

LAPORAN *ON THE* JOB TRAINING
DI FL TECHNICS INDONESIA HANGGAR BALI



Disusun Oleh :

BARRETHA NAVIEDHAZETA KUSUMADIEVA

NIT 30421005

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

LAPORAN *ON THE JOB TRAINING* (OJT) DI PT. AVIA TECHINICS DIRGANTARA (FL TECHINICS INDONESIA)

Oleh:

Barretha Naviedhazeta Kusumadewa
NIT. 30421005

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

Disetujui Oleh:

Pembimbing Lapangan

Dosen Pembimbing

RIFQI ABQARI, S.T
AMEL NO. 10433

Dr. SUYATMO, ST, S.Pd, M.T
NIP. 19630510 198902 1 001

Mengetahui,

Manager of Supervisor

FRANS STEVANUS SEMBIRING, S.T
AMEL NO. 5596

LEMBAR PENGESAHAN

Laporan *On The Job Training* telah dilakukan pengujian didepan Tim Penguji pada tanggal 10 Juli 2024 dan dinyatakan memenuhi syarat sebagai salah satu komponen penilaian *On The Job Training*.

Tim Penguji :

Ketua

Sekretaris

Anggota


Dr. WILLY ARTHA W., ST, MT
NIP. 199307718 202321 1 02


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


Dr. SUYATMO, ST, S.Pd, MT
NIP. 19630510 198902 001

Kepala Program Studi
D.III Teknik Pesawat Udara


NYARIS PAMBUDIYATNO, S.SiT, M.MTr
NIP. 19820525 200502 1001

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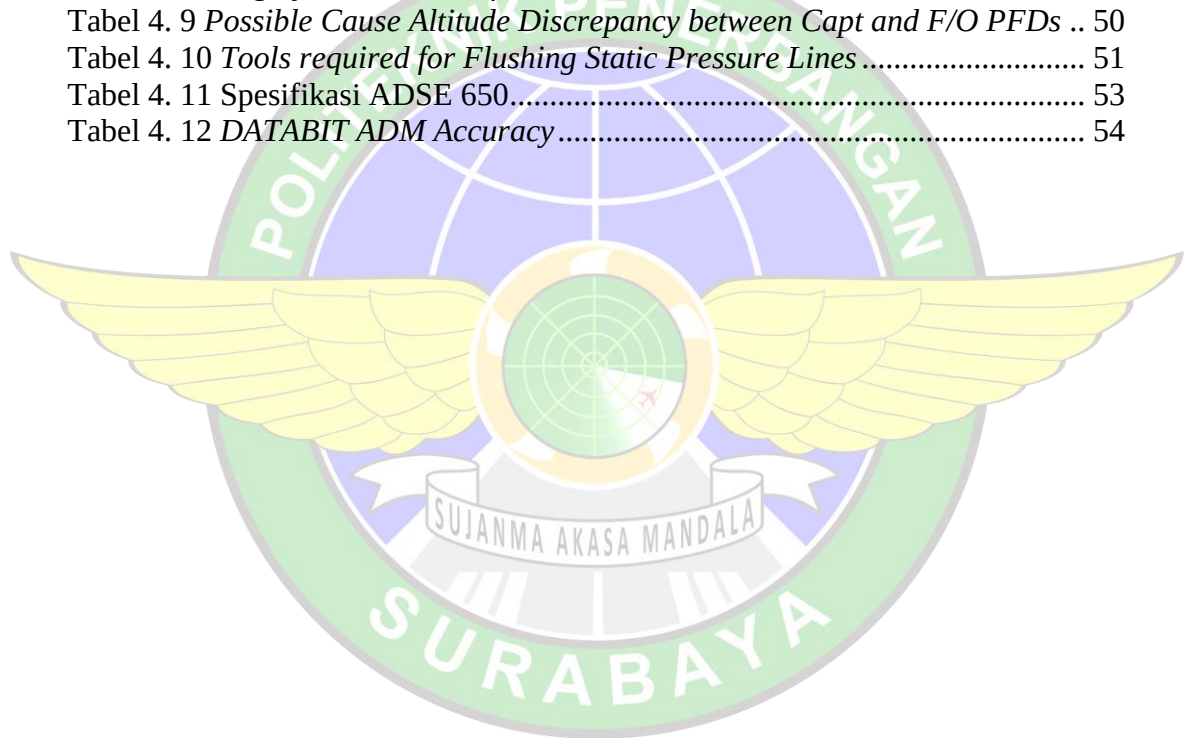
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DAFTAR ISTILAH

OJT (On The Job Training)

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

CASR (Civil Aviation Safety Regulation)

Peraturan keselamatan penerbangan sipil di Indonesia. Atau CASR merupakan Standar dan Regulasi Keselamatan yang harus dipatuhi oleh seluruh penerbangan sipil di Indonesia.

AMO (Approved maintenance organizations)

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

AMTO (Aircraft Maintenance Training Organization)

penyelenggara program pelatihan untuk meningkatkan daya saing sumber daya manusia pada bidang industri kedirgantaraan khususnya MRO pesawat udara.

EASA (European Aviation Safety Agency)

Badan yang mempunyai tanggung jawab untuk memastikan keselamatan dan perlindungan dalam operasional penerbangan di wilayah Eropa.

FAA (Federal Aviation Administration)

Lembaga yang membuat dan mengatur regulasi penerbangan sipil yang berada di Amerika Serikat.

BPSDM (Badan Pengembangan Sumber Daya Manusia)

Perhubungan sebagai penyelenggara pendidikan dan pelatihan penerbangan guna menghasilkan Sumber Daya Manusia Perhubungan yang berkompetensi dalam dunia transportasi udara yaitu tenaga kerja yang terampil yang siap pakai karena telah mendapatkan program pendidikan khusus/kejuruan untuk mendapatkan kecakapan khusus yang bersifat operasional / praktikal dengan

sertifikasi kecakapan tertentu.

APU (Auxilliary Power Unit)

Pemberi daya pada system kelistrikan pesawat, dan menyediakan AC serta tekanan untuk pesawat saat berada di *ground*.

DGCA (Directorate General of Civil Aviation)

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

CAMP (Continuous Airworthiness Maintenance Program)

Prosedur dokumen sebagai acuan perawatan pesawat oleh operator, yang meliputi perawatan rutin dan detail.

TSM (Troubleshoot manual)

Pedoman dokumen perbaikan kegagalan atau masalah pada pesawat yang dilakukan sesuai prosedur yang sudah ditetapkan.

AMM (Aircraft Maintenance Manual)

Prosedur dokumen sebagai acuan perawatan pesawat oleh *engineer* dan mekanik, yang meliputi perawatan rutin dan detail pada pesawat.

