. Referenced Information

Tabel 4. 6 *Referenced Information Draining and Flushing*

REFERENCE	DESIGNATION
Ref. 10-11-00-555-013-A	Installation of the Aircraft Protection Equipment
Ref. 10-11-00-555-014-A	Removal of the Aircraft Protection Equipment
Ref. 12-24-34-600-001-A	Bleeding of the Standby Air Data System
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU

Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical
	Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes
Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-15-000-001-A	Removal of the Pitot Probe
Ref. 34-11-15-400-001-A	Installation of the Pitot Probe
Ref. 34-22-25-000-001-A	Removal of the Integrated Standby Instrument System (ISIS) Indicator
Ref. 34-22-25-400-001-A	Installation of the Integrated Standby Instrument System (ISIS)
Ref. 34-22-25-790-001-A	Low Range Leak Test of the Standby Pneumatic circuits
Ref. 52-41-00-010-002-A	Open the Avionics Compartment Doors for Access
Ref. 52-41-00-410-002-A	Close the Avionics Compartment Doors after Access
Ref. Fig. Pressure Lines	
Ref. Fig. Check of the Quick-Disconnect Coupling	
Ref. Fig. Cabin-Pressure Detection Pressure-Switch 14WN - Static Line and Restrictor	
Ref. Fig. Water Drain Plug	
Ref. Fig. Connection of the Quick-Disconnect Coupling	

3. Job Set-up

Ref. Fig. Pressure Lines

NOTE: The hose couplings are self-sealing.

SUBTASK 34-22-25-860-053-A

A. Aircraft Maintenance Configuration

1. Energize the aircraft electrical circuits
2. Do the deactivation of the air data probes for maintenance

Ref. AMM TASK 34-11-00-040-802.

SUBTASK 34-22-25-865-071-A

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

Tabel 4. 7 SAFETY CLIP - CIRCUIT BREAKER OPEN

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RADAR/1	5SQ1	K13
FOR FIN 9DA3(PROBE-PITOT, 3)			
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16

SUBTASK 34-22-25-010-051-A

C. Get Access

1. Put the ACCESS PLATFORM 1M(3 FT) in position at access doors 811 and 812.
2. Open the applicable access doors Ref. AMM TASK 52-41-00-010-002:
 - a. FOR 19FP8 (ADM-STBY STATIC PRESSURE), 14WN (PRESS SW-CABIN PRESS DET) Open access door 811.
 - b. FOR 19FP3 (ADM-STBY TOTAL PRESSURE), 9DA3 (PROBE-PITOT, 3) Open access door 812.

SUBTASK 34-22-25-210-051-A

D. Inspection of the Quick-Disconnect Coupling

Ref. Fig. Check of the Quick-Disconnect Coupling

1. Disconnect the quick-disconnect coupling from pitot probe 9DA3.
2. Do a visual inspection of the quick-disconnect coupling and make sure that there is no unwanted material or blockage in it.
3. Connect the quick-disconnect coupling again to pitot probe 9DA3.
4. Make sure that you can see the blue ring on the quick-disconnect coupling.

5. Pull the quick-disconnect coupling to make sure that it is correctly attached.
6. Make sure that the quick-disconnect coupling is correctly engaged (the pin on the quick-disconnect male part is fully engaged into the groove in the quick-disconnect female part).

SUBTASK 34-22-25-020-052-B

E. Aircraft Maintenance Configuration

1. If the aircraft protection equipment is installed, remove it Ref. AMM TASK 10-11-00-555-014.
2. Drain the standby air-data system Ref. AMM TASK 12-24-34-600-001.
3. Disconnect the quick-disconnect coupling (4) from standby static-pressure Air Data Module (ADM) 19FP8 and the quick-disconnect coupling (8) from standby total pressure ADM 19FP3.
4. Disconnect the static line (13):

CAUTION:

USE A SECOND WRENCH TO APPLY COUNTERTORQUE TO THE RESTRICTOR WHEN YOU DISCONNECT/CONNECT THE STATIC LINE. IF YOU DO NOT USE A SECOND WRENCH, YOU CAN CAUSE DAMAGE TO THE PRESSURE SWITCH AND/OR THE STATIC LINE.

- a. Disconnect the static line (13) from the restrictor (12).
- b. Remove the restrictor (12) and the O-ring (11) from the cabin-pressure detection pressure-switch 14WN (10).
- c. Remove the O-ring (11) from the restrictor (12) and discard the O-ring (11).
- d. Put the PLUG - BLANKING in each disconnected line end.
5. Remove the water drain plug (2) from the water drain (1).
6. in the cockpit, on left center instrument-panel 401VU:
 - a. Remove the Integrated Standby Instrument System (ISIS) indicator 22FN (6) Ref. AMM TASK 34-22-25-000-001

7. Connect the hoses:
 - a. Connect the 3-pin adapter (98D34103002100) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) to the hose (5) of the ISIS indicator (6).
 - b. Connect the 2-pin adapter (98D34103002102) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) to the hose (7) of the ISIS indicator (6).
 - c. Connect the hoses to the NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY.
8. Attach the hoses to prevent movement.

4. Procedure

SUBTASK 34-22-25-170-050-B

A. Draining and Flushing of the Standby Static Line and the Standby Total-Pressure Line

1. Blow gas into the hose (5) then into the hose (7), at a pressure of 2 - 0.35 bar or +0.35 bar (29 -5 psi or +5 psi). Do this approximately for five minutes.
2. with the CLEANER-PITOT PROBE (98D34103004001) and the WIRE - NYLON of diameter 0.6 MM (0.0236 IN.) then of diameter 0.7 MM (0.0276 IN.).
3. Make sure that the nylon wire has a length of 5 MM (0.1969 IN.) and that the metal tool element does not touch the pitot probe.
4. Make sure that there is no contamination in the pressurized gas at the outlets that follow:
 - Left static probe 3 and right static probe 3
 - Pitot probe 3
 - Water drain
 - Pipe of the cabin-pressure detection pressure-switch
- a. Examine the pitot probe inlet for internal blockage:
 1. Make sure that the pressurized nitrogen gas comes out of the pitot probe inlet.

2. If the nitrogen gas does not come out of the pitot probe inlet, replace the pitot probe Ref. AMM TASK 34-11-15-000-001 and Ref. AMM TASK 34-11-15-400-001.
5. Put the STATIC PORT COVER (98D34003500103) from the ADAPTER COVER-STATIC PORT (98D34003500000) in position on left static probe 3 then on right static probe 3.

NOTE: As an alternative to the STATIC PORT COVER (98D34003500103) from the ADAPTER COVER-STATIC PORT (98D34003500000), you can also use the EMERGENCY STATIC PROBE COVER (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the plastic sheets.

6. Make sure that the flow of gas is correct at the outlets that follow:
 - Pipe of the pressure switch
 - Water drain.
7. Stop the flow of gas.

SUBTASK 34-22-25-860-059-A

- B. Put the aircraft back to its initial configuration.

Ref. Fig. Pressure Lines

1. Disconnect the NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY.
2. Remove the adapters as follows:
 - a. Disconnect the 2-pin adapter (98D34103002102) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) from the hose (7) of the ISIS indicator (6).
 - b. Disconnect the 3-pin adapter (98D34103002100) of ADAPTERS - AIR DATASYSTEM FLUSHING (98D34103002000) from the hose (5) of the ISIS indicator (6).
3. Install the water drain plug (2) on the water drain (1). Ref. Fig. Water Drain Plug
4. Connect the static line (13) as follows:

Ref. Fig. Cabin-Pressure Detection Pressure-Switch 14WN - Static

Line and Restrictor

- a. Remove the PLUG - BLANKING from each disconnected line end.
- b. Install a new IPC-CSN(52-73-01-02 ITEM 030) O-RING (11) or IPC-CSN(52-73-81-02 ITEM 030) O-RING (11) on the restrictor (12).
- c. Install the restrictor (12) on cabin-pressure detection pressure-switch 14WN (10).
- d. TORQUE the restrictor (12) to between 3.6 and 4 m.N (31.86 and 35.40 lbf.in).
- e. Install the static line (13) on the restrictor (12).

CAUTION:

USE A SECOND WRENCH TO APPLY COUNTERTORQUE TO THE RESTRICTOR WHEN YOU DISCONNECT/CONNECT THE STATIC LINE. IF YOU DO NOT USE A SECOND WRENCH, YOU CAN CAUSE DAMAGE TO THE PRESSURE SWITCH AND/OR THE STATIC LINE.

- f. TORQUE the static line (13) to between 12 and 13 m.N (106.19 and 115.04 lbf.in)
5. Connect the quick-disconnect coupling (8) to standby total-pressure ADM 19FP3 and the quick-disconnect coupling (4) to standby static-pressure ADM 19FP8.
Ref. Fig. Connection of the Quick-Disconnect Coupling
Make sure that you can see the blue ring on the quick-disconnect couplings (4) and (8).
Ref. Fig. Check of the Quick-Disconnect Coupling
6. Pull the quick-disconnect couplings (4) and (8) to make sure that they are correctly attached.
7. In the cockpit, on left center instrument-panel 401VU, install ISIS indicator 22FN (6) Ref. AMM TASK 34-22-25-400- 001.
8. Release the hoses.

WARNING:

WHEN YOU DISCONNECT AN ADM, MAKE SURE THAT SECOND MECHANIC DOES A VISUAL INSPECTION OF THE QUICK-DISCONNECT COUPLING CONNECTION. IF THE QUICK-DISCONNECT COUPLING IS NOT CORRECTLY INSTALLED, THERE IS A RISK THAT INCORRECT SPEED AND ALTITUDE INDICATIONS WILL BE SHOWN ON COCKPIT DISPLAYS DURING THE FLIGHT.

9. Tell the second mechanic to do a visual inspection of the quick-disconnect fitting connection only.

Ref. Fig. Check of the Quick-Disconnect Coupling

SUBTASK 34-22-25-865-072-A

- C. Remove the SAFETY CLIP - CIRCUIT BREAKER and tags and close these circuit breakers in this sequence:

Tabel 4. 8 SAFETY CLIP - CIRCUIT BREAKER CLOSE

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RADAR/1	5SQ1	K13
FOR FIN 9DA3(PROBE-PITOT, 3)			
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16

SUBTASK 34-22-25-790-051-A

- D. Leak test

- a. Make sure that all the hoses are connected correctly.
- b. Do a leak test of the standby air data system

Ref. AMM TASK 34-22-25-790-001.

5. Close-up

SUBTASK 34-22-25-410-051-A

- A. Close Access

1. If you removed the aircraft protection equipment, install it Ref. AMM TASK 10-11-00-555-013.
2. Make sure that the work area is clean and clear of tools and other items.
3. Remove the ground support and maintenance equipment, the special

and standard tools and all other items.

4. Close the access doors Ref. AMM TASK 52-41-00-410-002:
 - a. FOR 19FP8 (ADM-STBY STATIC PRESSURE), 14WN (PRESS SW-CABIN PRESS DET) Close access door 811.
 - b. FOR 19FP3 (ADM-STBY TOTAL PRESSURE), 9DA3 (PROBE-PITOT, 3) Close access door 812.

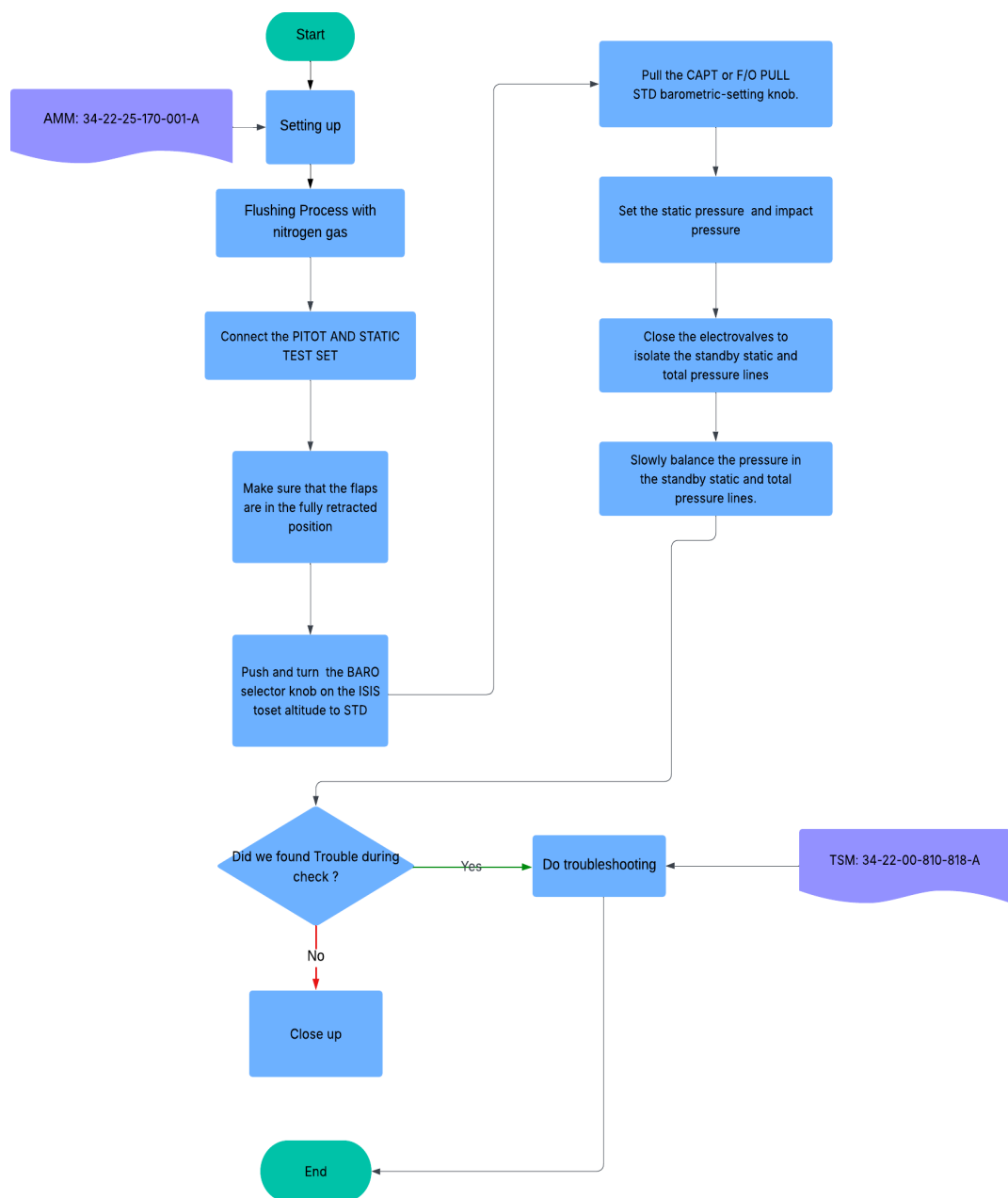
5. Remove the access platform(s)

SUBTASK 34-22-25-862-050-A

- B. Put the aircraft back to its initial configuration.

1. Do the reactivation of the air data probes after maintenance
Ref. AMM TASK 34-11-00-440-801.
2. De-energize the aircraft electrical circuits
Ref. AMM TASK 24-41-00-862-002.

Kemudian dilanjutkan dengan melakukan leak test (uji kebocoran)



Bagan 4. 2 Range Leak Test of The Standby Pneumatic Circuit

Sumber: AMM TASK 34-22-25-790-001-A

berdasarkan ref. AMM TASK 34-22-25-790-001-A.

TASK 34-22-25-790-001-A

Low Range Leak Test of the Standby Pneumatic circuits

WARNING:

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

DANGEROUS.

WARNING:

MAKE SURE THAT 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**
- THE CARGO DOORS**
- OTHER COMPONENTS THAT MOVE.**

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

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 DO THIS TASK, MAKE SURE THAT:

- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS**
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.**

IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION:

TO PREVENT DAMAGE TO INSTRUMENTS, OBEY THESE PRECAUTIONS WHEN YOU DO THE TEST:

THE PRESSURES SET MUST NOT BE MORE THAN 1050 hPa (31 in

Hg) OR LESS THAN 115 hPa (3.39 in Hg)

- CHANGES IN STATIC AND TOTAL PRESSURES MUST NOT BE MORE THAN 6000 FEET/MINUTE

- DO NOT SUDDENLY OPEN LINES TO AMBIENT AIR WHILE THE PRESSURE GENERATOR IS CONNECTED.

CAUTION:

THE TOTAL PRESSURE IN THE PITOT SYSTEM MUST NEVER BE LESS THAN THE STATIC PRESSURE. THE DIFFERENCE BETWEEN THE PITOT AND THE STATIC PRESSURE CIRCUITS MUST NEVER BE MORE THAN 368 hPa (10.86 in Hg).

1. Reason for the Job

Refer to the MPD TASK: 342200-05

LOW RANGE LEAK TEST OF STANDBY PNEUMATIC CIRCUITS

To make sure that there are no leaks in the standby static and standby pitot circuits.