ECAM (Electronic Centralised Aircraft Monitor)

Komponen pada pesawat yang memberikan informasi kepada awak pesawat mengenai semua sistem di dalam pesawat.

NRC (Non Routine Workcard)

Prosedure untuk melakukan perawatan *Non Routine* apabila terjadi permasalahan pada pesawat.

BAB 1

PENDAHULUAN

1.1 Latar Belakang

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

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

Putra Sholehudin R (2023), *On the Job Training (OJT)* atau praktek kerja lapangan merupakan salah satu rangkaian program kurikulum pendidikan di Politeknik Penerbangan Surabaya. Taruna diharapkan dapat menerapkan kemampuan dan pengetahuan yang telah diperoleh untuk melakukan perawatan pesawat udara. Selain itu, taruna yang melaksanakan OJT diharapkan memperoleh wawasan dan dapat meningkatkan kemampuan dalam melakukan perawatan pesawat sebelum memasuki dunia kerja.

Teknisi Pesawat Udara mempunyai fungsi yang sangat penting dalam melaksanakan perawatan pesawat udara baik di *base maintenance* ataupun di *line maintenance*. Contohnya seperti pelaksanaan OJT Taruna Teknisi Pesawat Udara dari Politeknik Penerbangan Surabaya yang dilaksanakan di PT. AVIA TECHNICS DIRGANTARA (FL TECHNICS INDONESIA). Para peserta OJT

melakukan perawatan pesawat Airbus 320 dan Boeing-737 di *Base Maintenance* yang berada di Bali.

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

1.2 Tujuan dan Manfaat

1.2.1 Tujuan

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

A. Tujuan Secara Umum

- 1) Mengembangkan kerja sama dan kemampuan sosialisasi yang baik antara taruna dan tenaga kerja pada unit kerja Politeknik Penerbangan Surabaya maupun pada PT. AVIA TECHNICS DIRGANTARA (FL TECHNICS INDONESIA).
- 2) Memperoleh pengalaman nyata dari perusahaan atau lembaga sebagai upaya untuk mengembangkan ilmu pengetahuan serta keterampilan dalam melakukan *maintenance* dan *repair* pada pesawat.

B. Tujuan Secara Khusus

- 1) Peserta OJT mampu mengaplikasikan segala pengetahuan tentang teknik pesawat udara yang diperoleh selama mengikuti Pendidikan di Politeknik Penerbangan Surabaya.
- 2) Memahami prosedur dalam melakukan *maintenance* dan *repair* pada pesawat.

- 3) Taruna dapat mengembangkan kompetensi serta pengetahuan yang telah didapatkan pada saat melaksanakan pendidikan di kampus.
- 4) Peserta OJT mampu membiasakan diri dengan norma dan budaya kerja dalam Lembaga penyelenggaraan perawatan pesawat udara.

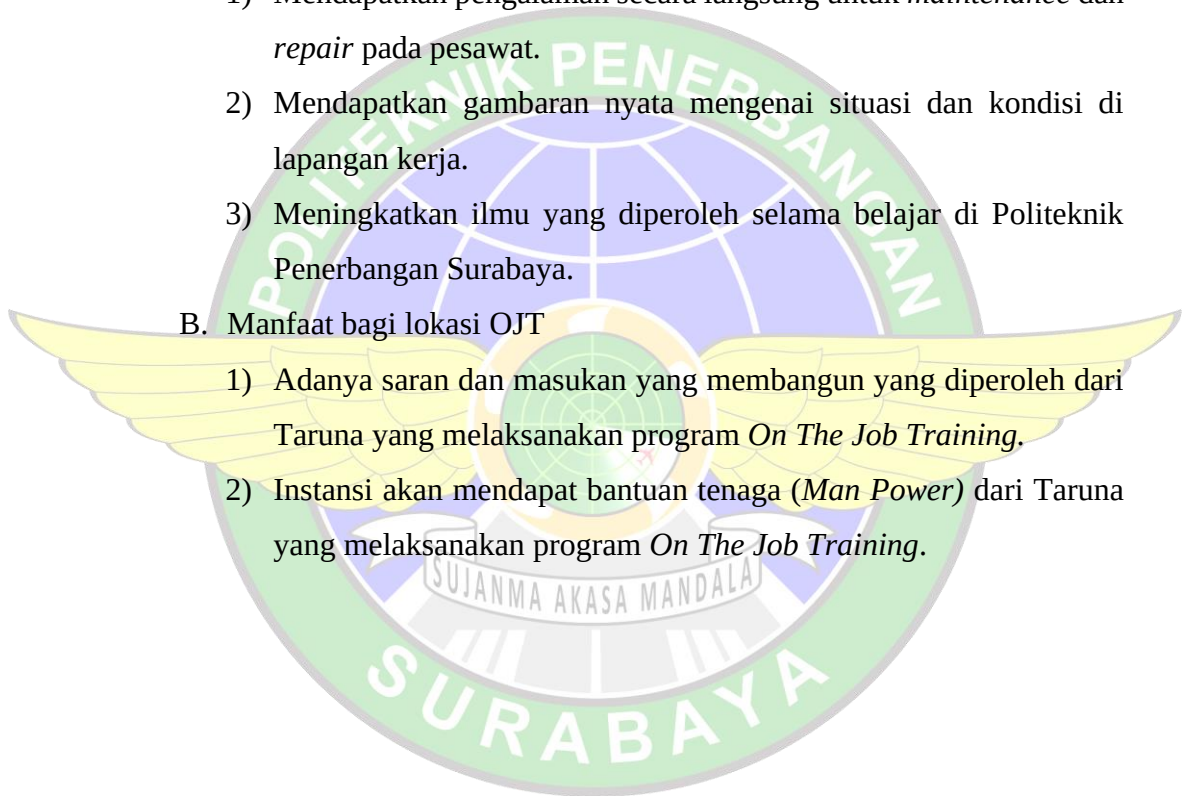
1.2.2 Manfaat

A. Manfaat bagi Taruna

- 1) Mendapatkan pengalaman secara langsung untuk *maintenance* dan *repair* pada pesawat.
- 2) Mendapatkan gambaran nyata mengenai situasi dan kondisi di lapangan kerja.
- 3) Meningkatkan ilmu yang diperoleh selama belajar di Politeknik Penerbangan Surabaya.

B. Manfaat bagi lokasi OJT

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



BAB 2

PROFIL LOKASI OJT

2.1 SEJARAH PT. AVIA TECHNICS DIRGANTARA (FL TECHNICS INDONESIA)



Gambar 2. 1 Logo PT Avia Technics Dirgantara Indonesia
(Sumber: FL Technics Indonesia- Company Profile)

FL Technics berdiri pada tahun 2005, dan berlokasi di Bandara Internasional Vilnius, Lituania, di Bandara Vilnius tersebut hanggar pertama dari FL Technics. Tahun 2007, perusahaan mulai melakukan sebuah tindakan yang dilakukan dengan tujuan adanya sebuah pertumbuhan dan perkembangan dengan membangun hanggar kedua di Bandara Internasional Lituania. total luas hanggar tersebut ialah 13.742 m² yang terdiri dari lima ruang perawatan pesawat, gudang, serta fasilitas pendukung lainnya. Logo PT Avia Technics Dirgantara Indonesia dapat dilihat pada gambar 2. 1.

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

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

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

Tahun 2012, perusahaan mendapatkan sertifikat EASA Part-21 “*Design Organization Approval*” dengan tujuan agar perusahaan dapat merancang dan menyetujui adanya perubahan kecil serta perbaikan kecil pada pesawat di area interior kabin, perubahan terkait avionic, dan struktur pesawat. Selain sertifikat yang diterima dari EASA, FL Technics juga menerima sertifikat audit suku cadang ISO 9001-2008 dan sertifikat untuk pengendalian kualitas. Selanjutnya, di tahun 2013, perusahaan menjalin kerja sama dengan pemasok komponen pesawat yaitu XTRA Aerospace dan Seal Dynamics. Tahun 2014, FL Technics memperluas kapasitas di Lituania, hanggar yang berada di Lituania merupakan hanggar terbesar yang berteknologi di Eropa Timur.

Pada bulan Agustus 2014, FL Technics memperluas layanannya dengan membuka adanya *Online Training*, merupakan sebuah platform berbasis internet untuk menyediakan pelatihan online yang sesuai dengan standar EASA. Selanjutnya pada tahun 2015, FL Technics membuat sebuah layanan berupa konsultasi MRO (*Maintenance Repair Organization*) engineer, APU, dan landing gear di bulan Maret. Lalu pada bulan November, FL Technics mendirikan kantor perwakilan di Miami, Florida untuk nantinya perusahaan dapat bekerja secara langsung dengan pemasok lokal. Selain di negara Amerika, FL Technics juga mulai melakukan ekspansi ke pasar Asia dengan melakukan kerjasama dalam program Power-by-Hour (PBH) dengan maskapai kargo Thailand K-Mile Asia terutama untuk jenis kargo Boeing 737. Tak hanya di

Thailand, ekspansi FL Technics juga memperluas jangkauannya dengan mendirikan sebuah hanggar MRO di Bandara Internasional Soekarno-Hatta di Jakarta, Indonesia pada bulan Desember 2016.

Bangunan FL Technics di Indonesia pada mulanya merupakan bengkel pesawat milik Angkasa Pura II. Fasilitas yang dimiliki seluas 20.000 m² ini melayani tiga jenis tipe pesawat yaitu Boeing 737 NG, Boeing 737 CL, serta Airbus 320 Family. FL Technics Indonesia pun melaksanakan kegiatannya dalam dua bidang yaitu dalam *Aircraft Maintenance Organization* (AMO) atau perawatan pesawat udara, serta *Aircraft Maintenance Training Organization* (AMTO) atau penyelenggara program pelatihan untuk meningkatkan daya saing sumber daya manusia pada bidang industri kedirgantaraan khususnya MRO pesawat udara (FL Technics Indonesia - Company Profile, 2021).

2.2 Data Umum

2.2.1 Visi dan Misi

Visi PT. Avia Technics Dirgantara FL Technics Indonesia

Desired worldwide, multibillion Modern MRO.

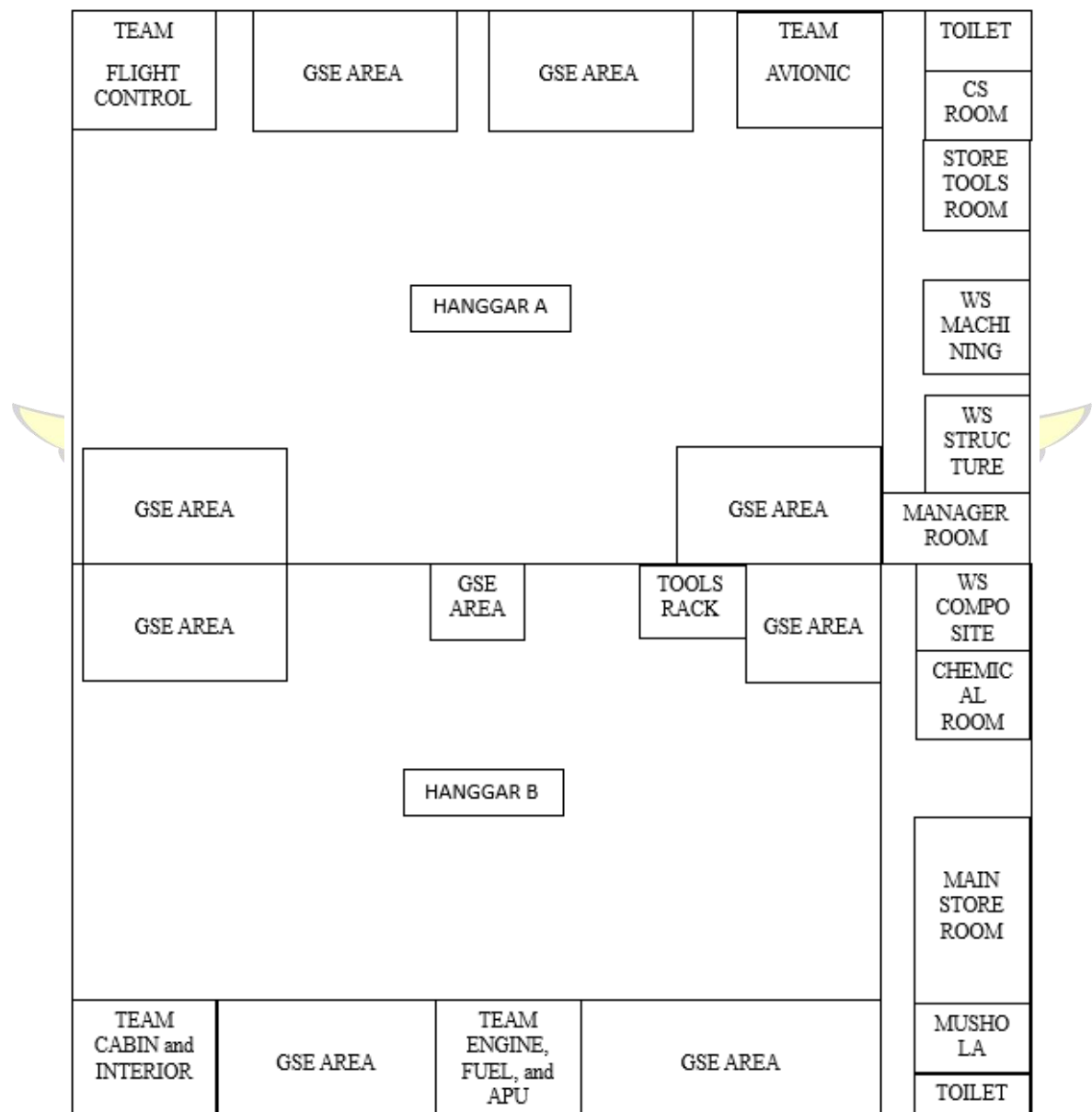
Misi PT. Avia Technics Dirgantara FL Technics Indonesia

Building a safer aviation world through speed, knowledge and innovative solutions.