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

Tabel 4. 9 Fixtures, Tools, Test and Support Equipment Leak Test

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 1M(3 FT)
No specific	AR	SAFETY CLIP – CIRCUIT BREAKER
No specific	AR	TAPE - ADHESIVE
98D10103500001	1	COVER-STATIC PROBE
98D34003500000	1	ADAPTER COVER-STATIC PORT
ALT34100001	1	PITOT AND STATIC TEST SET
P75701-4C	1	ADAPTER-PITOT PROBE

B. Consumable Materials

Tabel 4. 10 Consumable Materials Leak Test

REFERENCE	DESIGNATION
No specific	Plastic sheets

C. Work Zones and Access Panels

Tabel 4. 11 Work Zones and Access Panels Leak Test

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

D. Referenced Information

Tabel 4. 12 Referenced Information Leak Test

REFERENCE	DESIGNATION
No specific	Plastic sheets
Ref. 10-11-00-555-013-A	Installation of the Aircraft Protection Equipment
Ref. 10-11-00-555-014-A	Removal of the Aircraft Protection Equipment
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. 27-50-00-866-009-A	Retraction of the Flaps on the Ground
Ref. 27-50-00-866-009-A01	Retraction of the Flaps/Slats on the Ground
Ref. 31-60-00-860-001-A	EIS Start Procedure
Ref. 31-60-00-860-002-A	EIS Stop Procedure
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes
Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-15-200-001-A	Inspection/Check of the Pitot Probe
Ref. Fig. Static and Pitot Probes of the Standby System	
Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position	

3. Job Set-up

SUBTASK 34-22-25-860-053-A

A. Energize the aircraft electrical circuits

Ref. AMM TASK 24-41-00-861-002.

SUBTASK 34-22-25-040-052-A

B. Deactivation of the Air Data Probes

1) Do the deactivation of the air data probes for maintenance

Ref. AMM TASK 34-11-00-040-802.

SUBTASK 34-22-25-875-050-A

WARNING:

OPEN CIRCUIT BREAKER 7XE. THIS WILL PREVENT A POSSIBLE DEPLOYMENT OF THE RAT IF THE MAIN AC BUSBARS 1XP AND 2XP BECOME ISOLATED.

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

Tabel 4. 13 SAFETY CLIP - CIRCUIT BREAKER OPEN LEAK TEST

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/ATC/1	5SH1	G11
105VU	ELEC/CSM/G/EV AUTO/SPLY	7XE	C01
121VU	COM NAV/ATC/2	5SH2	K07

SUBTASK 34-22-25-865-070-A

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

Tabel 4. 14 Circuit breaker closed leak test

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/STBY/INST	5FN	F12
105VU	NAV/STBY/INST/BAT	23FN9	J01
FOR FIN 2CE1(ELAC-1)			
49VU	FLIGHT CONTROLS/ELAC1/NORM /SPLY	15CE1	B11
105VU	FLT CTL/ELAC1/STBY SPLY	16CE1	A01
FOR FIN 2CE2(ELAC-2)			
105VU	FLIGHT CONTROLS/ELAC2/STBY SPLY	16CE2	A02
121VU	FLIGHT CONTROLS/ELAC2/STBY SPLY	15CE2	R20

SUBTASK 34-22-25-420-050-C

- E. Connection of the Ground Pressure Generator

Ref. Fig. Static and Pitot Probes of the Standby System

- 1) Put the ACCESS PLATFORM 1M(3 FT) in position to get access to the standby static probe and the standby pitot probe.
- 2) If the aircraft protection equipment is installed, remove it Ref. AMM

TASK 10-11-00-555-014.

- 3) Connect the PITOT AND STATIC TEST SET (ALT34100001) (1) to the standby static probe with the ADAPTER COVER-STATIC PORT (98D34003500000) (4).
- 4) Connect the PITOT AND STATIC TEST SET (ALT34100001) (1) to the standby pitot probe with the pitot probe adapter ADAPTER-PITOT PROBE (P75701-4C) (2) or (3).
- 5) Seal the opposite standby static probe with the plastic sheets and the COVER-STATIC PROBE (98D10103500001)

NOTE:

As an alternative to the emergency static-probe cover (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the plastic sheets, you can seal the static probe with the static-port cover (98D34003500103) assembly which is part of the ADAPTER COVER-STATIC PORT (98D34003500000).

- 6) Turn the vane of Angle Of Attack (AOA) sensor 3FP3 to the high stop position.

- F. Keep the vane of AOA sensor 3FP3 in position with a bright color TAPE – ADHESIVE

SUBTASK 34-22-25-860-067-A

- G. Aircraft Maintenance Configuration

- 1) Do the Electronic Instrument System (EIS) start procedure Ref. AMM TASK 31-60-00-860-001.
- 2) Do the Air Data/Inertial Reference System (ADIRS) start procedure Ref. AMM TASK 34-10-00-860-002.
- 3) On the center pedestal, on the SWITCHING control panel 8VU, set the AIR DATA selector switch to CAPT 3 or F/O 3 position.
- 4) Make sure that the flaps are in the fully retracted position Ref. AMM TASK 27-50-00-866-009.
- 5) Start the PITOT AND STATIC TEST SET (ALT34100001).

1. Procedure

SUBTASK 34-22-25-790-050-A

A. Leak Test

NOTE:

The input parameters (speed and altitude) for the ground test and the values shown on the cockpit displays are different. This is because of the sum of the tolerances of the air data circuits (the ground test unit, Air Data Modules (ADM) and Air Data/Inertial Reference Units (ADIRU)).

Tabel 4. 15 Procedure Leak Test

ACTION	RESULT
1. In the cockpit, on panel 401VU, on the Integrated Standby Instrument System (ISIS) indicator: - Push and turn the BARO selector knob to set the altitude reference to STD.	At the bottom of the ISIS indicator screen: - The STD indication comes into view.
2. On the EFIS control panels of the Flight Control Unit (FCU): - Pull the CAPT or F/O PULL STD barometric-setting knob.	On the CAPT or F/O PFD: - The STD indication comes into view below the altitude scale.
3. On the ground pressure generator: - Set the static pressure to 455.4 hPa (13.45 in.Hg). - Set the impact pressure to 186.4 hPa (5.50 in.Hg) (or the total pressure to 641.8 hPa (18.95 in.Hg)).	In the cockpit: - The CAPT or F/O PFD shows the altitude value at 21371 -40 ft. or +40 ft. (6514 -12 m or +12 m) and the airspeed value at 342 knots +/- 3 knots. - The ISIS indicator shows the altitude value at 20529 -85 ft. or +85 ft. (6257 -26 m or +26 m)

	and the airspeed value at 329 knots +/- 8 knots.
4. Close the electrovalves to isolate the standby static and total pressure lines of the aircraft from the ground pressure generator	On the CAPT or F/O PFD and the ISIS indicator: - After five minutes, the change of altitude is not more than 500 ft. (152 m). - After ten minutes, the change of airspeed is not more than 20 knots.
5. On the ground pressure generator: - Slowly balance the pressure in the standby static and total pressure lines. - Open the electrovalves to get the atmospheric pressure.	On the CAPT or F/O PFD: - The rate of descent is not more than 6000 ft. min (1829 m.min).

2. Close-up

SUBTASK 34-22-25-020-050-C

A. Removal of the Ground Pressure Generator

- 1) Stop the PITOT AND STATIC TEST SET (ALT34100001).
- 2) Disconnect the PITOT AND STATIC TEST SET (ALT34100001) (1).
- 3) Remove the ADAPTER COVER-STATIC PORT (98D34003500000) (4) from the standby static probe.
- 4) Remove the adapter (2) or (3) from the standby pitot probe.
- 5) Remove the piece of plastic and the COVER-STATIC PROBE (98D10103500001) from the opposite standby static-probe.
- 6) Remove the color TAPE - ADHESIVE from the vane of AOA sensor 3FP3.

SUBTASK 34-22-25-875-051-A

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

Tabel 4. 16 SAFETY CLIP - CIRCUIT BREAKER CLOSE LEAK TEST

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/ATC/1	5SH1	G11
105VU	ELEC/CSM/G/EV AUTO/SPLY	7XE	C01
121VU	COM NAV/ATC/2	5SH2	K07

SUBTASK 34-22-25-440-052-A

- C. Reactivation of the Air Data Probes

- 1) Do the reactivation of the air data probes after maintenance

Ref. AMM TASK 34-11-00-440-801.

SUBTASK 34-22-25-860-054-A

- D. Put the aircraft back to its initial configuration.

- 1) Do the ADIRS stop procedure Ref. AMM TASK 34-10-00-860-005.
- 2) Do the EIS stop procedure Ref. AMM TASK 31-60-00-860-002.
- 3) Do the reset of each Elevator Aileron Computer (ELAC):
 - a. FOR 2CE1 (ELAC-1)
 - 1 Open, then close circuit breakers 15CE1 and 16CE1.
 - b. FOR 2CE2 (ELAC-2)
 - 1 Open, then close circuit breakers 15CE2 and 16CE2.
- 4) De-energize the aircraft electrical circuits
Ref. AMM TASK 24-41-00-862-002.
- 5) If you removed the aircraft protection equipment, install it Ref. AMM TASK 10-11-00-555-013.
- 6) Make sure that the work area is clean and clear of tools and other items.
- 7) Remove the access platform(s).
- 8) Make sure that there is no blockage of the drain holes on the pitot

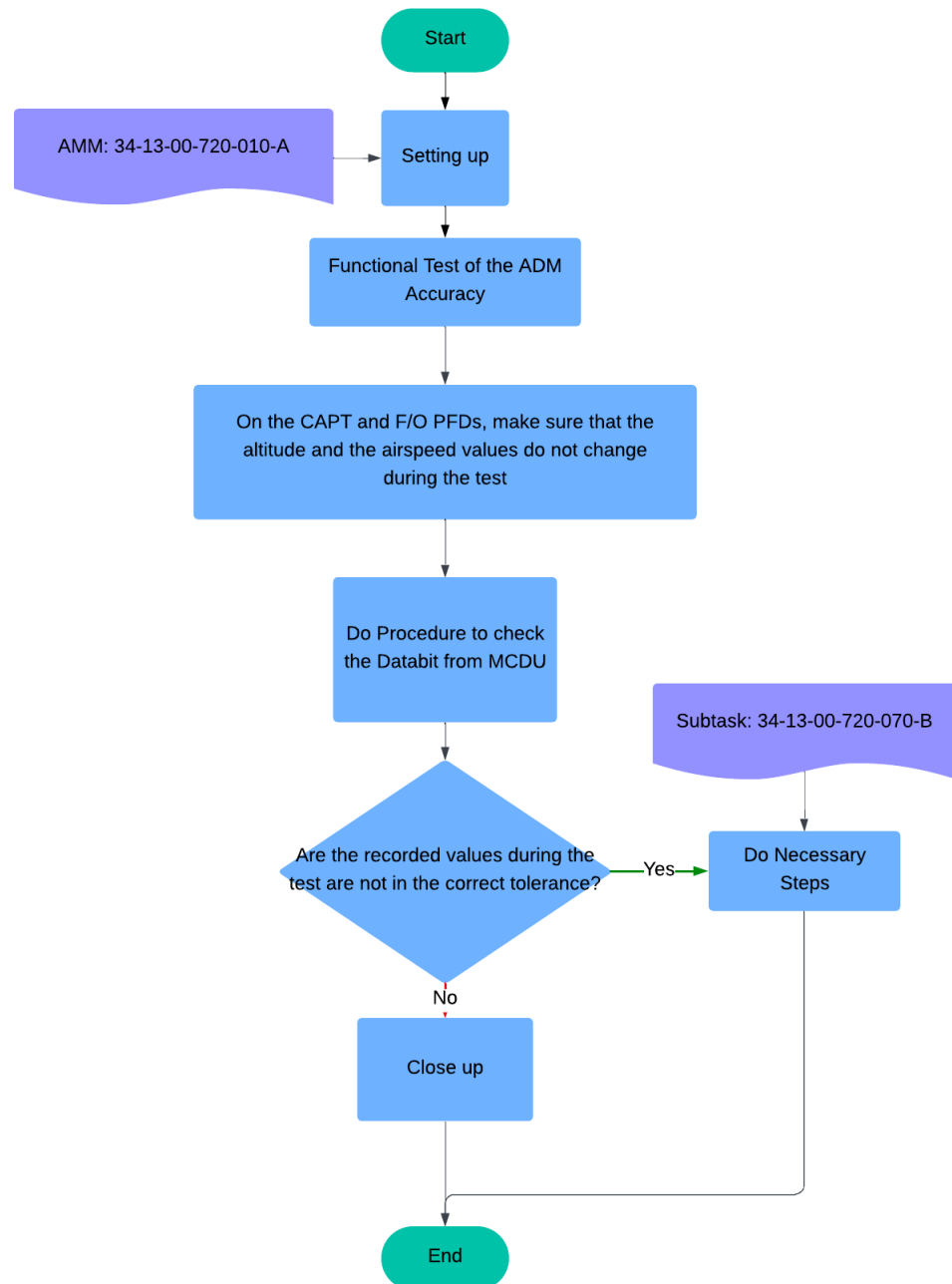
probes because of unwanted materials Ref. AMM TASK 34-11-15-200-001.

3. Functional test Air Data Module Accuracy

[illegible]

Gambar 4. 3 Task card functional test of the ADM accuracy

Sumber : Task Card AIRBUS A320 9M-AGO



Bagan 4. 3 Flowchart Functional Air Data Module

Sumber : olahan penulis

Prosedur dari pengujian fungsional akurasi ADM berdasarkan AMM 34-13-00-720-010-A memiliki beberapa tahapan yang harus dilakukan, yaitu
 TASK 34-13-00-720-010-A
 Functional Test of the ADM Accuracy

WARNING:

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

WARNING:

MAKE SURE THAT 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
- THE CARGO DOORS
- OTHER COMPONENTS THAT MOVE.

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

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 DO THIS TASK, MAKE SURE THAT:

- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.

IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL

BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION:

TO PREVENT DAMAGE TO INSTRUMENTS, OBEY THESE PRECAUTIONS WHEN YOU DO THE TEST:

- **THE PRESSURES SET MUST NOT BE MORE THAN 1050 hPa (31 in Hg) OR LESS THAN 115 hPa (3.39 in Hg)**
- **CHANGES IN STATIC AND TOTAL PRESSURES MUST NOT BE MORE THAN 6000 FEET/MINUTE**
- **DO NOT SUDDENLY OPEN LINES TO AMBIENT AIR WHILE THE PRESSURE GENERATOR IS CONNECTED.**

CAUTION:

THE TOTAL PRESSURE IN THE PITOT SYSTEM MUST NEVER BE LESS THAN THE STATIC PRESSURE. THE DIFFERENCE BETWEEN THE PITOT AND THE STATIC PRESSURE CIRCUITS MUST NEVER BE MORE THAN 368 hPa (10.86 in Hg).

1. Reason for the Job

Refer to the MPD TASK: 341300-13

FUNCTIONAL TEST OF THE ADM ACCURACY

To make sure that the static and total pressure values from the ADMs are accurate.

NOTE:

The effectivity of this task is "ALL". To know if this task is applicable for your aircraft, refer to the MPD applicability and related MPD task source document.

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

Tabel 4. 17 Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M (3 FT)-ADJUSTABLE

No specific	AR	ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE
No specific	AR	ACCESS PLATFORM 3M (10 FT)- ADJUSTABLE
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	TAPE - ADHESIVE
No specific	AR	WARNING NOTICE(S)
98D10103500001	1	COVER-STATIC PROBE
98D34003500000	AR	ADAPTER COVER-STATIC PORT
ALT34100001	1	PITOT AND STATIC TEST SET
P75701-4C	AR	DAPTER-PITOT PROBE

B. Consumable Materials

Tabel 4. 18 Consumable Materials

REFERENCE	DESIGNATION
No specific	Plastic sheets

C. Work Zones and Access Panels

Tabel 4. 19 Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
120	AVIONICS COMPARTMENT
210	CKPT,FWD COMPT BHD TO FLT COMPT BULKHEAD
230	FWD PASSENGER COMPARTMENT

D. Referenced Information

Tabel 4. 20 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)	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 Engin
Ref. 27-50-00-866-009-A	Retraction of the Flaps on the Ground
Ref. 27-50-00-866-009-A01	Retraction of the Flaps/Slats on the Ground
Ref. 31-36-00-740-008-A	Access to the Parameter Call-Up Menus
Ref. 31-60-00-860-001-A	EIS Start Procedure
Ref. 31-60-00-860-002-A	EIS Stop Procedure
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes

Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-17-000-001-A	Removal of the Air Data Module (ADM) of the Total Pressure Lines
Ref. 34-11-17-400-001-A	Installation of the Air Data Module (ADM) of the Total Pressure Lines
Ref. 34-13-00-790-002-A	Leak Test of the Principal Static and Total Air Data System
Ref. 34-22-25-790-001-A	Low Range Leak Test of the Standby Pneumatic circuits
Ref. Fig. Static and Pitot Probes	
Ref. Fig. Sealing of the Static Probes	
Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position	

3. Job Set-up

SUBTASK 34-13-00-860-106-A

A. Aircraft Maintenance Configuration

- 1) Energize the aircraft electrical circuits Ref. AMM TASK 24-41-00-861-002.
- 2) Do the Electronic Instrument System (EIS) start procedure (PFD Display Units (DU) only)
Ref. AMM TASK 31-60-00-860-001.
- 3) Do the Air Data/Inertial Reference System (ADIRS) start procedure Ref. AMM TASK 34-10-00-860-002.
- 4) Make sure that the flaps are in the fully retracted position Ref. AMM TASK 27-50-00-866-009.
- 5) Get access to the parameter call-up menus (If available) Ref. AMM TASK 31-36-00-740-008.