(Sumber: FL Technics Visi dan Misi Perusahaan)

2.2.2 Fasilitas

FL Technics Hanggar Bali membuka fasilitas MRO kedua seluas 14.013 meter dan memiliki 2 hanggar, yakni hanggar A dan hanggar B yang dapat dilihat pada gambar 2. 2, masing - masing hanggar memuat untuk 2 pesawat serta memiliki banyak fasilitas demi menunjang kinerja *engineer* selama bekerja sehingga menghasilkan kenyamanan dan keamanan.



Gambar 2. 2 Layout Hanggar

1. Hanggar A

Dapat dilihat pada gambar 2. 3, terdapat hanggar A FL Technics yang digunakan untuk menyimpan, merawat, dan melindungi pesawat terbang terhadap elemen cuaca agar pesawat tetap aman.



Gambar 2. 3 Hanggar A

2. Hanggar B



Gambar 2. 4 Hanggar B

Hanggar B FL Technics Indonesia yang dapat dilihat pada gambar 2. 4, memiliki fasilitas ruangan yang digunakan untuk mempermudah para *engineer* dan *mechanic* dalam mengambil dan meletakkan komponen yang sudah di order atau komponen yang rusak dari pesawat.

Fasilitas yang terdapat di dalam hangar :

1. Bay Station

Bay station adalah tempat untuk berkumpulnya suatu tim serta menyelesaikan kepentingan admin yang dilengkapi dengan 3 komputer, 2 printer, dan beberapa rak untuk menyimpan perlengkapan teknisi dapat dilihat pada gambar 2. 5.



Gambar 2. 5 Bay

2. Store

Terdapat 2 *store* yang masing-masing *store* memiliki perbedaan. 1 *store* di hanggar A untuk meminjam tools yang dapat dilihat pada gambar gambar 2. 6. Kebutuhan *tools* untuk teknisi tersedia di *store tools* mulai dari alat pengukur dan kalibrasi seperti *torque wrench*, *pitot static tester*, *caliper*; alat listrik dan elektronik seperti *multimeter* dan *mega ohm meter*; sampai alat keselamatan seperti *safety harness*, *hat*, dan lain lain semua tersedia di *store* ini.



Gambar 2. 6 Store Tools Room

Store lainnya di hanggar B untuk mengambil *part* pesawat yang sudah *reserved* dan siap untuk *install* dapat dilihat pada gambar 2. 7. Semua *part* pesawat baru terdapat di *main store*, untuk pengambilannya *scan* terlebih dahulu pada *task card* setelah itu akan disiapkan *part* yang sesuai dengan *task card* dan teknisi bisa *install* *part* tersebut pada pesawat.



Gambar 2. 7 Main Store

3. Workshop

FL Technics Hanggar Bali memiliki banyak ruangan *workshop* yang mempunyai fungsi berbeda. Seperti pada gambar 2. 8, terdapat *workshop structure* yaitu ruangan yang digunakan untuk perbaikan struktur pesawat, fabrikasi dan pembentukan yang berfokus pada pemeliharaan, perbaikan, dan modifikasi struktur pesawat



Gambar 2. 8 Work shop Structure

Pada gambar 2. 9 merupakan ruangan *workshop machining* yang berfungsi untuk pembuatan komponen yang membutuhkan mesin bubut, *drilling*, *grinding*, serta *milling* untuk pengerjaannya.



Gambar 2. 9 *Workshop Machining*

Ruangan *workshop composite* seperti pada gambar 2.10, yaitu ruangan yang memiliki fungsi penting yang berfokus pada pembuatan komponen pesawat yang terbuat dari bahan komposit. Bahan komposit sering digunakan dalam industri penerbangan karena kekuatannya yang tinggi dan beratnya yang ringan.



Gambar 2. 10 *Workshop Composite*

Ruangan *chemical room* dalam fasilitas perawatan dan perbaikan pesawat memiliki berbagai fungsi penting yang berkaitan dengan penyimpanan, penanganan, dan penggunaan bahan kimia. Ruang *chemical room* pada gambar 2. 11, memiliki peran penting dalam mendukung operasi perawatan dan perbaikan pesawat dengan aman dan

efisien serta membantu memastikan bahwa bahan kimia yang digunakan dalam proses perawatan tidak membahayakan pekerja, lingkungan, atau integritas pesawat.



Gambar 2. 11 Chemical Room

4. Automated Tool Control

Tools rack seperti pada gambar 2. 12 , memiliki beberapa laci dan memiliki *automated tool control system* yang berfungsi untuk mencatat alat mana saja yang dipakai dan telah dikembalikan oleh teknisi.



Gambar 2. 12 Automated Tool Control

5. Ground Support Equipment (GSE)

Tidak hanya tersedia alat untuk *remove* dan *install part*, GSE juga tersedia di hanggar ini guna memudahkan teknisi menjangkau area yang tinggi serta mengangkat beban berat.

Nitrogen Service Cart adalah jenis GSE yang digunakan untuk menyediakan dan mengisi sistem pesawat dengan nitrogen yang

dirancang khusus untuk menyimpan, mengangkut, dan mengalirkan nitrogen ke pesawat dapat dilihat pada gambar 2. 13.



Gambar 2. 13 Nitrogen Service Cart

Scissors lift adalah jenis peralatan yang digunakan untuk mengangkat orang atau beban secara vertical dengan menggunakan mekanisme penarikannya, dapat dilihat pada gambar 2. 14.



Gambar 2. 14 Scissors Lift

Engine stands pada gambar 2. 15 adalah struktur atau kerangka yang dirancang khusus untuk mendukung dan menjaga mesin pesawat dalam posisi yang stabil dan aman selama penyimpanan, perawatan, atau pengangkutan.



Gambar 2. 15 Engine Stands

Boom lift adalah jenis peralatan yang digunakan untuk mengangkat pekerja, peralatan, atau material ke ketinggian tertentu dengan aman. Namun, penggunaan *boom lift* memerlukan pelatihan dan perhatian khusus terhadap keselamatan, dapat dilihat pada gambar 2. 16.

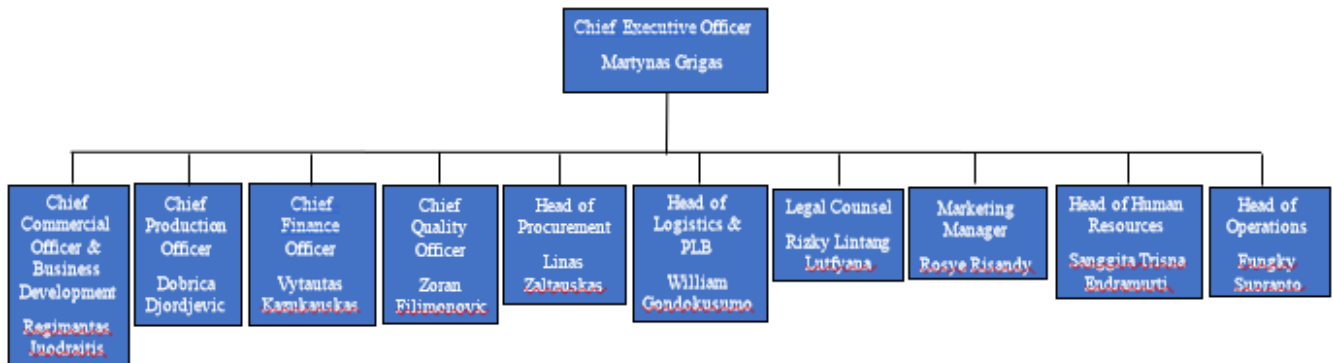


Gambar 2. 16 Boom Lift

2.3 Struktur Organisasi

Mengenal tentang apa saja struktur organisasi perusahaan, termasuk mengenai manfaat dan fungsi struktur organisasi dalam perusahaan menjadi hal penting yang dapat dilihat pada gambar 2. 17. PT Avia Technics Dirgantara Indonesia sebagai perusahaan yang beroperasi pada dunia perawatan pesawat terbang bersifat profesional memiliki struktur organisasi yang cukup kompleks untuk menjalankan roda dari organisasi perusahaan untuk mencapai target-target

tertentu. Struktur organisasi Perusahaan yang ideal menjadi salah satu aspek penentu efektivitas kerja dari orang-orang yang bekerja pada perusahaan tersebut.



Gambar 2. 17 Struktur Organisasi Perusahaan

(Sumber: PT Avia Technics Dirgantara Indonesia, FL Technics Indonesia- Company Profile)



BAB 3

TINJAUAN TEORI

3.1 Aircraft Maintenance

Aircraft maintenance merupakan inspeksi periodik yang perlu dilakukan pada seluruh komponen pesawat terbang sipil atau komersial setelah batas waktu atau penggunaan yang sudah ditentukan sebelumnya.

Maskapai penerbangan dan operator komersial lainnya yang memiliki pesawat mengikuti program inspeksi berkelanjutan yang disetujui oleh *Federal Aviation Administration* (FAA) di Amerika Serikat. Adapun di Indonesia disebut dengan Direktorat Jenderal Perhubungan Udara.

Di bawah pengawasan setiap otoritas penerbangannya masing-masing, setiap operator perlu menyiapkan Dokumen Perencanaan Perawatan dan disetujui *Continuous Airworthiness Maintenance Program* (CAMP) sebagai acuan perawatan pesawat oleh operator, yang meliputi perawatan rutin dan detail.

Berdasarkan *Civil Aviation Safety Regulation* (CASR) part 43 tentang *Maintenance, Preventive Maintenance, Rebuilding and Alteration*. Perawatan adalah suatu rangkaian kegiatan yang dilakukan untuk memastikan bahwa pesawat udara beserta komponen-komponennya bekerja sesuai dengan fungsinya. Tujuan lain daripada perawatan pesawat udara adalah untuk mempertahankan pesawat dalam kondisi terbaik pada saat dioperasikan oleh pengguna. Untuk dapat melakukan perawatan dengan benar, maka setiap pesawat udara diharuskan memiliki Program Perawatan (*Maintenance Program*).

3.2 Airbus 320 CEO

Airbus A320 CEO memiliki sebuah *Electronic Centralised Aircraft Monitor* (ECAM) yang memberikan informasi kepada awak pesawat mengenai semua sistem di dalam pesawat. Dengan pengecualian versi paling awal dari A320, sebagian besar sistem dapat ditingkatkan ke dalam standard avionik

paling akhir, membuat pesawat tetap berkembang meski telah beroperasi selama dua dekade.

Airbus 320 CEO Bamboo Airways merupakan pesawat terbaru dalam keluarga A320 yang menampilkan desain kabin modern, performa tinggi, dan interior modern.

Bamboo Airways menggunakan A320CEO untuk penerbangan domestik dan rute jarak pendek yang menghubungkan berbagai negara di Asia. Pesawat ini memiliki kelebihan tersendiri, yaitu:

- 1) Merupakan salah satu model pesawat generasi baru dari Airbus dengan desain sayap melengkung ke atas di kedua ujungnya, yang membantu menghemat 4% konsumsi bahan bakar.
- 2) Mengurangi 700 ton emisi CO₂ ke lingkungan setiap tahunnya.

Spesifikasi dari pesawat Airbus 320 CEO Bamboo Airways dapat dilihat pada table 3. 1.

Tabel 3. 1 Spesifikasi Airbus 320 CEO Bamboo Airways

SIZE	
<i>Aircraft length</i>	44.51 m
<i>Cabin length</i>	27,51 m
<i>Fuselage width</i>	3,95 m
<i>Maximum cabin width</i>	3,70 m
<i>Wing span (geometric)</i>	34,1 m
<i>Tall</i>	11,76 m
<i>Track</i>	7,59 m
<i>Wheelbase</i>	12.64 m
CAPACITY	
<i>Pax Max seating</i>	192
<i>Typical seating 2-class</i>	140-170
<i>Cargo LD3 capacity underfloor</i>	7 LD3-45W
<i>Max pallet number underfloor</i>	7
<i>Water volume</i>	44 m ³

PERFORMANCE	
<i>Range</i>	5.950 km
<i>Mmo</i>	M0.82
<i>Max ramp weight</i>	78.40 ton
<i>Max take-off weight</i>	78.00 ton
<i>Max landing weight</i>	66.00 ton
<i>Max zero fuel weight</i>	62.50 ton
<i>Max fuel capacity</i>	27.200 L

3.3 Maintenance pada pesawat Airbus A320 CEO

Perawatan pesawat udara merupakan salah satu unsur penting dalam suatu perusahaan di bidang penerbangan berdasarkan *Civil Aviation Safety Regulation (CASR)* part 43 tentang *Maintenance, Preventive Maintenance, Rebuilding and Alteration*. Perawatan adalah suatu rangkaian kegiatan yang dilakukan untuk memastikan bahwa pesawat udara beserta komponen-komponennya bekerja sesuai dengan fungsinya. Hal ini dikarenakan setiap part atau komponen pesawat memiliki lifetime tertentu, sehingga harus dimonitor secara rutin. Perawatan pesawat udara meliputi inspeksi, *repair*, *servicing*, *overhaul* dan penggantian *part*.