- 6) In the cockpit, on the center pedestal, on SWITCHING panel 8VU, make sure that the AIR DATA selector switch is in the NORM position.
- 7) On the Flight Control Unit (FCU), on the EFIS control section, do the steps that follow:
 - Set the two "in Hg/h Pa" selector switches to "h Pa".
 - Pull the baro-reference selector knob.
- 8) On the CAPT and F/O PFDs, make sure that the STD indication is shown below the altitude scale.
- 9) Put the ACCESS PLATFORM 1M (3 FT)-ADJUSTABLE in position:
 - At zone 127 to get access to static probes 7DA1 and 7DA2
 - At zone 128 to get access to static probes 8DA1 and 8DA2
 - At zone 125 to get access to pitot probes 9DA1 and 9DA3
 - At zone 126 to get access to pitot probe 9DA2.
- 10) Put the ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE in position:
 - At zone 121 to get access to static probe 7DA3
 - At zone 122 to get access to static probe 8DA3.
- 11) Put the ACCESS PLATFORM 3M (10 FT)-ADJUSTABLE in position:
 - At zone 231 to get access to Angle Of Attack (AOA) sensor 3FP1
 - At zone 232 to get access to AOA sensor 3FP2
 - At zone 127 to get access to AOA sensor 3FP3.
- 12) Remove the protective covers from the sensors and the probes (AOA, Static, Pitot and Total Air
- 13) Temperature (TAT)).

SUBTASK 34-13-00-040-052-A

B. Deactivation of the Air Data Probes

Do the deactivation of the air data probes for maintenance

Ref. AMM TASK 34-11-00-040-802.

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

Tabel 4. 21 SAFETY CLIP - CIRCUIT BREAKER

PANEL	DESIGNATION	FIN	LOCATION
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
49VU	COM NAV/ATC/1	5SH1	G11
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
121VU	T/TISS	2004SG	K07
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

SUBTASK 34-13-00-865-112-A

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

Tabel 4. 22 circuit breaker closed

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV PROBES/ADIRU 1/AND AOA 1/26 VAC	5FP1	F07
49VU	NAV PROBES/ADIRU1/115V AC	4FP1	F06

105VU	ADIRS/ADIRU1/28VD C	6FP1	C02
121VU	ADIRS/ADIRU/2PWR/S HED	10FP	N010
121VU	ADIRS/ADIRU/3PWR/S WTG	9FP	N09
121VU	ADIRS/ADIRU/2/26VA C AND AOA	5FP2	N08
121VU	ADIRS/ADIRU/3/26VA C AND AOA	5FP3	N07
121VU	ADIRS/ADIRU/2/115V AC	4FP2	N06
121VU	ADIRS/ADIRU/3/115V AC	4FP3	N05
121VU	ADIRS/ADIRU/2/28VD C	6FP2	N04
121VU	ADIRS/ADIRU/3/28VD C	6FP3	N03
FOR FIN 2CE1(ELAC-1)			
49VU	FLIGHT CONTROLS/ELAC1/N ORM/SPLY	15CE 1	B11
105VU	FLT CTL/ELAC1/STBY SPLY	16CE 1	A01
FOR FIN 2CE2(ELAC-2)			
105VU	FLIGHT CONTROLS/ELAC2/ST BY SPLY	16CE 2	A02
121VU	FLIGHT CONTROLS/ELAC2/N	15CE 2	R20

	ORM/SPLY		
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SUBTASK 34-13-00-875-070-A

E. Table of the Circuit Breakers Used in This Procedure

Tabel 4. 23 Table of the Circuit Breakers

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05
49VU	ENGINE/1/FADEC A/AND EIU 1	2KS1	A04
121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41

SUBTASK 34-13-00-860-115-A

F. Aircraft Maintenance Configuration

- 1) In the cockpit, on the overhead panel, on the ENG section of maintenance panel 50VU:
 - a. Make sure that the ON legends of the ENG/FADEC GND PWR 1 and ENG/FADEC GND PWR 2 pushbutton switches are off.
 - b. Make sure that the Engine/Warning Display (EWD) parameters (N1, N2 and EGT) are not available and that they are shown as amber crosses (XX).

NOTE:

This shows that the Electronic Engine Control (EEC) is de-energized.

- c. If the EWD parameters (N1, N2 and EGT) are available, open Full Authority Digital Engine Control/Engine Interface Unit (FADEC/EIU) circuit breakers 2KS1, 2KS2, 4KS1 and 4KS2 to set the EEC to off.

- d. Put the WARNING NOTICE(S) in position to tell persons not to energize the FADEC system.

SUBTASK 34-13-00-790-054-B

G. Do these procedures:

- Leak test of the principal static and total air data system Ref.AMM TASK 34-13-00-790-002
- Low-range leak test of the Standby Pneumatic Circuits (If available) Ref. AMM TASK 34-22-25-790-001.

SUBTASK 34-13-00-480-057-A

H. Installation of the Ground Pressure Generator

- 1) When you operate the ground pressure generator, use the parameters that follow:
 - a. The altitude between -1000 ft. (-304.79 m) and 50000 ft. (15239.72 m) (accuracy +/- 0.1 hPa (0.0030 in.Hg)) or the values in feet that follow, in relation to the altitude level:
 - Sea level: +/- 3 ft. (0.91 m)
 - 5000 ft. (1523.97 m): +/- 4 ft. (1.22 m)
 - 30000 ft. (9143.83 m): +/- 8 ft. (2.44 m)
 - 50000 ft. (15239.72 m): +/- 18 ft. (5.49 m).
 - b. The speed between "0 and 500 kts".
 - c. The climb rate between 0 and +/- 6000 ft.min (1828.77 m.min) (+/- 7%)
- 2) Connect the static port of the PITOT AND STATIC TEST SET (ALT34100001) to the static probes and/or the pitot probes on which you do the test:
 - a. For the CAPT circuit (Air Data/Inertial Reference Unit 1 (ADIRU 1)) and the F/O circuit (ADIRU 2), connect the ground pressure generator to the two static probes (left and right) with the ports (1) of the ADAPTER COVER-STATIC PORT (98D34003500000) (4):
 - Left static probe 1 7DA1, zone 127, station 8750, for the left static-pressure Air Data Module (ADM) (19FP5)

- Left static probe 2 7DA2, zone 127, station 8700, for the left static-pressure ADM (19FP7)
 - Right static probe 1 8DA1, zone 128, station 9300, for the right static-pressure ADM (19FP4)
 - Right static probe 2 8DA2, zone 128, station 9350, for the right static-pressure ADM (19FP6).
- b. For the standby circuit (ADIRU 3), connect the ground pressure generator to the static probes with port (1) of the ADAPTER COVER-STATIC PORT (98D34003500000) (5):
- Left static probe 3 7DA3, zone 121, station 4250, for the static pressure ADM (19FP8)
 - Right static probe 3 8DA3, zone 122, station 4250, for the static pressure ADM(19FP8).
- c. Connect the ground pressure generator to the pitot probes with port (1) of the ADAPTER-PITOT PROBE (P75701-4C) (3):
- For the CAPT circuit, pitot probe 1 9DA1, zone 125, station 5500, for the left total-pressure ADM (19FP1)
 - For the F/O circuit, pitot probe 2 9DA2, zone 126, station 5500, for the right total-pressure ADM (19FP2)
 - For the standby circuit, pitot probe 3 9DA3, zone 125, station 5500, for the stand by total-pressure ADM (19FP3).
- 3) Seal the opposite static probe of the standby ADM with the bright color plastic sheets or plastic sheets with a bright color TAPE - ADHESIVE and the COVER-STATIC PROBE (98D10103500001)

NOTE :

As an alternative to the emergency static-probe cover (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the bright color plastic sheets or plastic sheets with a bright color TAPE -ADHESIVE, you can seal the static probe with the static-port cover (98D34003500103) assembly which is part of the ADAPTER COVER-STATIC PORT (98D34003500000).

- 4) Set the Angle Of Attack (AOA) sensors to the high stop positions:
 - a. Slowly turn the vanes of the three AOA sensors to the high stop positions.
 - b. Keep the AOA sensors in position with a bright color TAPE - ADHESIVE
 - 5) Start the ground pressure generator.
4. Procedure
- SUBTASK 34-13-00-720-068-AW
- A. Functional Test of the ADM Accuracy
- 1) On the CAPT and F/O PFDs, make sure that the altitude and the airspeed values do not change during the test.
 - 2) The number of digits of the EQ parameter code that you must enter (two or three digits) is related to the Data Management Unit (DMU)/Flight Data Interface and Management Unit (FDIMU) equipment installed (hardware and software version). The procedure and the table that follow show three digits. If you cannot enter the three digits, enter the last two digits. For example, enter 06 and not 006 or enter 26 and not 026.
 - 3) To do this procedure, use the reference values given in the table that follows:

Tabel 4. 24 Procedure Functional Test of the ADM Accuracy

ACTION	RESULT
1. On the ground pressure generator: - Set a static pressure of 186.6 hPa (5.5103 in.Hg). - Set a total pressure of 193.4 hPa (5.7111 in.Hg). - The related impact pressure is 6.8 hPa (0.2008 in.Hg).	

- If you can get a stable pressure measurement, keep the electrovalves open. - If you cannot get a stable pressure measurement, close the electrovalves.	
2. On the center pedestal, on SWITCHING panel 8VU: - Make sure that the AIR DATA selector switch is set to the NORM position.	On the CAPT and F/O PFDs: - Make sure that the altitude value is 40000 -110 ft. or +110 ft. (12191.78 -33.53 m or +33.53 m). - Make sure that the speed value is 60 kts ## 5 kts.
3. On the center pedestal, on SWITCHING panel 8VU: - Set the AIR DATA selector switch to the CAPT/3 (F/O/3) position.	On the CAPT (F/O) PFD: - Make sure that the altitude value is 40060 -110 ft. or +110 ft. (12210.06 -33.53 m or +33.53 m). - Make sure that the speed value is 63 kts ## 5 kts.
4. On the MCDU, get access to the parameter-call-up menu page Ref. AMM TASK 31-36-00-740-008.	The parameter-call-up 1/8 menu-page comes into view.
5. On the MCDU, on the parameter-call-up 1/8 menu-page: - For the left static-pressure ADM (19FP5), enter 006/1/176/01 on the scratchpad. Push the line key adjacent to the first arrow.	The related label and the databits come into view.
For the left static-pressure ADM (19FP7), enter 006/2/176/10 on the scratchpad. Push the line key adjacent to the second arrow.	

Push the line key adjacent to the PRINT indication to print this page.	
On the MCDU keyboard, push the NEXT PAGE key.	The parameter-call-up 2/8 menu-page comes into view.
6. On the MCDU, on the parameter-call-up 2/8 menu-page: - For the right static-pressure ADM (19FP4), enter 006/1/177/01 on the scratchpad. Push the line key adjacent to the first arrow.	The related label and the databits come into view.
For the right static-pressure ADM (19FP6), enter 006/2/177/10 on the scratchpad. Push the line key adjacent to the second arrow.	The related label and the databits come into view
Push the line key adjacent to the PRINT indication to print this page.	
On the MCDU keyboard, push the NEXT PAGE key	The parameter-call-up 3/8 menu-page comes into view
7. On the MCDU, on the parameter-call-up 3/8 menu-page: - For the standby static-pressure ADM (19FP8), enter 006/3/245/11 on the scratchpad. Push the line key adjacent to the first arrow.	The related label and the databits come into view.
For the left total-pressure ADM (19FP1), enter 006/1/242/01 on the scratchpad. Push the line key adjacent to the second arrow.	The related label and the databits come into view.
Push the line key adjacent to the PRINT indication to print this page.	

On the MCDU keyboard, push the NEXT PAGE key.	The parameter-call-up 4/8 menu-page comes into view.
8. On the MCDU, on the parameter-call-up 4/8 menu-page: - For the right total-pressure ADM (19FP2), enter 006/2/242/10 on the scratchpad. Push the line key adjacent to the first arrow.	The related label and the databits come into view.
For the standby total-pressure ADM (19FP3), enter 006/3/242/11 on the scratchpad. Push the line key adjacent to the second arrow.	The related label and the databits come into view.
Push the line key adjacent to the PRINT indication to print this page.	
9. On the ground pressure generator, at the same time: - Slowly increase the pressure in the static and total pressure lines to get the atmospheric pressure at a maximum vertical speed of 6000 ft.min (1828.77 m.min). - If the electrovalves are closed, open them	
10. Disconnect the static and total pressure lines from the ground pressure generator to get the atmospheric pressure: - Stop the ground pressure generator.	
11. Refer to the table that follows to make sure that the printed values are	

in the correct range.	
-----------------------	--

Tabel 4. 25 Functional Test of the ADM Accuracy

EQ	SYS	LAB	SDI	DATABIT must be between :
006	1	176	01	23795 and 23975
006	2	176	10	23795 and 23975
006	1	177	01	23795 and 23975
006	2	177	10	23795 and 23975
006	3	245	11	23795 and 23975
006	1	242	01	24665 and 24845
006	2	242	10	24665 and 24845
006	3	242	11	24665 and 24845

SUBTASK 34-13-00-720-070-B

B. If the recorded values during the test are not in the correct tolerance replace the ADMs as follows:

1) For the ADR1:

a. If the static pressure value is not in the correct tolerance:

- For the raw 006/1/176/01 replace the ADM-L (19FP5) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001.
- For the raw 006/1/177/01 replace the ADM-R (19FP4) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001.

b. If the total pressure value is not in the correct tolerance:

- For the raw 006/1/242/01 replace the ADM (19FP1) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001

2) For the ADR2:

a. If the static pressure value is not in the correct tolerance:

- For the raw 006/2/176/10 replace the ADM-L (19FP7) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001.
 - For the raw 006/2/177/10 replace the ADM-R (19FP6) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001.
- b. If the total pressure value is not in the correct tolerance:
- For the raw 006/1/242/01 replace the ADM (19FP1) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001
- 3) For the ADR3:
- a. If the static pressure value is not in the correct tolerance:
- For the raw 006/3/245/11 replace the ADM-STBY (19FP8) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001.
- b. If the total pressure value is not in the correct tolerance:
- For the raw 006/3/242/11 replace the ADM (19FP3) Ref. AMM TASK 34-11-17-000-001 and Ref. AMM TASK 34-11-17-400-001
5. Close-up
- SUBTASK 34-13-00-080-055-A
- A. Remove the ground support and maintenance equipment, the special and standard tools and all other items.
- SUBTASK 34-13-00-875-057-B
- B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker(s):

Tabel 4. 26 SAFETY CLIP - CIRCUIT BREAKER CLOSE

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05

49VU	ENGINE/1/FADEC A/AND EIU 1	2KS1	A04
49VU	ANTI ICE/PROBES/PHC/1	2DA1	DO3
49VU	COM NAV/ATC/1	5SH1	G11
121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
121VU	T/TISS	2004SG	K07
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

SUBTASK 34-13-00-440-052-A

C. Reactivation of the Air Data Probe

Do the reactivation of the air data probes after maintenance

Ref. AMM TASK 34-11-00-440-801.

D. Put the aircraft back to its initial configuration.

- 1) Make sure that the work area is clean and clear of tools and other items.
- 2) Remove the bright color TAPE - ADHESIVE from the AOA sensors.
- 3) Make sure that there is no remaining bright color TAPE - ADHESIVE on the AOA sensors.
- 4) Make sure that the bright color plastic sheets or the plastic sheets with a bright color TAPE - ADHESIVE is (are) removed from the static

probes.