3.3.1 Program Pemeliharaan Pesawat

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

1. A-Check

Pengecekan biasanya dilakukan setiap 400-600 jam terbang atau 200-300 pergerakan seperti lepas landas dan mendarat. Perawatan pesawat setidaknya

membutuhkan 150-180 jam kerja dan biasanya dilakukan di hanggar atau derek minimal 10 jam. Selain itu, jenis pesawat juga bisa menentukan pengecekan yang satu ini.

2. B-Check

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

3. C-Check

Pemeriksaan C tergolong pemeriksaan berat. Oleh karena itu, dibutuhkan waktu lebih lama. Biasanya setiap 20-24 bulan atau sejumlah jam terbang tertentu yang ditentukan oleh pabrikan pesawat. Pengecekan yang satu ini membutuhkan pengecekan yang hampir semua komponen pesawat diperiksa. Perawatan pesawat juga membuat pesawat tidak dapat beroperasi sementara selama proses pemeriksaan. Ini karena pesawat tidak diperbolehkan meninggalkan area inspeksi sebelum selesai. Dan dibandingkan dengan pemeriksaan A dan B, pemeriksaan ini membutuhkan area yang lebih luas. Waktu yang dibutuhkan untuk pemeriksaan ini antara 1-2 minggu dan membutuhkan waktu kerja hingga 6000 jam. Dan jadwal pemeriksaan itu sendiri dipengaruhi oleh beberapa faktor dan komponen yang diperiksa, diantaranya jenis pesawat.

4. D-Check

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

Tujuan lain daripada perawatan pesawat udara adalah untuk mempertahankan pesawat dalam kondisi terbaik pada saat dioperasikan oleh pengguna. Untuk dapat melakukan perawatan dengan benar, maka setiap pesawat udara diharuskan memiliki Program Perawatan (*Maintenance Program*).

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

1. *Block Maintenance (Letter Check)*

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

2. *Progressive Maintenance*

Setiap taskcard dikerjakan berdasarkan intervalnya sendiri (*day by day maintenance*). Tidak ada pengelompokan secara resmi, yang ada hanya dikerjakan secara bersamaan. Seperti *taskcard* yang membutuhkan pengerjaan yang lama. Beberapa maskapai penerbangan ada yang menerapkan *maintenance* programnya dengan menggunakan MSG3.

3. *Equalized maintenance*

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

Setelah *taskcard* dikumpulkan lalu membuat *workload table*, interval yang telah dibuat lalu dibagi dalam *phase* dengan interval yang sama. Beban kerja dibagi sedemikian sehingga setiap *phase* mempunyai beban kerja yang serupa. Terkecuali beberapa *phase* yang memang berbeda karena adanya *taskcard* yang membutuhkan *groundtime* yang lama. *Phase* dengan *workload* rendah biasanya

diserupakan dengan a-check. Kebanyakan maskapai penerbangan yang menggunakan MSG-3 memilih program ini karena lebih mudah dimonitor dibandingkan *block maintenance*, dibawah ini merupakan pelaksanaan Maintenance pesawat Airbus A320 Bamboo Airways yang dapat dilihat pada gambar 3. 1.



Gambar 3. 1 Pelaksanaan Maintenance pesawat Airbus A320 Bamboo Airways

3.4 Electrical Power

Pada bagian ini dijelaskan unit dan komponen *electrical* yang mengontrol dan memasok daya listrik untuk sistem pesawat. Hal ini termasuk *Ground Power Unit (GPU)*, *Multimeter* dan *Battery*.

3.4.1 GPU (*Ground Power Unit*)

Ground Power Unit (GPU) yang dapat dilihat pada gambar 3. 2, merupakan penyuplai daya listrik ke pesawat saat berada di *ground* dan ketika mesin dimatikan. Pesawat terbang memerlukan daya pada frekuensi listrik 115 volt dan 400 Hz, sedangkan pesawat kecil memerlukan daya 28

Volt DC.



Gambar 3. 2 Ground Power Unit

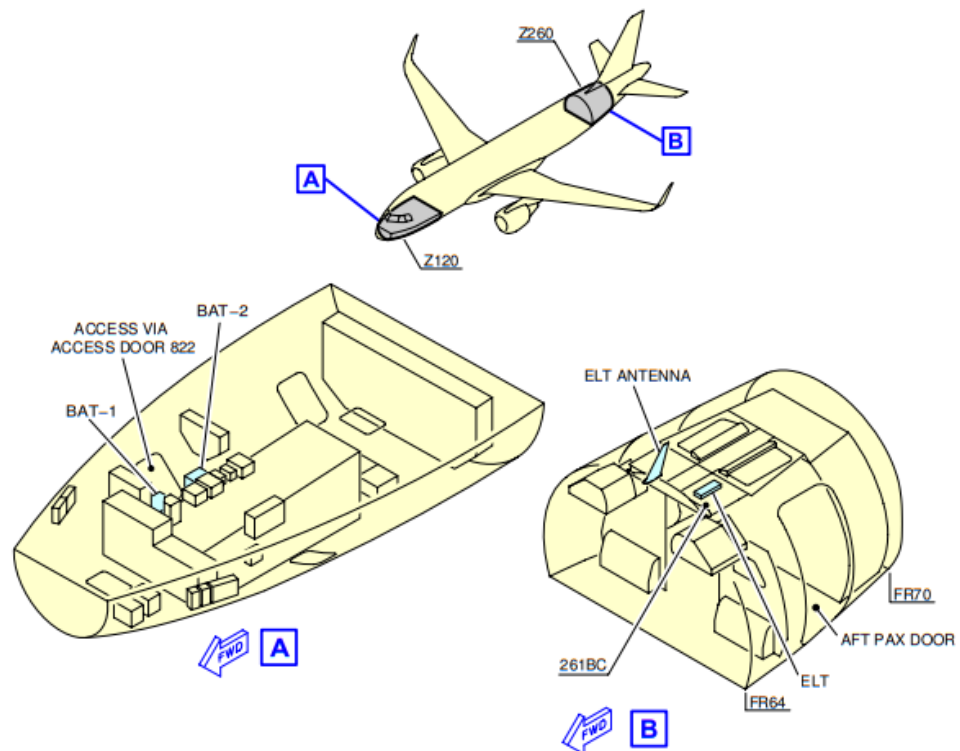
3.4.2 Main Battery

Baterai yang dapat dilihat pada gambar 3. 3, gambar 3. 4 dan tabel 3. 2, merupakan perangkat yang mengandung satu atau lebih sel yang mengubah energi kimia langsung menjadi energi listrik. Baterai yang digunakan untuk aplikasi penerbangan dapat berupa tipe primer (sekali pakai) atau tipe sekunder (dapat diisi ulang). Baterai apa pun yang dimaksudkan untuk digunakan sebagai sumber tenaga bagi peralatan yang dipasang atau dibawa secara rutin di pesawat terbang tidak hanya harus aman namun juga idealnya memiliki kepadatan energi yang tinggi, ringan, andal, memerlukan perawatan minimal, dan mampu beroperasi secara efisien.

Tabel 3. 2 Spesifikasi Main Battery

NCSP B 23060 LM	
TEGANGAN	24 V
CAPACITY	23 Ah
Panjang	268,4 mm (10,56 inci)
Lebar	303,5 mm (11,94 inci)
Tinggi	215 mm (8,46 inci)
Berat	25,5 kg (56,2 lbs)

BATTERIES LOCATION AND ACCESS



Gambar 3. 3 Batteries location and acces



Gambar 3. 4 Main Battery

3.5 Multimeter

Multimeter digital yang dapat dilihat pada gambar 3. 5 dan tabel 3. 3, digunakan untuk mengukur besaran listrik seperti tegangan, kuat arus, dan hambatan listrik. Akurasi pengukuran dengan multimeter digital sangat tinggi. angka yang ditampilkan sebagai hasil pengukuran dapat memiliki beberapa angka desimal.

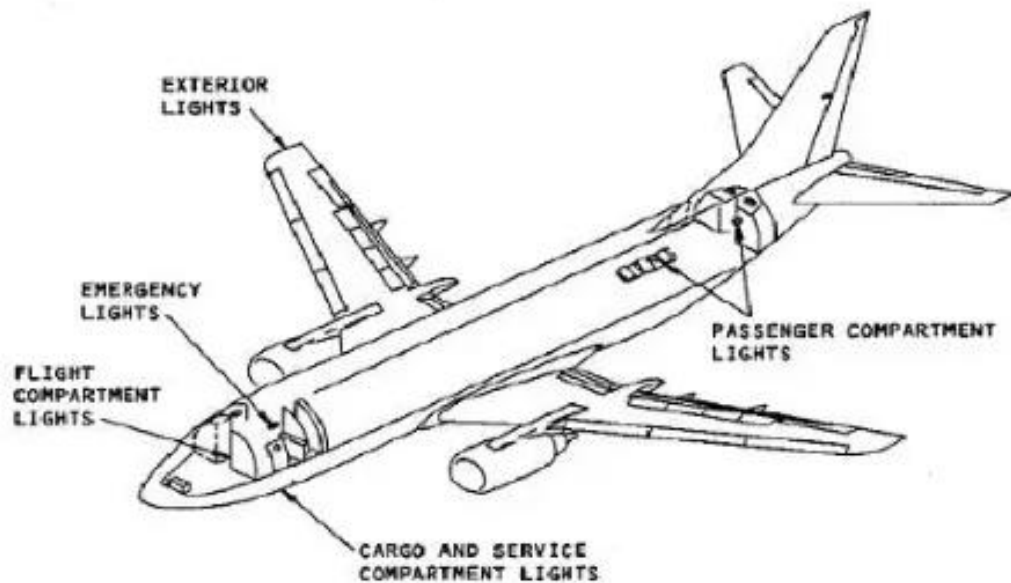


Gambar 3. 5 Multimeter digital

Tabel 3. 3 Spesifikasi Multimeter

MULTIMETER DIGITAL FLUKE 287	
TEGANGAN MAKSIMUM	1000 V
UKURAN	(PxLxT 22,2 cm x 10,2 cm x 6 cm (8,75 in x 4,03 in x 2,38 in)
BERAT	870,9 g(28 oz)
MASA PAKAI BATERAI	MINIMUM 100, 200 JAM

3.6 Lighting System



Gambar 3. 6 Lighting System

Lighting system yang dapat dilihat pada gambar 3. 6, mempunyai peranan penting dalam operasi penerbangan, sekaligus sebagai penerangan dan komunikasi baik dengan stasiun pesawat maupun dengan pesawat lainnya. Secara garis besar *lighting system* pada pesawat dibagi menjadi 3 bagian, yaitu:

1. *Interior Light*
2. *Emergency Light*
3. *Exterior Light*

3.6.1 Exterior Lighting

Exterior lighting yang dapat dilihat pada gambar 3. 7 dan tabel 3. 4, merupakan penerangan bagian luar dari pesawat terbang untuk keperluan *landing, taxi, dan position navigation*.



Gambar 3. 7 Exterior Lighting
(Sumber: Quora)

Tabel 3. 4 Exterior lighting

EXTERIOR LIGHTING	
ITEM	DESCRIPTION
1	RIGHT NAVIGATION LIGHT (GREEN)
2	TAIL NAVIGATION LIGHT (WHITE)
3	LEFT NAVIGATION LIGHT (RED)
4	RETRACTABLE LANDING LIGHT
5	RUNWAY TURN OFF LIGHT
6	TAXI LIGHT
7	TAKE-OFF LIGHT
8	LOGO LIGHT
9	UPPER ANTI-COLLISION LIGHT/BEACON (RED)
10	LOWER ANTI-COLLISION LIGHT/BEACON (RED)