- 5) Install the protective covers on the sensors and the probes (AOA, static, pitot and Total Air Temperature (TAT)).
- 6) Remove the access platform(s).
- 7) Do a reset of each Elevator Aileron Computer (ELAC):
- 8) In the cockpit, on the center pedestal, on SWITCHING panel 8VU, set the AIR DATA selector switch to the NORM position.
- 9) On the MCDU, push the line key adjacent to the RETURN indication until the MAINTENANCE MENU 1/2 page comes into view.
- 10) On the Flight Control Unit (FCU), set the baro-reference selector knob to its initial position.
- 11) Do the Air Data/Inertial Reference System (ADIRS) stop procedure Ref. AMM TASK 34-10-00-860-005.
- 12) Do the EIS stop procedure Ref. AMM TASK 31-60-00-860-002.
- 13) On CAPT and F/O lighting/LOUD SPEAKER control panels 301VU and 500VU, set the PFD potentiometers to OFF.
- 14) De-energize the aircraft electrical circuits Ref. AMM TASK 24-41-00-862-002.

ii. Keadaan Aktual Pesawat

1. *Leak Test On Standby Pneumatic Circuit*

Pada saat melakukan *leak test* tidak ditemukan adanya masalah ataupun kerusakan pada *standby pneumatic circuit*. Ketika tekanan statis diatur menjadi 13,45 in.Hg dan impact pressure 5,50 in.Hg, PFD CAPT atau F/O menampilkan nilai ketinggian 21.371 dengan nilai kecepatan udara 342 knot indikator ISIS menampilkan nilai ketinggian 20.579 dengan nilai kecepatan 329 knot. Setelah ditunggu selama 5 menit ketinggian mengalami perubahan menjadi 150 ft dan setelah 10 menit kecepatan udara menjadi 0,8 knot.

2. *Functional test Air Data Module Accuracy*

Pada saat melakukan *functional test* akurasi ADM tidak ditemukan adanya masalah ataupun kerusakan. Semua ADM masih dalam batas

normal dapat dilihat pada hasil *functional test* berikut

Tabel 4. 27 Hasil Functional Test

EQ	SYS	LAB	SDI	DATABIT
006	1	176	01	23875
006	2	176	10	23890
006	1	177	01	23950
006	2	177	10	23965
006	3	245	11	23820
006	1	242	01	24755
006	2	242	10	24670
006	3	242	11	24820

- iii. Standard Kondisi Pesawat berdasarkan AMM
 1. *Leak On Test Standby Pneumatic Circuit*

Standard leak test standby pneumatic circuit pada AMM SUBTASK 34-22-25-790-050-A bahwa static pressure diatur menjadi 13,45 in.Hg dan Impact pressure diatur menjadi 5,50 in.Hg, maka akan menampilkan nilai ketinggian 21.371 pada PFD CAPT atau F/O dengan nilai kecepatan udara 342 knot dan indikator ISIS menampilkan nilai ketinggian 20.579 dengan nilai kecepatan 329 knot. Setelah penunjukkan sesuai, matikan pressure dari tool air data. Setelah 5 menit perubahan ketinggian tidak melebihi 500 ft, kemudian setelah 10 menit perubahan kecepatan udara tidak melebihi 20 knot.

2. *Functional test Air Data Module Accuracy*

Standard Functional test pada AMM SUBTASK 34-13-00-720-068 AW bahwa *ground level pressure* diatur dengan ketinggian 40.000 feet dan kecepatan 60 knot. Maka toleransi nilai *total pressure* dan *static pressure* sebagai berikut

EQ	SYS	LAB	SDI	DATABIT must be between:
006	1	176	01	23795 and 23975
006	2	176	10	23795 and 23975
006	1	177	01	23795 and 23975
006	2	177	10	23795 and 23975
006	3	245	11	23795 and 23975
006	1	242	01	24665 and 24845
006	2	242	10	24665 and 24845
006	3	242	11	24665 and 24845

Gambar 4. 4 Standard Functional Test

Sumber : AMM SUBTASK 34-13-00-720-068 AW

iv. Analisa

1. *Leak On Test Standby Pneumatic Circuit*

Berdasarkan analisa dari *leak test standby pneumatic circuit* membuktikan bahwa tidak terjadinya kebocoran, dimana perubahan ketinggian setelah 5 menit kurang dari 500 ft dan setelah 10 menit perubahan kecepatan udara kurang dari 20 knot. Hal ini sesuai dengan AMM SUBTASK 34-22-25-790-050-A.

2. *Functional Test of The Air Data Module Accuracy*

Berdasarkan analisa *functional test air data modul accuracy* menunjukkan hasil functional tes pada tabel 4.2 dengan standard funtional test pada gambar 4.3, yang dimana hasil ini membuktikan bahwa nilai total pressure dan static pressure masih dalam batas toleransi. Sesuai dengan *standard functional test* pada AMM SUBTASK 34-13-00-720-068 AW dimana *ground level pressure* diatur dengan ketinggian 40.000 feet dan kecepatan 60 knot.

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*

Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa *pneumatic circuit* dapat terjadi kebocoran, dan sistem ADM dapat terjadi fault. Namun dalam inspeksi yang telah dilakukan, tidak ditemukan adanya kebocoran ataupun fault dalam sistem ADM. Hal tersebut menentukan kondisi operasional dari sistem-sistem tersebut. Namun *Leak Test* dan *Functional Test* harus terus dilakukan sesuai dengan ketentuan dari manufaktur pesawat terbang. Hal tersebut tidak hanya untuk pengecekan rutin, Tapi juga dapat memberikan kondisi dari fungsi sistem, jika terjadi fault atau kendala dalam sistem dapat dideteksi dengan baik dan sesuai dengan standar keamanan dari peraturan penerbangan yang ada.

5.1.2 Kesimpulan Terhadap Pelaksanaan OJT

Berdasarkan kegiatan *On The Job Training* yang telah dilaksanakan dari tanggal 05 Mei 2025 sampai dengan 25 juli 2025, maka dapat diambil kesimpulan bahwa kami mendapatkan pengetahuan yang lebih luas terkait dengan CASR dan *maintenance management* serta *safety precaution*.

DAFTAR PUSTAKA

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- (Minda Mora Peneliti Pusat Penelitian dan Pengembangan Udara & Artikel, 2012)

LAMPIRAN

Lampiran 1 *Draining and flushing Standby Pneumatic Circuits*

AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
	Tail Number - MSN - FSN: 9M-AGO - 06642 - 814	
	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

TASK 34-22-25-170-001-A
Draining and Flushing of Standby Pneumatic Circuits
FIN: [14WN 19FP3 19FP8 9DA3](#)

WARNING: BEFORE YOU DO A MAINTENANCE TASK NEAR THE RADOME (IN THE AREA OF 5 METERS /16.4 FT FROM THE WEATHER RADAR ANTENNA AND IN AN ARC OF 135 DEG. ON EACH SIDE OF THE AIRCRAFT CENTERLINE), MAKE SURE THAT THE RADAR DOES NOT OPERATE. THIS WILL PREVENT INJURY TO PERSONNEL BECAUSE OF EMISSIONS AND MOVEMENT OF THE RADAR ANTENNA.

WARNING: WHEN YOU DO THIS TASK, MAKE SURE THAT:
- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.
IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION: BEFORE YOU DO THE FLUSHING AND/OR DRAINING, MAKE SURE THAT:
- YOU DISCONNECT THE QUICK-DISCONNECT COUPLINGS OF THE ADM'S
- YOU REMOVE THE ISIS INDICATOR.
IF YOU DO NOT OBEY THESE INSTRUCTIONS, DAMAGE TO THESE COMPONENTS CAN OCCUR DURING THE FLUSHING AND/OR DRAINING.

- Reason for the Job
[Refer to the MPD TASK: 342200-02](#)
DRAINING AND FLUSHING OF STANDBY PNEUMATIC CIRCUITS
 - To remove the water from the standby static pressure lines.
 - To remove dust and particles from the standby static and standby total pressure lines.

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	NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY
No specific	AR	PLUG - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER

JCP Title: 34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	© AIRBUS S.A.S. ALL RIGHTS RESERVED. CONFIDENTIAL AND PROPRIETARY DOCUMENT.	Page 1 of 14 PRINT DATE: Jul 15/2025
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AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
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	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

No specific	AR	WIRE - NYLON
No specific		Torque wrench: range to between 3.6 and 4 m.N (31.86 and 35.40 lbf.in)
No specific		Torque wrench: range to between 12 and 13 m.N (106.19 and 115.04 lbf.in)
98D10103500001	1	COVER-STATIC PROBE
98D34003500000	1	ADAPTER COVER-STATIC PORT
98D34103002000	1	ADAPTERS - AIR DATA SYSTEM FLUSHING
98D34103004001	1	CLEANER-PITOT PROBE

B. Consumable Materials

REFERENCE	DESIGNATION
No specific	plastic sheets

C. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
120	AVIONICS COMPARTMENT
811, 812	
	FOR 14WN(PRESS SW-CABIN PRESS DET)
	FOR 19FP8(ADM-STBY STATIC PRESSURE)
811	
	FOR 19FP3(ADM-STBY TOTAL PRESSURE)
	FOR 9DA3(PROBE-PITOT, 3)
812	

D. Expendable Parts

FIG.ITEM	DESIGNATION	IPC-CSN
11	O-RING	52-73-01-02 ITEM 030
11	O-RING	52-73-81-02 ITEM 030

E. Referenced Information

REFERENCE	DESIGNATION
Ref. 10-11-00-555-013-A	Installation of the Aircraft Protection Equipment

AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
	Tail Number - MSN - FSN: 9M-AGO - 06642 - 814	
	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

Ref. 10-11-00-555-014-A	Removal of the Aircraft Protection Equipment
Ref. 12-24-34-600-001-A	Bleeding of the Standby Air Data System
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes
Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-15-000-001-A	Removal of the Pitot Probe
Ref. 34-11-15-400-001-A	Installation of the Pitot Probe
Ref. 34-22-25-000-001-A	Removal of the Integrated Standby Instrument System (ISIS) Indicator
Ref. 34-22-25-400-001-A	Installation of the Integrated Standby Instrument System (ISIS) Indicator
Ref. 34-22-25-790-001-A	Low Range Leak Test of the Standby Pneumatic circuits
Ref. 52-41-00-010-002-A	Open the Avionics Compartment Doors for Access
Ref. 52-41-00-410-002-A	Close the Avionics Compartment Doors after Access
Ref. Fig. Pressure Lines	
Ref. Fig. Check of the Quick-Disconnect Coupling	
Ref. Fig. Cabin-Pressure Detection Pressure-Switch 14WN - Static Line and Restrictor	
Ref. Fig. Water Drain Plug	
Ref. Fig. Connection of the Quick-Disconnect Coupling	

3. [Job Set-up](#)
[Ref. Fig. Pressure Lines](#)

NOTE: The hose couplings are self-sealing.

SUBTASK 34-22-25-861-051-A

A. Aircraft Maintenance Configuration

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

AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
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	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

- (2) Do the deactivation of the air data probes for maintenance
[Ref. AMM TASK 34-11-00-040-802.](#)

SUBTASK 34-22-25-865-071-A

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

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RADAR/1	5SQ1	K13

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

FOR FIN 9DA3(PROBE-PITOT, 3)			
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16

SUBTASK 34-22-25-010-051-A

- C. Get Access

- (1) Put the ACCESS PLATFORM 1M(3 FT) in position at access doors 811 and 812.
- (2) Open the applicable access doors [Ref. AMM TASK 52-41-00-010-002:](#)
 - (a) FOR [19FP8 \(ADM-STBY STATIC PRESSURE\)](#), [14WN \(PRESS SW-CABIN PRESS DET\)](#)
Open access door 811.
 - (b) FOR [19FP3 \(ADM-STBY TOTAL PRESSURE\)](#), [9DA3 \(PROBE-PITOT, 3\)](#)
Open access door 812.

SUBTASK 34-22-25-210-051-A

- D. Inspection of the Quick-Disconnect Coupling

[Ref. Fig. Check of the Quick-Disconnect Coupling](#)

- (1) Disconnect the quick-disconnect coupling from pitot probe 9DA3.
- (2) Do a visual inspection of the quick-disconnect coupling and make sure that there is no unwanted material or blockage in it.
- (3) Connect the quick-disconnect coupling again to pitot probe 9DA3.
- (4) Make sure that you can see the blue ring on the quick-disconnect coupling.
- (5) Pull the quick-disconnect coupling to make sure that it is correctly attached.
- (6) Make sure that the quick-disconnect coupling is correctly engaged (the pin on the quick-disconnect male part is fully engaged into the groove in the quick-disconnect female part).

**** ON A/C FSN 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**



EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652

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EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

SUBTASK 34-22-25-020-052-B

E. Aircraft Maintenance Configuration

- (1) If the aircraft protection equipment is installed, remove it [Ref. AMM TASK 10-11-00-555-014](#).
- (2) Drain the standby air-data system [Ref. AMM TASK 12-24-34-600-001](#).
- (3) Disconnect the quick-disconnect coupling (4) from standby static-pressure Air Data Module (ADM) 19FP8 and the quick-disconnect coupling (8) from standby total pressure ADM 19FP3.
- (4) Disconnect the static line (13):

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

[Ref. Fig. Cabin-Pressure Detection Pressure-Switch 14WN - Static Line and Restrictor](#)

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**



EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652

EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

CAUTION: USE A SECOND WRENCH TO APPLY COUNTERTORQUE TO THE RESTRICTOR WHEN YOU DISCONNECT/CONNECT THE STATIC LINE. IF YOU DO NOT USE A SECOND WRENCH, YOU CAN CAUSE DAMAGE TO THE PRESSURE SWITCH AND/OR THE STATIC LINE.

- (a) Disconnect the static line (13) from the restrictor (12).
- (b) Remove the restrictor (12) and the O-ring (11) from the cabin-pressure detection pressure-switch 14WN (10).
- (c) Remove the O-ring (11) from the restrictor (12) and discard the O-ring (11).
- (d) Put the PLUG - BLANKING in each disconnected line end.
- (5) Remove the water drain plug (2) from the water drain (1).

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

[Ref. Fig. Water Drain Plug](#)

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**



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EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

- (6) In the cockpit, on left center instrument-panel 401VU:
 - (a) Remove the Integrated Standby Instrument System (ISIS) indicator 22FN (6) [Ref. AMM TASK 34-22-25-000-001](#).
- (7) Connect the hoses:
 - (a) Connect the 3-pin adapter (98D34103002100) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) to the hose (5) of the ISIS indicator (6).
 - (b) Connect the 2-pin adapter (98D34103002102) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) to the hose (7) of the ISIS indicator (6).
 - (c) Connect the hoses to the NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY.
- (8) Attach the hoses to prevent movement.

*** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930*

4. Procedure

*** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930*

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

SUBTASK 34-22-25-170-050-B

- A. Draining and Flushing of the Standby Static Line and the Standby Total-Pressure Line
 - (1) Blow gas into the hose (5) then into the hose (7), at a pressure of 2 -0.35 bar or +0.35 bar (29 -5 psi or +5 psi). Do this approximately for five minutes.
 - (2) Clean the draining hole of pitot probe 3 with the CLEANER-PITOT PROBE (98D34103004001) and the WIRE - NYLON of diameter 0.6 MM (0.0236 IN.) then of diameter 0.7 MM (0.0276 IN.).
 - (3) Make sure that the nylon wire has a length of 5 MM (0.1969 IN.) and that the metal tool element does not touch the pitot probe.
 - (4) Make sure that there is no contamination in the pressurized gas at the outlets that follow:
 - Left static probe 3 and right static probe 3
 - Pitot probe 3
 - Water drain
 - Pipe of the cabin-pressure detection pressure-switch.

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	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

- (a) Examine the pitot probe inlet for internal blockage:

- 1 Make sure that the pressurized nitrogen gas comes out of the pitot probe inlet.
- 2 If the nitrogen gas does not come out of the pitot probe inlet, replace the pitot probe
[Ref. AMM TASK 34-11-15-000-001 and Ref. AMM TASK 34-11-15-400-001.](#)

- (5) Put the STATIC PORT COVER (98D34003500103) from the ADAPTER COVER-STATIC PORT (98D34003500000) in position on left static probe 3 then on right static probe 3.

NOTE: As an alternative to the STATIC PORT COVER (98D34003500103) from the ADAPTER COVER-STATIC PORT (98D34003500000), you can also use the EMERGENCY STATIC PROBE COVER (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the plastic sheets.

- (6) Make sure that the flow of gas is correct at the outlets that follow:
- Pipe of the pressure switch
 - Water drain.
- (7) Stop the flow of gas.

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

SUBTASK 34-22-25-880-059-A

- B. Put the aircraft back to its initial configuration.

[Ref. Fig. Pressure Lines](#)

- (1) Disconnect the NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY.
- (2) Remove the adapters as follows:
 - (a) Disconnect the 2-pin adapter (98D34103002102) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) from the hose (7) of the ISIS indicator (6).
 - (b) Disconnect the 3-pin adapter (98D34103002100) of the ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) from the hose (5) of the ISIS indicator (6).
- (3) Install the water drain plug (2) on the water drain (1).
[Ref. Fig. Water Drain Plug](#)
- (4) Connect the static line (13) as follows:
[Ref. Fig. Cabin-Pressure Detection Pressure-Switch 14WN - Static Line and Restrictor](#)
 - (a) Remove the PLUG - BLANKING from each disconnected line end.
 - (b) Install a new IPC-CSN(52-73-01-02 ITEM 030) O-RING (11) or IPC-CSN(52-73-81-02 ITEM 030) O-RING (11) on the restrictor (12).
 - (c) Install the restrictor (12) on cabin-pressure detection pressure-switch 14WN (10).
 - (d) TORQUE the restrictor (12) to **between 3.6 and 4 m.N (31.86 and 35.40 lbf.in)**.
 - (e) Install the static line (13) on the restrictor (12).

CAUTION:

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USE A SECOND WRENCH TO APPLY COUNTERTORQUE TO THE RESTRICTOR WHEN YOU DISCONNECT/CONNECT THE STATIC LINE. IF YOU DO NOT USE A SECOND WRENCH, YOU CAN CAUSE DAMAGE TO THE PRESSURE SWITCH AND/OR THE STATIC LINE.

- (f) TORQUE the static line (13) to between 12 and 13 m.N (106.19 and 115.04 lbf.in).
- (5) Connect the quick-disconnect coupling (8) to standby total-pressure ADM 19FP3 and the quick-disconnect coupling (4) to standby static-pressure ADM 19FP8.
[Ref. Fig. Connection of the Quick-Disconnect Coupling](#)
- (6) Make sure that you can see the blue ring on the quick-disconnect couplings (4) and (8).
[Ref. Fig. Check of the Quick-Disconnect Coupling](#)
- (7) Pull the quick-disconnect couplings (4) and (8) to make sure that they are correctly attached.
- (8) In the cockpit, on left center instrument-panel 401VU, install ISIS indicator 22FN (8) [Ref. AMM TASK 34-22-25-400-001](#).
- (9) Release the hoses.

WARNING: WHEN YOU DISCONNECT AN ADM, MAKE SURE THAT A SECOND MECHANIC DOES A VISUAL INSPECTION OF THE QUICK-DISCONNECT COUPLING CONNECTION. IF THE QUICK-DISCONNECT COUPLING IS NOT CORRECTLY INSTALLED, THERE IS A RISK THAT INCORRECT SPEED AND ALTITUDE INDICATIONS WILL BE SHOWN ON COCKPIT DISPLAYS DURING THE FLIGHT.

- (10) Tell the second mechanic to do a visual inspection of the quick-disconnect fitting connection only.
[Ref. Fig. Check of the Quick-Disconnect Coupling](#)

SUBTASK 34-22-25-865-072-A

- C. Remove the SAFETY CLIP - CIRCUIT BREAKER and tags and close these circuit breakers in this sequence:

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RADAR/1	5SQ1	K13

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

FOR FIN 9DA3(PROBE-PITOT, 3)			
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16

SUBTASK 34-22-25-790-051-A

- D. Leak test
- (1) Make sure that all the hoses are connected correctly.
- (2) Do a leak test of the standby air data system
[Ref. AMM TASK 34-22-25-790-001](#).

5. Close-up

SUBTASK 34-22-25-410-051-A

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	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

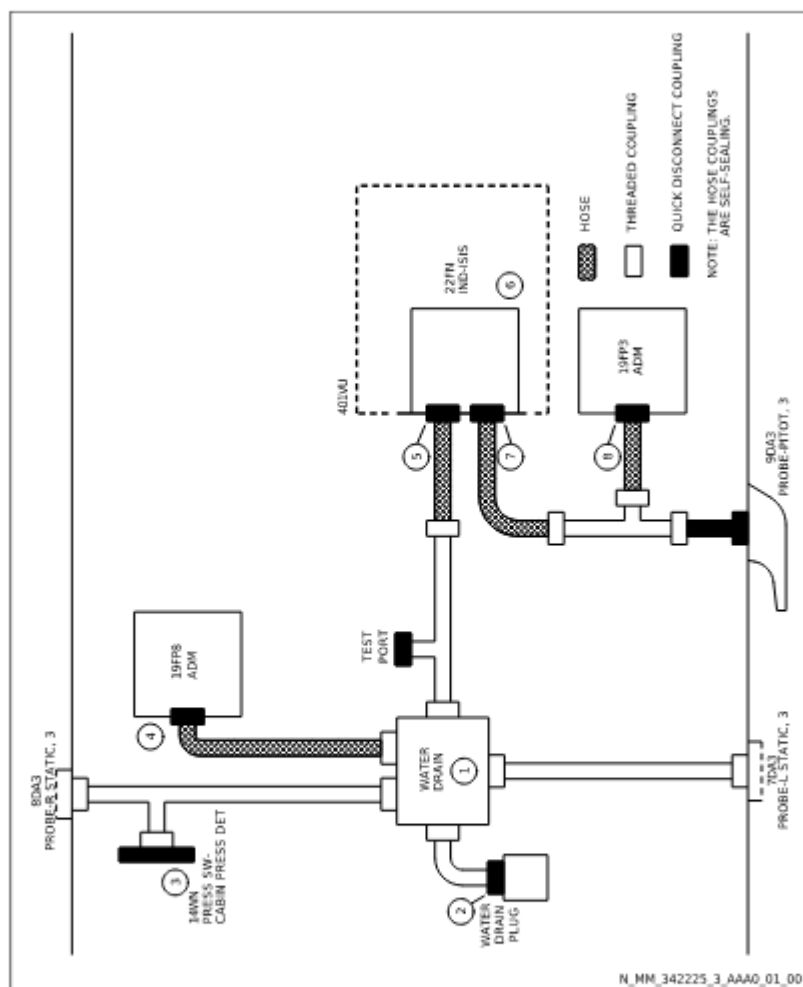


Figure 34-22-25-991-00200-00-A (SHEET 1) - Pressure Lines

** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

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	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

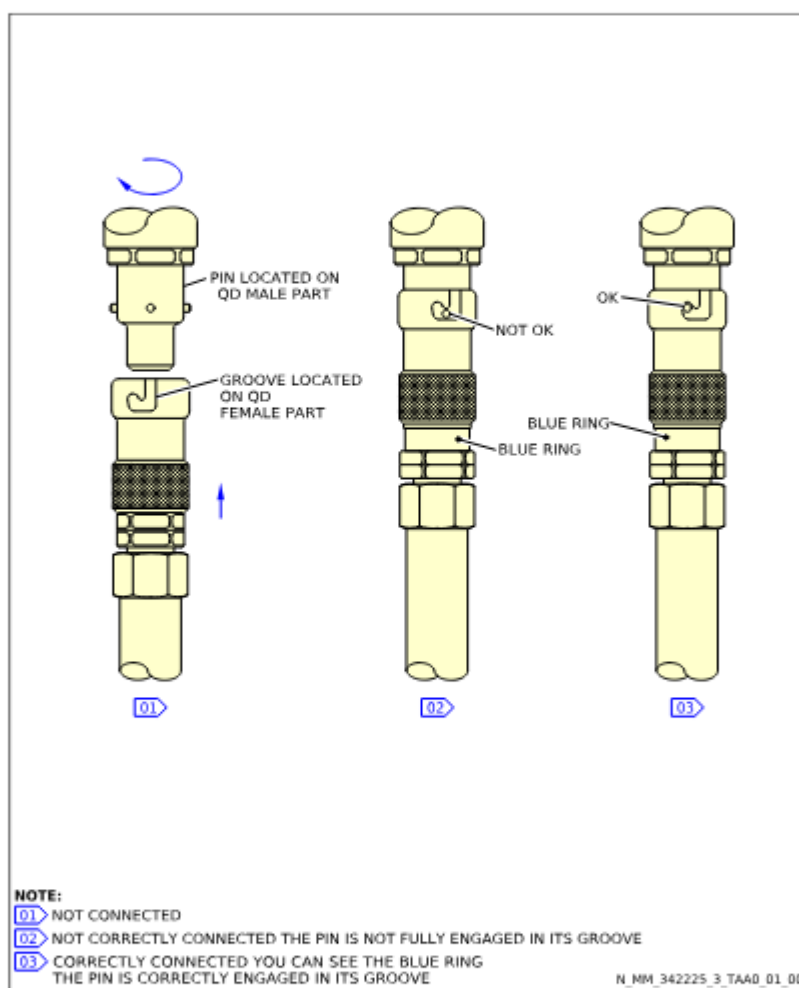


Figure 34-22-25-991-01800-00-A (SHEET 1) - Check of the Quick-Disconnect Coupling
 ** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
	Tail Number - MSN - FSN: 9M-AGO - 06642 - 814	
	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

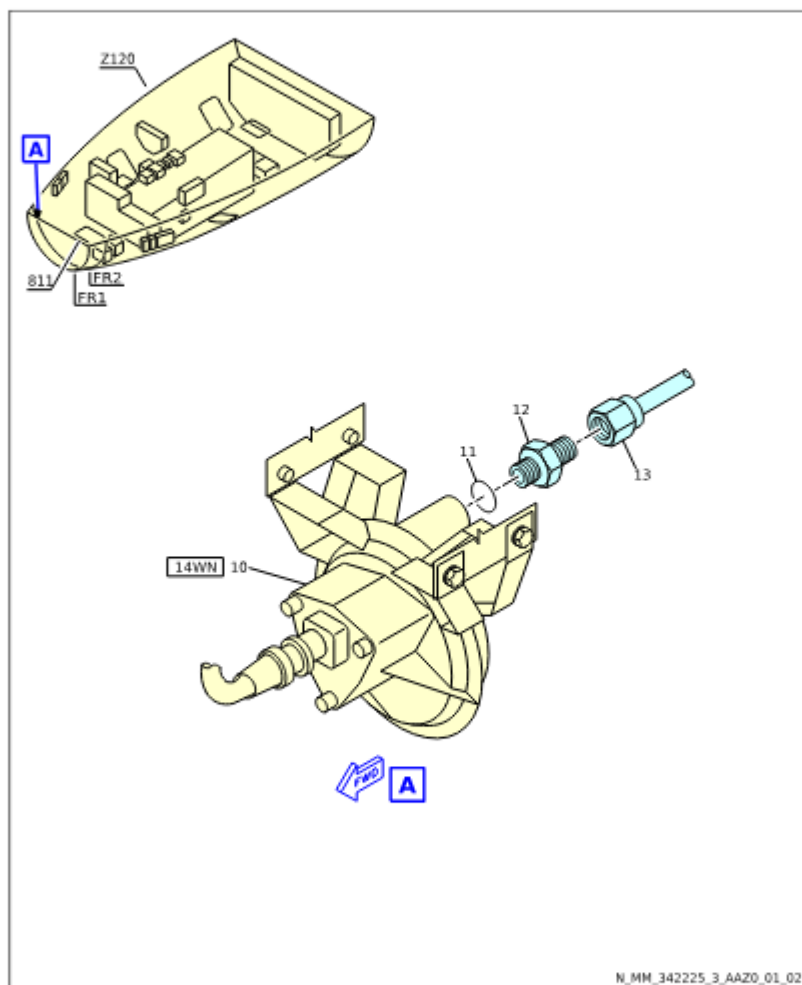


Figure 34-22-25-991-00900-00-A (SHEET 1) - Cabin-Pressure Detection Pressure-Switch 14WN - Static Line and Restrictor

** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

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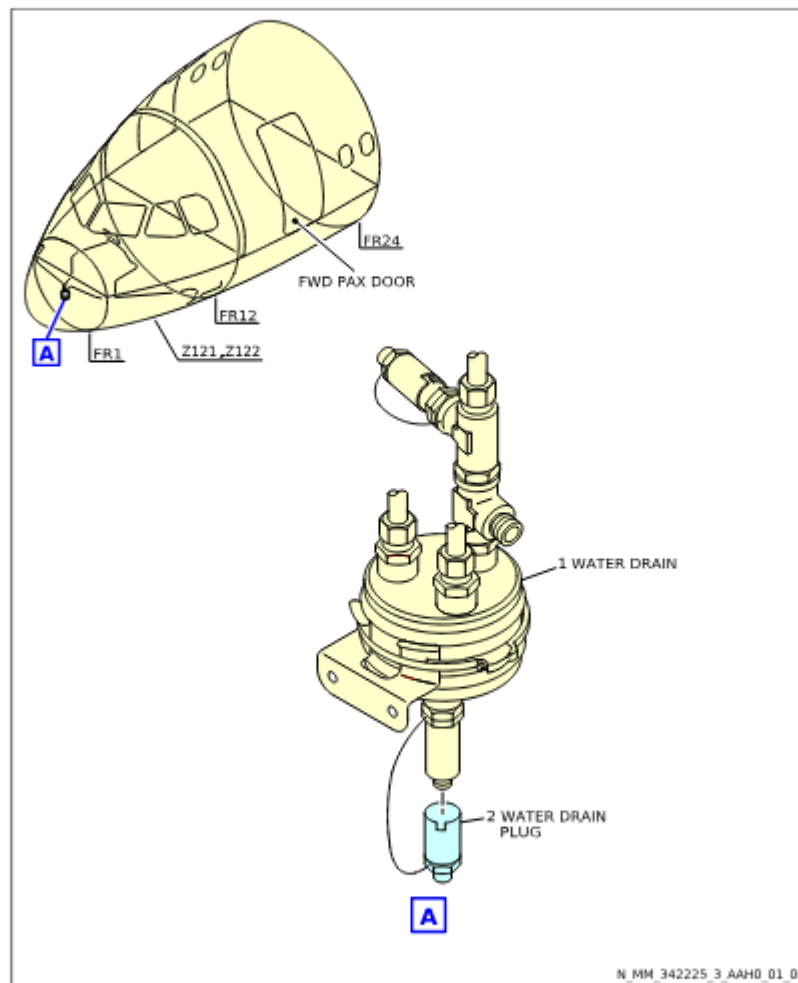


Figure 34-22-25-991-01700-00-A (SHEET 1) - Water Drain Plug

** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
	Tail Number - MSN - FSN: 9M-AGO - 06642 - 814	
	34-22-25-170-001-A - Draining and Flushing of Standby Pneumatic Circuits	

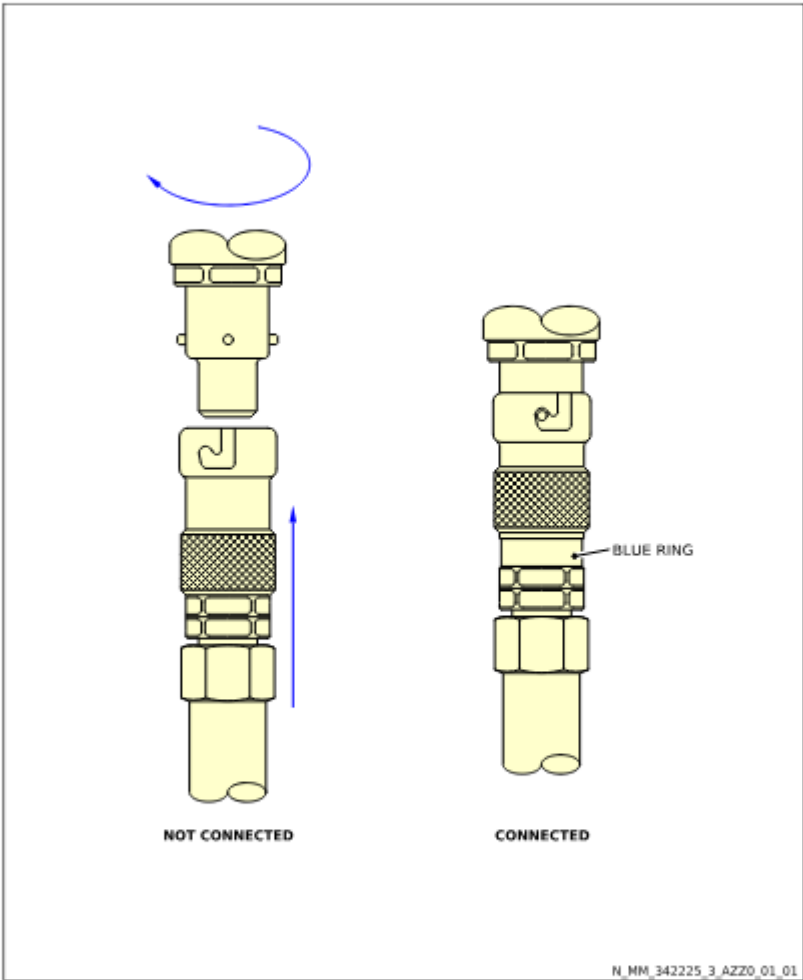


Figure 34-22-25-991-00400-00-A (SHEET 1) - Connection of the Quick-Disconnect Coupling
** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

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Lampiran 2 Leak Test of the Standby Pneumatic Citcuit

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	Tail Number - MSN - FSN: PK-AZG - 05657 - 604	
	34-22-25-790-001-A - Low Range Leak Test of the Standby Pneumatic circuits	

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

TASK 34-22-25-790-001-A

Low Range Leak Test of the Standby Pneumatic circuits

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

WARNING: MAKE SURE THAT 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
- THE CARGO DOORS
- OTHER COMPONENTS THAT MOVE.

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

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 DO THIS TASK, MAKE SURE THAT:

- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.

IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION: TO PREVENT DAMAGE TO INSTRUMENTS, OBEY THESE PRECAUTIONS WHEN YOU DO THE TEST:

- THE PRESSURES SET MUST NOT BE MORE THAN 1050 hPa (31 in Hg) OR LESS THAN 115 hPa (3.39 in Hg)
- CHANGES IN STATIC AND TOTAL PRESSURES MUST NOT BE MORE THAN 6000 FEET /MINUTE
- DO NOT SUDDENLY OPEN LINES TO AMBIENT AIR WHILE THE PRESSURE GENERATOR IS CONNECTED.

CAUTION: THE TOTAL PRESSURE IN THE PITOT SYSTEM MUST NEVER BE LESS THAN THE STATIC PRESSURE. THE DIFFERENCE BETWEEN THE PITOT AND THE STATIC PRESSURE CIRCUITS MUST NEVER BE MORE THAN 368 hPa (10.86 in Hg).

1. Reason for the Job

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	34-22-25-790-001-A - Low Range Leak Test of the Standby Pneumatic circuits	

Refer to the MPD TASK: 342200-05

LOW RANGE LEAK TEST OF STANDBY PNEUMATIC CIRCUITS

To make sure that there are no leaks in the standby static and standby pitot circuits.

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 CLIP - CIRCUIT BREAKER
No specific	AR	TAPE - ADHESIVE

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

98D10103500001	1	COVER-STATIC PROBE
98D34003500000	1	ADAPTER COVER-STATIC PORT
ALT34100001	1	PITOT AND STATIC TEST SET
P75701-4C	1	ADAPTER-PITOT PROBE

B. Consumable Materials

REFERENCE	DESIGNATION
No specific	plastic sheets

C. Work Zones and Access Panels

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

D. Referenced Information

REFERENCE	DESIGNATION
Ref. 10-11-00-555-013-A	Installation of the Aircraft Protection Equipment
Ref. 10-11-00-555-014-A	Removal of the Aircraft Protection Equipment
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

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	Tail Number - MSN - FSN: PK-AZG - 05657 - 604	
	34-22-25-790-001-A - Low Range Leak Test of the Standby Pneumatic circuits	

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. 27-50-00-866-009-A	Retraction of the Flaps on the Ground
Ref. 27-50-00-866-009-A01	Retraction of the Flaps/Slats on the Ground
Ref. 31-60-00-860-001-A	EIS Start Procedure
Ref. 31-60-00-860-002-A	EIS Stop Procedure
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes
Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-15-200-001-A	Inspection/Check of the Pitot Probe
Ref. Fig. Static and Pitot Probes of the Standby System	
Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position	

3. Job Set-up

SUBTASK 34-22-25-860-053-A

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

SUBTASK 34-22-25-040-052-A

- B. Deactivation of the Air Data Probes
 (1) Do the deactivation of the air data probes for maintenance
[Ref. AMM TASK 34-11-00-040-802.](#)

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-800**

SUBTASK 34-22-25-875-050-A

WARNING: OPEN CIRCUIT BREAKER 7XE. THIS WILL PREVENT A POSSIBLE DEPLOYMENT OF THE RAT IF THE MAIN AC BUSBARS 1XP AND 2XP BECOME ISOLATED.

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

PANEL	DESIGNATION	FIN	LOCATION

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49VU	COM NAV/ATC/1	5SH1	G11
105VU	ELEC/CSM/G/ EV AUTO/SPLY	7XE	C01

**** ON A/C FSN 001-001, 004-010, 016-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-208, 212-212, 240-250, 501-550, 601-700**

121VU	COM NAV/ATC/2	5SH2	K07
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**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

SUBTASK 34-22-25-865-070-A

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/STBY/INST	5FN	F12

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

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EMB SB 34-1335 for A/C 053-053, 651-652

105VU	NAV/STBY/INST/BAT	23FN	J01
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**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

FOR FIN <u>2CE1(ELAC-1)</u>			
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**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850**

49VU	FLIGHT CONTROLS/ELAC1/NORM /SPLY	15CE1	B11
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**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

105VU	FLT CTL/ELAC1/STBY SPLY	16CE1	A01
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FOR FIN 2CE2(ELAC-2)			
105VU	FLIGHT CONTROLS/ELAC2/STBY SPLY	16CE2	A02
121VU	FLIGHT CONTROLS/ELAC2/NORM /SPLY	15CE2	R20

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

SUBTASK 34-22-25-420-050-C

E. Connection of the Ground Pressure Generator

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

[Ref. Fig. Static and Pitot Probes of the Standby System](#)

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

- (1) Put the ACCESS PLATFORM 1M(3 FT) in position to get access to the standby static probe and the standby pitot probe.
- (2) If the aircraft protection equipment is installed, remove it [Ref. AMM TASK 10-11-00-555-014](#).
- (3) Connect the PITOT AND STATIC TEST SET (ALT34100001) (1) to the standby static probe with the ADAPTER COVER-STATIC PORT (98D34003500000) (4).
- (4) Connect the PITOT AND STATIC TEST SET (ALT34100001) (1) to the standby pitot probe with the pitot probe adapter ADAPTER-PITOT PROBE (P75701-4C) (2) or (3).
- (5) Seal the opposite standby static probe with the plastic sheets and the COVER-STATIC PROBE (98D10103500001).

NOTE:

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As an alternative to the emergency static-probe cover (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the plastic sheets, you can seal the static probe with the static-port cover (98D34003500103) assembly which is part of the ADAPTER COVER-STATIC PORT (98D34003500000).

- (6) Turn the vane of Angle Of Attack (AOA) sensor 3FP3 to the high stop position.

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**



EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652

EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

Keep the vane of AOA sensor 3FP3 in position with a bright color TAPE - ADHESIVE.

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-800**

SUBTASK 34-22-25-860-067-A

G. Aircraft Maintenance Configuration

- (1) Do the Electronic Instrument System (EIS) start procedure Ref. AMM TASK 31-80-00-880-001.
- (2) Do the Air Data/Inertial Reference System (ADIRS) start procedure Ref. AMM TASK 34-10-00-880-002.
- (3) On the center pedestal, on the SWITCHING control panel 8VU, set the AIR DATA selector switch to CAPT 3 or F/O 3 position.
- (4) Make sure that the flaps are in the fully retracted position Ref. AMM TASK 27-50-00-886-009.
- (5) Start the PITOT AND STATIC TEST SET (ALT34100001).

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

4. Procedure

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-800**

SUBTASK 34-22-25-790-050-A

A. Leak Test

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NOTE: The input parameters (speed and altitude) for the ground test and the values shown on the cockpit displays are different. This is because of the sum of the tolerances of the air data circuits (the ground test unit, Air Data Modules (ADM) and Air Data/Inertial Reference Units (ADIRU)).

ACTION	RESULT
1. In the cockpit, on panel 401VU, on the Integrated Standby Instrument System (ISIS) indicator: - Push and turn the BARO selector knob to set the altitude reference to STD.	At the bottom of the ISIS indicator screen: - The STD indication comes into view.
2. On the EFIS control panels of the Flight Control Unit (FCU): - Pull the CAPT or F/O PULL STD barometric-setting knob.	On the CAPT or F/O PFD: - The STD indication comes into view below the altitude scale.
3. On the ground pressure generator: - Set the static pressure to 455.4 hPa (13.45 in.Hg). - Set the impact pressure to 186.4 hPa (5.50 in.Hg) (or the total pressure to 641.8 hPa (18.95 in.Hg)).	In the cockpit: - The CAPT or F/O PFD shows the altitude value at 21371 -40 ft. or +40 ft. (6514 -12 m or +12 m) and the airspeed value at 342 knots +/- 3 knots. - The ISIS indicator shows the altitude value at 20529 -85 ft. or +85 ft. (6257 -26 m or +26 m) and the airspeed value at 329 knots +/- 8 knots.
4. Close the electrovalves to isolate the standby static and total pressure lines of the aircraft from the ground pressure generator.	On the CAPT or F/O PFD and the ISIS indicator: - After five minutes, the change of altitude is not more than 500 ft. (152 m). - After ten minutes, the change of airspeed is not more than 20 knots.
5. On the ground pressure generator: - Slowly balance the pressure in the standby static and total pressure lines. - Open the electrovalves to get the atmospheric pressure.	On the CAPT or F/O PFD: - The rate of descent is not more than 6000 ft. min (1829 m.min).

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

5. Close-up

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213,**

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EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 501-503, 601-604, 651-652
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 651-652

SUBTASK 34-22-25-020-050-C

A. Removal of the Ground Pressure Generator

- (1) Stop the PITOT AND STATIC TEST SET ([ALT34100001](#)).
- (2) Disconnect the PITOT AND STATIC TEST SET ([ALT34100001](#)) (1).
- (3) Remove the ADAPTER COVER-STATIC PORT ([98D34003500000](#)) (4) from the standby static probe.
- (4) Remove the adapter (2) or (3) from the standby pitot probe.
- (5) Remove the piece of plastic and the COVER-STATIC PROBE ([98D10103500001](#)) from the opposite standby static-probe.
- (6) Remove the color TAPE - ADHESIVE from the vane of AOA sensor 3FP3.

*** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-800*

SUBTASK 34-22-25-875-051-A

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/ATC/1	5SH1	G11
105VU	ELEC/CSM/G /EV AUTO/SPLY	7XE	C01

*** ON A/C FSN 001-001, 004-010, 016-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-208, 212-212, 240-250, 501-550, 601-700*

121VU	COM NAV/ATC/2	5SH2	K07
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*** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-800*

SUBTASK 34-22-25-440-052-A

C. Reactivation of the Air Data Probes

- (1) Do the reactivation of the air data probes after maintenance
[Ref. AMM TASK 34-11-00-440-801.](#)

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SUBTASK 34-22-25-880-054-A

- D. Put the aircraft back to its initial configuration.
- (1) Do the ADIRS stop procedure [Ref. AMM TASK 34-10-00-880-005](#).
 - (2) Do the EIS stop procedure [Ref. AMM TASK 31-80-00-880-002](#).
 - (3) Do the reset of each Elevator Aileron Computer (ELAC):
 - (a) FOR [2CE1 \(ELAC-1\)](#)
 - 1 Open, then close circuit breakers 15CE1 and 16CE1.
 - (b) FOR [2CE2 \(ELAC-2\)](#)
 - 1 Open, then close circuit breakers 15CE2 and 16CE2.
 - (4) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-882-002](#).
 - (5) If you removed the aircraft protection equipment, install it [Ref. AMM TASK 10-11-00-555-013](#).
 - (6) Make sure that the work area is clean and clear of tools and other items.
 - (7) Remove the access platform(s).
 - (8) Make sure that there is no blockage of the drain holes on the pitot probes because of unwanted materials [Ref. AMM TASK 34-11-15-200-001](#).

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	Tail Number - MSN - FSN: PK-AZG - 05657 - 604	
	34-22-25-790-001-A - Low Range Leak Test of the Standby Pneumatic circuits	

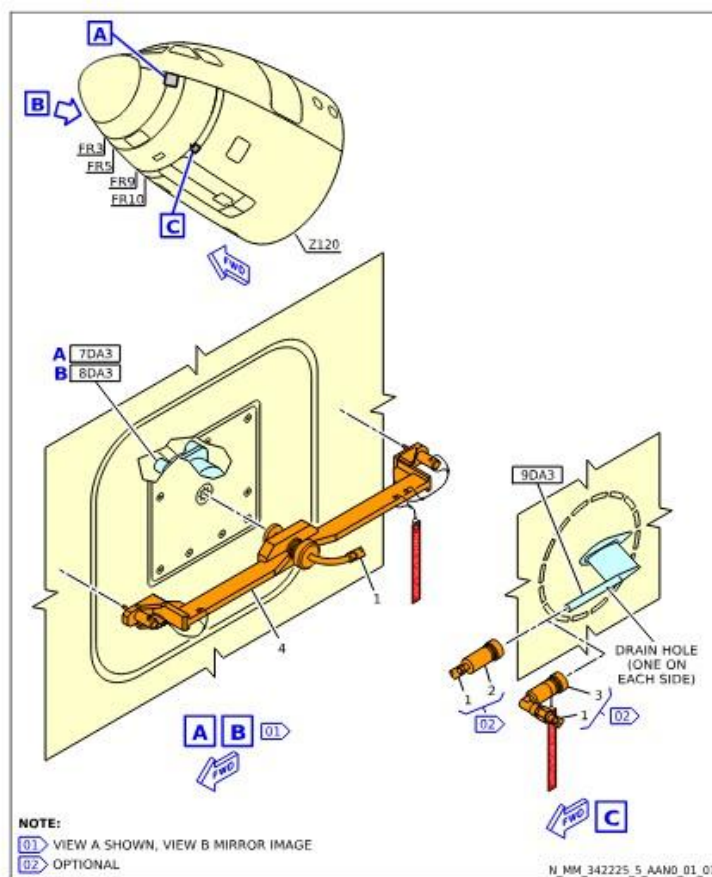


Figure 34-22-25-991-01400-00-A (SHEET 1) - Static and Pitot Probes of the Standby System
 ** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

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AIRBUS	AMM - AXM - A318/A319/A320/A321	REV DATE: Jun 15/2025
	Tail Number - MSN - FSN: PK-AZG - 05657 - 604	
	34-22-25-790-001-A - Low Range Leak Test of the Standby Pneumatic circuits	

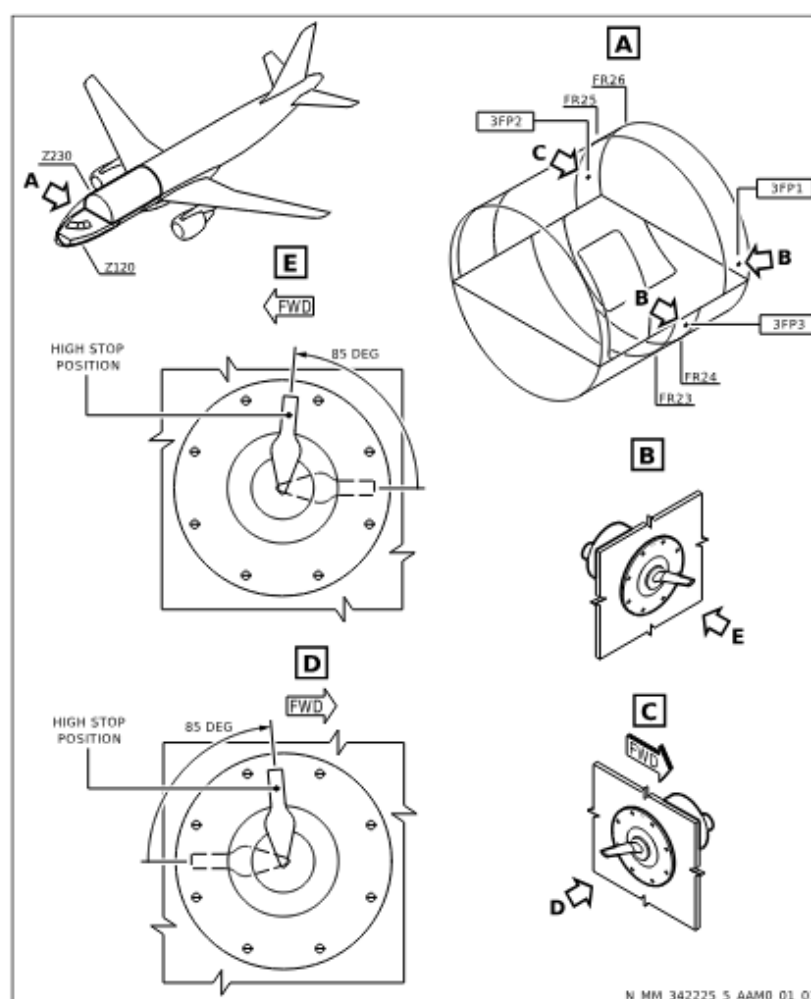


Figure 34-22-25-991-00800-00-A (SHEET 1) - Setting of the AOA Sensor Vane to the High Stop Position
 ** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930

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Lampiran 3 *Functional Test of the ADM Accuracy*

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

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

TASK 34-13-00-720-010-A
Functional Test of the ADM Accuracy

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

WARNING: MAKE SURE THAT 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
- THE CARGO DOORS
- OTHER COMPONENTS THAT MOVE.

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

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 DO THIS TASK, MAKE SURE THAT:

- YOU OPEN THE AIR DATA PROBE CIRCUIT BREAKERS BEFORE YOU OPEN THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS
- YOU CLOSE THE AIR DATA PROBE CIRCUIT BREAKERS AFTER YOU CLOSE THE PHC, LGCIU AND/OR EIU CIRCUIT BREAKERS.

IF YOU DO NOT OBEY THIS SEQUENCE, THE PROBES WILL BECOME HOT. THEY CAN CAUSE INJURY TO MAINTENANCE PERSONNEL AND DAMAGE TO EQUIPMENT.

CAUTION: TO PREVENT DAMAGE TO INSTRUMENTS, OBEY THESE PRECAUTIONS WHEN YOU DO THE TEST:

- THE PRESSURES SET MUST NOT BE MORE THAN 1050 hPa (31 in Hg) OR LESS THAN 115 hPa (3.39 in Hg)
- CHANGES IN STATIC AND TOTAL PRESSURES MUST NOT BE MORE THAN 6000 FEET/MINUTE
- DO NOT SUDDENLY OPEN LINES TO AMBIENT AIR WHILE THE PRESSURE GENERATOR IS CONNECTED.

CAUTION: THE TOTAL PRESSURE IN THE PITOT SYSTEM MUST NEVER BE LESS THAN THE STATIC PRESSURE. THE DIFFERENCE BETWEEN THE PITOT AND THE STATIC PRESSURE CIRCUITS MUST NEVER BE MORE THAN 368 hPa (10.86 in Hg).

1. **Reason for the Job**
[Refer to the MPD TASK: 341300-13](#)
FUNCTIONAL TEST OF THE ADM ACCURACY
To make sure that the static and total pressure values from the ADMs are accurate.

NOTE: The effectivity of this task is "ALL". To know if this task is applicable for your aircraft, refer to the MPD applicability and related MPD task source document.

2. **Job Set-up Information**



- A. Fixtures, Tools, Test and Support Equipment

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
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REFERENCE	QTY	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M (3 FT)-ADJUSTABLE
No specific	AR	ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE
No specific	AR	ACCESS PLATFORM 3M (10 FT)- ADJUSTABLE
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
No specific	AR	TAPE - ADHESIVE
** ON A/C FSN 801-850, 901-904, 907-930		
No specific	AR	WARNING NOTICE(S)
** ON A/C FSN ALL		
98D10103500001	1	COVER-STATIC PROBE
98D34003500000	AR	ADAPTER COVER-STATIC PORT
ALT34100001	1	PITOT AND STATIC TEST SET
P75701-4C	AR	ADAPTER-PITOT PROBE

B. Consumable Materials

REFERENCE	DESIGNATION
No specific	plastic sheets

C. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
120	AVIONICS COMPARTMENT
210	CKPT,FWD COMPT BHD TO FLT COMPT BULKHEAD
230	FWD PASSENGER COMPARTMENT

D. Referenced Information

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15 Jun 2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

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. 27-50-00-866-009-A	Retraction of the Flaps on the Ground
Ref. 27-50-00-866-009-A01	Retraction of the Flaps/Slats on the Ground
Ref. 31-36-00-740-008-A	Access to the Parameter Call-Up Menus
Ref. 31-60-00-860-001-A	EIS Start Procedure
Ref. 31-60-00-860-002-A	EIS Stop Procedure
Ref. 34-10-00-860-002-A	ADIRS Start Procedure
Ref. 34-10-00-860-005-A	ADIRS Stop Procedure
Ref. 34-11-00-040-802-A	Deactivation of the Air Data Probes
Ref. 34-11-00-440-801-A	Reactivation of the Air Data Probes
Ref. 34-11-17-000-001-A	Removal of the Air Data Module (ADM) of the Total Pressure Lines
Ref. 34-11-17-400-001-A	Installation of the Air Data Module (ADM) of the Total Pressure Lines
Ref. 34-13-00-790-002-A	Leak Test of the Principal Static and Total Air Data System
** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930	
Ref. 34-22-25-790-001-A	Low Range Leak Test of the Standby Pneumatic circuits
** ON A/C FSN ALL	
Ref. Fig. Static and Pitot Probes	
Ref. Fig. Sealing of the Static Probes	
Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position	

3. Job Set-up

SUBTASK 34-13-00-860-106-A

A. Aircraft Maintenance Configuration

- (1) Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002.](#)
- (2) Do the Electronic Instrument System (EIS) start procedure (PFD Display Units (DU) only) [Ref. AMM TASK 31-60-00-860-001.](#)
- (3) Do the Air Data/Inertial Reference System (ADIRS) start procedure [Ref. AMM TASK 34-10-00-860-002.](#)

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
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- (4) Make sure that the flaps are in the fully retracted position [Ref. AMM TASK 27-50-00-866-009](#).
- (5) Get access to the parameter call-up menus (If available) [Ref. AMM TASK 31-36-00-740-008](#).
- (6) In the cockpit, on the center pedestal, on SWITCHING panel 8VU, make sure that the AIR DATA selector switch is in the NORM position.
- (7) On the Flight Control Unit (FCU), on the EFIS control section, do the steps that follow:
 - Set the two "in Hg/h Pa" selector switches to "h Pa".
 - Pull the baro-reference selector knob.
- (8) On the CAPT and F/O PFDs, make sure that the STD indication is shown below the altitude scale.
- (9) Put the ACCESS PLATFORM 1M (3 FT)-ADJUSTABLE in position:
 - At zone 127 to get access to static probes 7DA1 and 7DA2
 - At zone 128 to get access to static probes 8DA1 and 8DA2
 - At zone 125 to get access to pitot probes 9DA1 and 9DA3
 - At zone 126 to get access to pitot probe 9DA2.
- (10) Put the ACCESS PLATFORM 2M (6 FT) - ADJUSTABLE in position:
 - At zone 121 to get access to static probe 7DA3
 - At zone 122 to get access to static probe 8DA3.
- (11) Put the ACCESS PLATFORM 3M (10 FT)- ADJUSTABLE in position:
 - At zone 231 to get access to Angle Of Attack (AOA) sensor 3FP1
 - At zone 232 to get access to AOA sensor 3FP2
 - At zone 127 to get access to AOA sensor 3FP3.
- (12) Remove the protective covers from the sensors and the probes (AOA, Static, Pitot and Total Air Temperature (TAT)).

SUBTASK 34-13-00-040-052-A

- B. Deactivation of the Air Data Probes
Do the deactivation of the air data probes for maintenance
[Ref. AMM TASK 34-11-00-040-802](#).

**** ON A/C FSN 801-850, 901-904, 907-930**

SUBTASK 34-13-00-875-056-B

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
49VU	COM NAV/ATC/1	5SH1	G11
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
121VU	T/TISS	2004SG	K07
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

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

SUBTASK 34-13-00-865-112-A

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

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV PROBES/ADIRU 1/AND AOA 1/26 VAC	5FP1	F07
49VU	NAV PROBES/ADIRU1/115VAC	4FP1	F06
105VU	ADIRS/ADIRU1/28VDC	6FP1	C02
121VU	ADIRS/ADIRU/2PWR/SHED	10FP	N10
121VU	ADIRS/ADIRU/3PWR/SWTG	9FP	N09
121VU	ADIRS/ADIRU/2/26VAC AND AOA	5FP2	N08
121VU	ADIRS/ADIRU/3/26VAC AND AOA	5FP3	N07
121VU	ADIRS/ADIRU/2/115VAC	4FP2	N06
121VU	ADIRS/ADIRU/3/115VAC	4FP3	N05
121VU	ADIRS/ADIRU/2/28VDC	6FP2	N04
121VU	ADIRS/ADIRU/3/28VDC	6FP3	N03
FOR FIN 2CE1 (ELAC-1)			

**** ON A/C FSN 001-001, 004-053, 055-055, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 301-350, 501-550, 601-701, 703-703, 707-708, 715-850, 951-999**

49VU	FLIGHT CONTROLS/ELAC1/NORM/SP LY	15CE1	B11
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**** ON A/C FSN ALL**

105VU	FLT CTL/ELAC1/STBY SPLY	16CE1	A01
FOR FIN 2CE2 (ELAC-2)			
105VU	FLIGHT CONTROLS/ELAC2/STBY SPLY	16CE2	A02
121VU	FLIGHT CONTROLS/ELAC2/NORM/SP LY	15CE2	R20

**** ON A/C FSN 801-850, 901-904, 907-930**

SUBTASK 34-13-00-875-070-A

E. Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05
49VU	ENGINE/1/FADEC A/AND EIU 1	2KS1	A04

**** ON A/C FSN 801-850**

121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41

**** ON A/C FSN 801-850, 901-904, 907-930**

SUBTASK 34-13-00-860-115-A

F. Aircraft Maintenance Configuration

(1) In the cockpit, on the overhead panel, on the ENG section of maintenance panel 50VU:

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

- (a) Make sure that the ON legends of the ENG/FADEC GND PWR 1 and ENG/FADEC GND PWR 2 pushbutton switches are off.
- (b) Make sure that the Engine/Warning Display (EWD) parameters (N1, N2 and EGT) are not available and that they are shown as amber crosses (XX).

NOTE: This shows that the Electronic Engine Control (EEC) is de-energized.
- (c) If the EWD parameters (N1, N2 and EGT) are available, open Full Authority Digital Engine Control/Engine Interface Unit (FADEC/EIU) circuit breakers 2KS1, 2KS2, 4KS1 and 4KS2 to set the EEC to off.
- (d) Put the WARNING NOTICE(S) in position to tell persons not to energize the FADEC system.

**** ON A/C FSN 001-001, 004-053, 058-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 226-226, 233-233, 236-236, 239-250, 501-550, 601-701, 703-703, 707-708, 715-850, 901-904, 907-930**

EMB SB 34-1335 for A/C 053-053, 651-652

SUBTASK 34-13-00-790-054-B

G. Do these procedures:

- Leak test of the principal static and total air data system [Ref. AMM TASK 34-13-00-790-002](#)
- Low-range leak test of the Standby Pneumatic Circuits (If available) [Ref. AMM TASK 34-22-25-790-001](#).

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

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 055-055, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 301-301, 501-503, 601-604, 651-652, 951-952

EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 301-301, 651-652, 951-952

SUBTASK 34-13-00-480-057-A

H. Installation of the Ground Pressure Generator

- (1) When you operate the ground pressure generator, use the parameters that follow:

- (a) The altitude between -1000 ft. (-304.79 m) and 50000 ft. (15239.72 m) (accuracy +/- 0.1 hPa (0.0030 in.Hg)) or the values in feet that follow, in relation to the altitude level:
 - Sea level: +/- 3 ft. (0.91 m)
 - 5000 ft. (1523.97 m): +/- 4 ft. (1.22 m)
 - 30000 ft. (9143.83 m): +/- 8 ft. (2.44 m)
 - 50000 ft. (15239.72 m): +/- 18 ft. (5.49 m).
- (b) The speed between "0 and 500 kts".
- (c) The climb rate between 0 and +/- 6000 ft./min (1828.77 m./min) (+/- 7%).

- (2) Connect the static port of the PITOT AND STATIC TEST SET ([ALT34100001](#)) to the static probe and/or the pitot probes on which you do the test:

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

[Ref. Fig. Static and Pitot Probes](#)

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

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 055-055, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 301-301, 501-503, 601-604, 651-652, 951-952

EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 301-301, 651-652, 951-952

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
ADM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
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- (a) For the CAPT circuit (Air Data/Inertial Reference Unit 1 (ADIRU 1)) and the F/O circuit (ADIRU 2), connect the ground pressure generator to the two static probes (left and right) with the ports (1) of the ADAPTER COVER-STATIC PORT (98D34003500000) (4):
- Left static probe 1 7DA1, zone 127, station 8750, for the left static-pressure Air Data Module (ADM) (19FP5)
 - Left static probe 2 7DA2, zone 127, station 8700, for the left static-pressure ADM (19FP7)
 - Right static probe 1 8DA1, zone 128, station 9300, for the right static-pressure ADM (19FP4)
 - Right static probe 2 8DA2, zone 128, station 9350, for the right static-pressure ADM (19FP6).
- (b) For the standby circuit (ADIRU 3), connect the ground pressure generator to the static probes with port (1) of the ADAPTER COVER-STATIC PORT (98D34003500000) (5):
- Left static probe 3 7DA3, zone 121, station 4250, for the static pressure ADM (19FP8)
 - Right static probe 3 8DA3, zone 122, station 4250, for the static pressure ADM (19FP8).
- (c) Connect the ground pressure generator to the pitot probes with port (1) of the ADAPTER PITOT PROBE (P75701-4C) (3):
- For the CAPT circuit, pitot probe 1 9DA1, zone 125, station 5500, for the left total-pressure ADM (19FP1)
 - For the F/O circuit, pitot probe 2 9DA2, zone 126, station 5500, for the right total-pressure ADM (19FP2)
 - For the standby circuit, pitot probe 3 9DA3, zone 125, station 5500, for the standby total-pressure ADM (19FP3).

** ON A/C FSN ALL

[Ref. Fig. Sealing of the Static Probes](#)

** ON A/C FSN ALL

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 055-055, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 301-301, 501-503, 601-604, 651-652, 951-952
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 301-301, 651-652, 951-952

Seal the opposite static probe of the standby ADM with the bright color plastic sheets or plastic sheets with a bright color TAPE - ADHESIVE and the COVER-STATIC PROBE (98D10103500001).

NOTE: As an alternative to the emergency static-probe cover (98D10103500042) assembly from the COVER-STATIC PROBE (98D10103500001) and the bright color plastic sheets or plastic sheets with a bright color TAPE - ADHESIVE, you can seal the static probe with the static-port cover (98D34003500103) assembly which is part of the ADAPTER COVER-STATIC PORT (98D34003500000).

- (4) Set the Angle Of Attack (AOA) sensors to the high stop positions:

** ON A/C FSN ALL

[Ref. Fig. Setting of the AOA Sensor Vane to the High Stop Position](#)

** ON A/C FSN ALL

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 055-055, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 301-301, 501-503, 601-604, 651-652, 951-952
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 301-301, 651-652, 951-952

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CUSTOMIZATION	AIRCRAFT TYPES	DOC TYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
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- (a) Slowly turn the vanes of the three AOA sensors to the high stop positions.
- (b) Keep the AOA sensors in position with a bright color TAPE - ADHESIVE.
- (5) Start the ground pressure generator.

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

4. Procedure

**** ON A/C FSN 801-850**

SUBTASK 34-13-00-720-068-AW

A. Functional Test of the ADM Accuracy

- (1) On the CAPT and F/O PFDs, make sure that the altitude and the airspeed values do not change during the test.
- (2) The number of digits of the EQ parameter code that you must enter (two or three digits) is related to the Data Management Unit (DMU)/Flight Data Interface and Management Unit (FDIMU) equipment installed (hardware and software version). The procedure and the table that follow show three digits. If you cannot enter the three digits, enter the last two digits. For example, enter 06 and not 006 or enter 26 and not 026.
- (3) To do this procedure, use the reference values given in the table that follows:

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
ADM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13 00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - PSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

ACTION	RESULT
1. On the ground pressure generator: - Set a static pressure of 186.6 hPa (5.5 in.Hg). - Set a total pressure of 193.4 hPa (5.7 in.Hg). - The related impact pressure is 6.8 hPa (0.2008 in.Hg). - If you can get a stable pressure measurement, keep the electrovalves open. - If you cannot get a stable pressure measurement, close the electrovalves.	
2. On the center pedestal, on SWITCHING panel BVU: - Make sure that the AIR DATA selector switch is set to the NORM position.	On the CAPT and F/O PFDs: - Make sure that the altitude value is 40000 -110 ft. or +110 ft. (12191.78 -33.53 m or +33.53 m). - Make sure that the speed value is 60 kts ± 5 kts.
3. On the center pedestal, on SWITCHING panel BVU: - Set the AIR DATA selector switch to the CAPT/3 (F/O/3) position.	On the CAPT (F/O) PFD: - Make sure that the altitude value is 40060 -110 ft. or +110 ft. (12210.06 -33.53 m or +33.53 m). - Make sure that the speed value is 63 kts ± 5 kts.
4. On the MCDU, get access to the parameter-call-up menu page Ref. AMM TASK 31-36-00-740-008 .	- The parameter-call-up 1/8 menu-page comes into view.
5. On the MCDU, on the parameter-call-up 1/8 menu-page: - For the left static-pressure ADM (19F P5), enter 006/1/176/01 on the scratchpad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the left static-pressure ADM (19F P7), enter 006/2/176/10 on the scratchpad. Push the line key adjacent to the second arrow.	
- Push the line key adjacent to the PRINT indication to print this page.	
- On the MCDU keyboard, push the NEXT PAGE key.	- The parameter-call-up 2/8 menu-page comes into view.
6. On the MCDU, on the parameter-call-up 2/8 menu-page: - For the right static-pressure ADM (19F P4), enter 006/1/177/01 on the scratchpad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the right static-pressure ADM (19F P6), enter 006/2/177/10 on the scratchpad. Push the line key adjacent to the second arrow.	- The related label and the databits come into view.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

ACTION	RESULT
- Push the line key adjacent to the PRINT indication to print this page.	
- On the MCDU keyboard, push the NEXT PAGE key.	- The parameter-call-up 3/8 menu-page comes into view.
7. On the MCDU, on the parameter-call-up 3/8 menu-page: - For the standby static-pressure ADM (19FP8), enter 006/3/245/11 on the scratchpad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the left total-pressure ADM (19FP1), enter 006/1/242/01 on the scratchpad. Push the line key adjacent to the second arrow.	- The related label and the databits come into view.
- Push the line key adjacent to the PRINT indication to print this page.	
- On the MCDU keyboard, push the NEXT PAGE key.	- The parameter-call-up 4/8 menu-page comes into view.
8. On the MCDU, on the parameter-call-up 4/8 menu-page: - For the right total-pressure ADM (19FP2), enter 006/2/242/10 on the scratchpad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the standby total-pressure ADM (19FP3), enter 006/3/242/11 on the scratchpad. Push the line key adjacent to the second arrow.	- The related label and the databits come into view.
- Push the line key adjacent to the PRINT indication to print this page.	
9. On the ground pressure generator, at the same time: - Slowly increase the pressure in the static and total pressure lines to get the atmospheric pressure at a maximum vertical speed of 6000 ft.min (1828.77 m.min). - If the electrovalves are closed, open them.	
10. Disconnect the static and total pressure lines from the ground pressure generator to get the atmospheric pressure: - Stop the ground pressure generator.	
11. Refer to the table that follows to make sure that the printed values are in the correct range.	

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

EQ	SYS	LAB	SDI	DATABIT must be between:
006	1	176	01	23795 and 23975
006	2	176	10	23795 and 23975
006	1	177	01	23795 and 23975
006	2	177	10	23795 and 23975
006	3	245	11	23795 and 23975
006	1	242	01	24665 and 24845
006	2	242	10	24665 and 24845
006	3	242	11	24665 and 24845

** ON A/C FSN ALL

SUBTASK 34-13-00-720-070-B

B. If the recorded values during the test are not in the correct tolerance replace the ADMs as follows:

- (1) For the ADR1:
 - (a) If the static pressure value is not in the correct tolerance:
 - For the raw 006/1/176/01 replace the ADM-L (19FP5) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
 - For the raw 006/1/177/01 replace the ADM-R (19FP4) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
 - (b) If the total pressure value is not in the correct tolerance:
 - For the raw 006/1/242/01 replace the ADM (19FP1) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
- (2) For the ADR2:
 - (a) If the static pressure value is not in the correct tolerance:
 - For the raw 006/2/176/10 replace the ADM-L (19FP7) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
 - For the raw 006/2/177/10 replace the ADM-R (19FP6) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
 - (b) If the total pressure value is not in the correct tolerance:
 - For the raw 006/2/242/10 replace the ADM (19FP2) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
- (3) For the ADR3:
 - (a) If the static pressure value is not in the correct tolerance:
 - For the raw 006/3/245/11 replace the ADM-STBY (19FP8) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).
 - (b) If the total pressure value is not in the correct tolerance:
 - For the raw 006/3/242/11 replace the ADM-STBY (19FP3) [Ref. AMM TASK 34-11-17-000-001](#) and [Ref. AMM TASK 34-11-17-400-001](#).

5. Close-up

SUBTASK 34-13-00-080-055-A

A. Remove the ground support and maintenance equipment, the special and standard tools and all other items.

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

**** ON A/C FSN 801-850, 901-904, 907-930**

SUBTASK 34-13-00-875-057-B

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

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05
49VU	ENGINE/1/FADEC A/AND EIU 1	2KS1	A04
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
49VU	COM NAV/ATC/1	5SH1	G11

**** ON A/C FSN 801-850**

121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41

**** ON A/C FSN 801-850, 901-904, 907-930**

121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
121VU	T/TISS	2004SG	K07

**** ON A/C FSN 801-850, 901-904, 907-930**

122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

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

SUBTASK 34-13-00-440-052-A

C. Reactivation of the Air Data Probes

Do the reactivation of the air data probes after maintenance

[Ref. AMM TASK 34-11-00-440-801.](#)

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

EMB SB 34-1170 for A/C 001-001, 004-010, 016-016, 051-053, 055-055, 059-060, 063-066, 101-103, 108-110, 113-118, 120-120, 123-128, 130-131, 134-138, 140-141, 143-145, 147-149, 152-154, 156-157, 164-164, 166-166, 168-169, 171-203, 205-206, 208-213, 215-224, 240-243, 301-301, 501-503, 601-604, 651-652, 951-952
EMB SB 34-1354 for A/C 004-006, 053-053, 101-102, 301-301, 651-652, 951-952

SUBTASK 34-13-00-860-107-A

D. Put the aircraft back to its initial configuration.

- (1) Make sure that the work area is clean and clear of tools and other items.
- (2) Remove the bright color TAPE - ADHESIVE from the AOA sensors.
- (3) Make sure that there is no remaining bright color TAPE - ADHESIVE on the AOA sensors.
- (4) Make sure that the bright color plastic sheets or the plastic sheets with a bright color TAPE - ADHESIVE is (are) removed from the static probes.
- (5) Install the protective covers on the sensors and the probes (AOA, static, pitot and Total Air Temperature (TAT)).
- (6) Remove the access platform(s).
- (7) Do a reset of each Elevator Aileron Computer (ELAC):
 - (a) **FOR 2CE1 (ELAC-1)**
Open circuit breakers 15CE1 and 16CE1, then close them.

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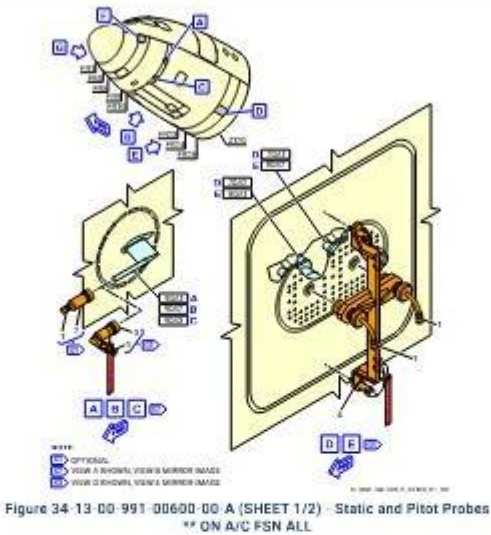
AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

- (b) FOR [2CE2](#) (ELAC-2)
Open circuit breakers 15CE2 and 16CE2, then close them.
- (8) In the cockpit, on the center pedestal, on SWITCHING panel 8VU, set the AIR DATA selector switch to the NORM position.
 - (9) On the MCDU, push the line key adjacent to the RETURN indication until the MAINTENANCE MENU 1/2 page comes into view.
 - (10) On the Flight Control Unit (FCU), set the baro-reference selector knob to its initial position.
 - (11) Do the Air Data/Inertial Reference System (ADIRS) stop procedure [Ref. AMM TASK 34-10-00-860-005](#).
 - (12) Do the EIS stop procedure
[Ref. AMM TASK 31-60-00-860-002](#).
 - (13) On CAPT and F/O lighting/LOUD SPEAKER control panels 301VU and 500VU, set the PFD potentiometers to OFF.
 - (14) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#).

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
ADM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					



AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

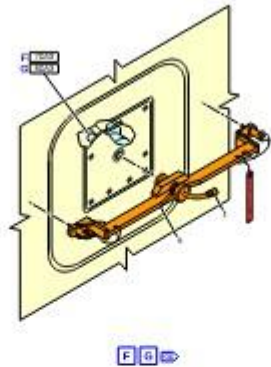


Figure 34-13-00-991-00600-00-A (SHEET 2/2) - Static and Pitot Probes
** ON A/C FSN ALL

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

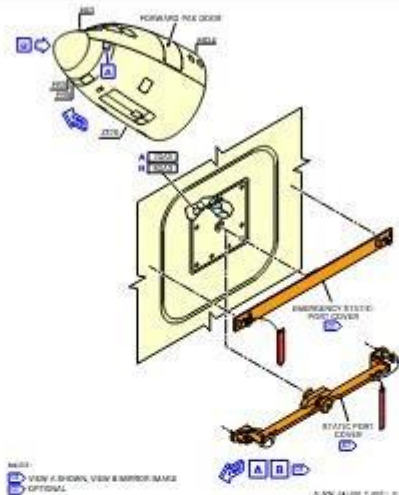


Figure 34-13-00-991-00800-00-A (SHEET 1) - Sealing of the Static Probes
** ON A/C FSN ALL

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
AXM	A318 A319 A321 A320	AMM	15-Jun-2025	86	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN: 9M-AGO - 06642 - 814					
Print date: 2025-07-17 14:19:27					

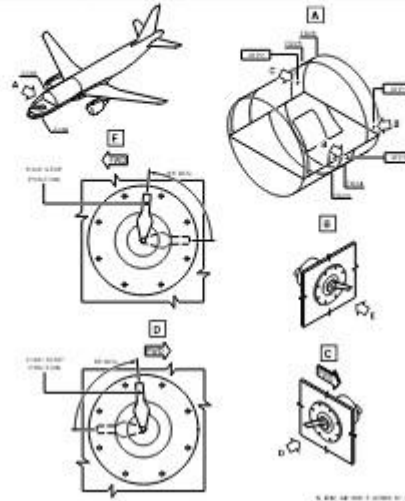


Figure 34-13-00-991-00400-00-A (SHEET 1) - Setting of the ADA Sensor Vane to the High Stop Position
 ** ON A/C FSN ALL

ATD-Form No. F002 Rev 4 Date 25 April 2022 Routine Work Card

Lampiran 5 *Functional test of ADM accuracy*[illegible]

Lampiran 6 Daily Activity

DAILY ACTIVITY REPORT

NAME : Ni Putu Krisanthi Indraswari
 N.I.T : 30422016
 COURSE : D-III TPU 8
 Competency :

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	08 MAY 2025	PK - A2H - Replace TCAS Antenna, old Antenna to new Antenna - Installation connector in engine of an aircraft HS - KMA - Modification instrument bracket, Assembly the bracket	
2.	09 MAY 2025	PK - A2H - Sacilent the bracket of AOR and CYR - Replace static discharge	
3.	10 MAY 2025	PK - A2H - Installation the ADR Antenna P/N : Not visible - Installation GPS Antenna P/N : 891-50029-5510	
4.	13 MAY 2025	PK - A2E - Installation VHF Antenna P/N : 2436-89-010 - Installation Antenna DMF S/N : 243989-81669	
5.	14 MAY 2025	2-BPDD - Reassembly the sensing element, to replace blanker S/N : 19308 - Remove done to replace blanker P/N : 15-0103-05	

DAILY ACTIVITY REPORT

NAME : Ni Putu Krisanthi Indrawari
 N.I.T : 30422016
 COURSE : TPU 8
 Competency :

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	2	3	4
6.	15 MAY 2025	PK - A2N - Installation of computer SFCC #2, EU #1 - EU #2, SFCC #1 - Installation of computer DMC #2, DMC #3 DMC #1	
7.	16 MAY 2025	PK - A2N - Installation cockpit voice recorder (CVR) P/N : 2100-1030-02	
8.	19 MAY 2025	PK - A2N - Installation Flight data recorder (FDR) P/N : 2100-1045-02	
9	20 MAY 2025	PK - A2N - Installation Gen. APV P/N : BA 036-04 S/N : 6560	
10.	21 MAY 2025	PK - A2N - Computer test ADIRU in A320 Ref : AMM 34-12-301-007	
11.	22 MAY 2025	PK - A2G - Remove Smoke Detector P/N : PPC1200-00	
12.	23 MAY 2025	PK - A2G - Inspection fire protection	
13	26 MAY 2025	2-BPDD - Installation ELT AMM :	

DAILY ACTIVITY REPORT

NAME : Ni Putu Krisanthi Indraswari
 N.I.T : 50422016
 COURSE : TPU 8
 Competency :

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	2	3	4
14.		HS - KMA	
	27 MAY 2025	Performed FMC software installation with a portable data AMM : 34-62-01-472-197-A	
15		PK - A26	
	28 MAY 2025	Cleaning of ewis installed in lateral avionics comp AMM : 24-92-00-100-031-A	
16.		PK - A26	
	30 MAY 2025	Inspection of VUS installed in the lateral avionics compartment AMM : 24-92-00-210-030-A	
17		PK - A26	
	2 JUNE 2025	Found RH static port blanking plate screws corrosion. Need to replace screws REF : IPC : 53-19-42-01	
18		2 - BPDD - 2	
	3 JUNE 2025	Perform fix ECU installation per aig EO 225124-1 and perform fix elt deactivation thereafter REF : EO 2251-24-1	
19.		PK - A26	
	4 JUNE 2025	Found LH static port blanking plate screws corrosion. Need to replace screws REF : IPC : 53-19-42-01	
20		PK - A26	
	5 JUNE 2025	Installation connector engine	

DAILY ACTIVITY REPORT

NAME
N.I.T
COURSE
Competency

: Ni Putu Krisanthi Indraswari

30422016

TPU 8

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	2	3	4
21	9 JUNE 2025	L - BPDD - 3 Rt Wing Body Overheat light comes on need troubleshoot AMM: 21-51-65-400-801	
22	10 JUNE 2025	2 - BPDD MCDU #1 Display blank. Need to replace AMM: 34-61-01-000-802 (Removal) AMM: 34-61-01-400-80 (Installation)	
23	11 JUNE 2025	PK - A26 Remove aft cargo compartments smoke detectors AMM: 26-16-15-400-001-A	
24	12 JUNE 2025	PK - ALL Detailed inspection of fuel tank bonding leads AMM: 28-00-00-200-001-A	
25	13 JUNE 2025	PK - ALL Detailed inspection of fuel tank bonding leads AMM: 28-00-00-200-001-A	
26	16 JUNE 2025	PK - A26 To instal and remove ex ARV G45185 for temporary to support AOG case on PK AY AMM: 71-00-00-400-042-A	
27	17 JUNE 2025	2 - BPDD Mach trim actuator fail need troubleshoot AMM: 27-31-00-800-802	

DAILY ACTIVITY REPORT

NAME
N.I.T
COURSE
Competency

: NI Putu Krisanthi Indraswari
30422016
TPU 8

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
28	18 JUNE 2025	PK - A26 Performed apply temporary protection in vertical stabilizer leading edge AMM: 24-92-00-210-012-A	
29	19 JUNE 2025	GM - AGO Apply temporary protection in fuselage tail area AMM: 24-92-00-210-010-A	
30	20 JUNE 2025	GM - AGO Cleaning of ewls installed AMM: 24-92-00-100-004-A	
31	23 JUNE 2025	GM - AGO Apply temporary protection in LH wing outboard leading edge AMM: 24-92-00-210-004-A	
32	24 JUNE 2025	GM - AGO Apply temporary protection in LH main landing gear bay AMM: 24-92-00-210-014-A	
33	25 JUNE 2025	GM - AGO Apply temporary protection in RH main landing gear bay AMM: 24-92-00-210-014-A	
34	26 JUNE 2025	GM - AGO Apply temporary protection in vertical stabilizer trailing edge AMM: 24-92-00-210-008-A	

DAILY ACTIVITY REPORT

NAME
N.I.T
COURSE
Competency

: Ni Putu Kelsanthi Indraswari
30422016
TPU 8

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
35	20 June 2025	PK - A26 Cleaning of ewts installed in lateral avionic comp AMM: 24-92-00-100-031-A	
36	1 July 2025	PK - A26 General visual inspection of elements fitted on the following harnesses at the L/E AMM: 24-92-00-210-021-A	
37	2 July 2025	GM - AGO Clean avionics compartment smoke detection piccolo tubes AMM: 26-15-00-100-001-A	
38	3 July 2025	GM - AGO APPLY temporary protection in RH flap track number 2 fairing AMM: 24-92-00-210-013-A	
39	4 July 2025	GM - AGO APPLY temporary protection in RH wing outboard leading edge AMM: 24-92-00-210-004-A	
40	7 July 2025	GM - AGO CVI OF elements At LH trimmable horizontal stabilizer AMM: 24-92-00-210-018-A	
41	8 July 2025	GM - AGO PERFORMED apply temporary protection in RH wing outboard trailing edge AMM: 24-92-00-210-006-A	

DAILY ACTIVITY REPORT

NAME
N.I.T
COURSE
Competency

Ni Putu Krisanthi Indraswari
30422016
TPU 8

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
42	9 July 2025	GM - AGO apply temporary protection in vertical stabilizer trailing edge AMM: 24-92-00-210-008-A	
43	10 July 2025	GM - AGO general visual inspection of elements fitted on the following harnesses AMM: 24-92-00-210-018-A	
44	11 July 2025	GM - AGO GVI of elements at RH trimmable horizontal stabilizer AMM: 24-92-00-210-018-A	
45	14 July 2025	GM - AGO Flushing and draining of standby pneumatic circuits AMM: 34-22-25-170-001-A	
46	15 July 2025	GM - AGO Functional test of the ACM Accuracy AMM: 34-13-00-120-000-A	
47	16 July 2025	GM - AGO Remove FWD Cargo Compartments smoke detectors for clearing AMM: 26-16-15-100-001-A	
48	17 July 2025	GM - AGO General visual inspection of external EJT Antenna AMM: 25-65-00-210-802-A	