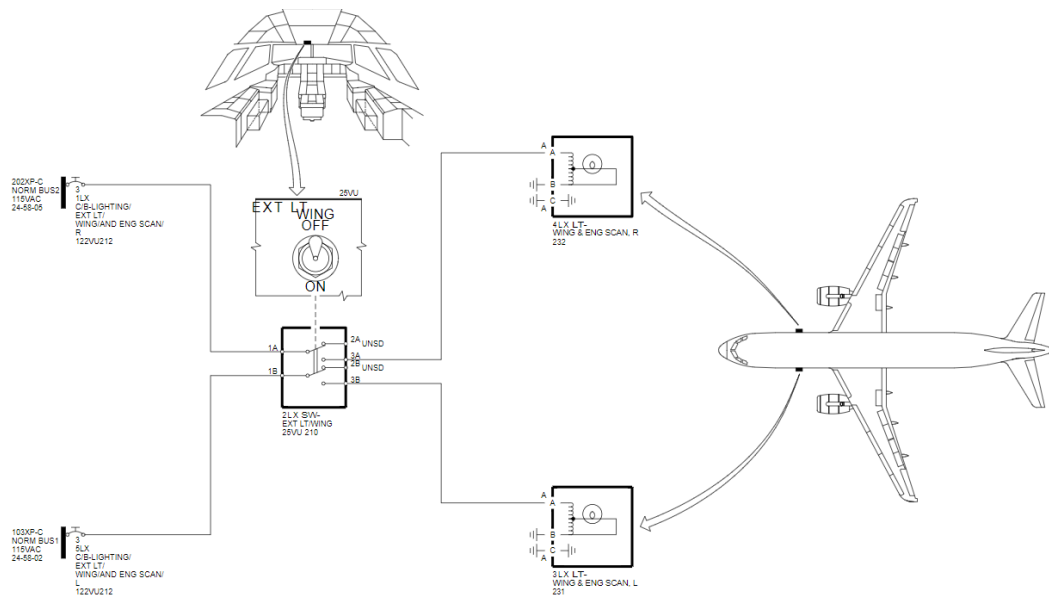
11	WING STROBE LIGHT (HIGH INTENSITY, WHITE)
12	TAIL STROBE LIGHT (HIGH INTENSITY, WHITE)
13	WING/ENGINE SCAN LIGHT
14	WHEEL WELL LIGHT (DOME)
15	CARGO COMPARTMENT FLOOD LIGHT

3.6.2 Wing Scanning Light

Lampu ini biasa juga disebut *wing inspection lights* yang berfungsi sebagai lampu penerangan sayap. lampu ini ditempatkan pada badan pesawat dibagian depan sayap dan sejajar dengan level lantai kabin. lampu ini ada dua, yaitu pada bagian sebelah kanan dan kiri badan pesawat. Daya untuk lampu ini adalah 28 V AC melalui panel P18 *circuit breaker wingscan*. *Wing scanning light* dapat dikendalikan melalui cockpit tepatnya pada *overhead panel exterior light* (P-5) yang dapat dilihat pada gambar 3. 8 dan *Wing Scanning Light Wiring Diagram* pada gambar 3. 9.

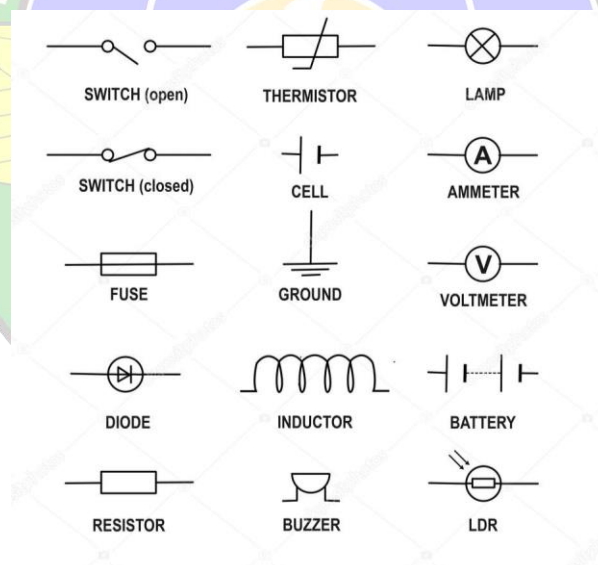


Gambar 3. 8 Overhead Panel Exterior Light



Gambar 3. 9 Wing Scanning Light Wiring Diagram

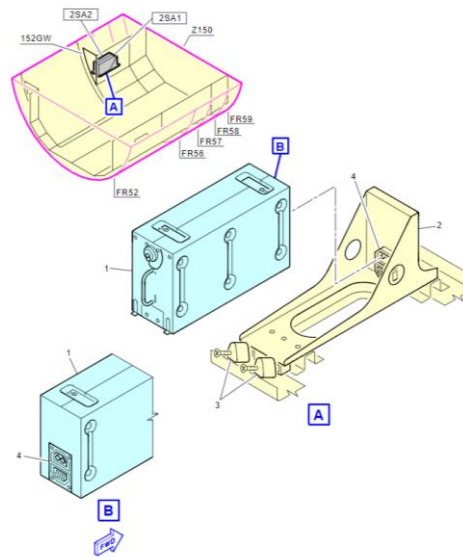
Dibawah ini merupakan keterangan symbol dalam wiring yang dapat dilihat pada gambar 3. 10.



Gambar 3. 10 Electrical Circuit Symbol

3.7 Radio Altimeter

Radio altimeter (RA) yang dapat dilihat pada gambar 3. 11, terletak di dalam *cargo compartment*. Salah satu karakteristik utama sistem ini adalah ia mengunci tepi depan gelombang yang dipantulkan. Hal ini memungkinkan untuk mengukur jarak antara pesawat dan rintangan terdekat. Oleh karena itu, *radio altimeter* dapat beroperasi di permukaan tanah yang tidak datar.



Gambar 3. 11 Radio Altimeter Transceiver

Radio altimeter berfungsi untuk menentukan ketinggian dengan mengukur waktu antara transmisi sinyal radio dari pesawat dan penerimaan sinyal pantulan. Sistem modern menggunakan cara lain, misalnya, pengukuran perubahan fase antara sinyal yang dikirim dan sinyal pantulan.

3.8 Pitot Probe

Pitot probe milik *captain* terletak disebelah kiri pesawat, sedangkan *pitot probe* milik *first officer* dan *aux pitot probe* terletak disebelah kanan pesawat. *Static and total air pressure system* berfungsi untuk mengukur tekanan udara *pitot* dan *static*. Tekanan-tekanan ini digunakan untuk menghitung parameter-parameter terbang seperti *airspeed* dan *altitude*. *Static and total air pressure system* mendapatkan input tekanan udara dari *pitot probe* dan *static port* yang terletak pada bagian depan *fuselage* pesawat. Terdapat *pneumatic tubing* yang digunakan untuk menghubungkan komponen *pitot static*. *Drain fitting* digunakan untuk membuang air karena kondensasi pada hubungan *pitot static*. Dua *pitot probe* utama terhubung dengan dua *pitot air data module* (ADM). ADM mengubah tekanan udara menjadi sinyal electrical dan mengirim sinyal tersebut ke *air data inertial reference unit* (ADIRU). ADIRU menggunakan sinyal tersebut untuk menghitung parameter terbang seperti *airspeed* dan

altitude. Aux pitot probe terhubung dengan *integrated standby flight display* (ISFD).



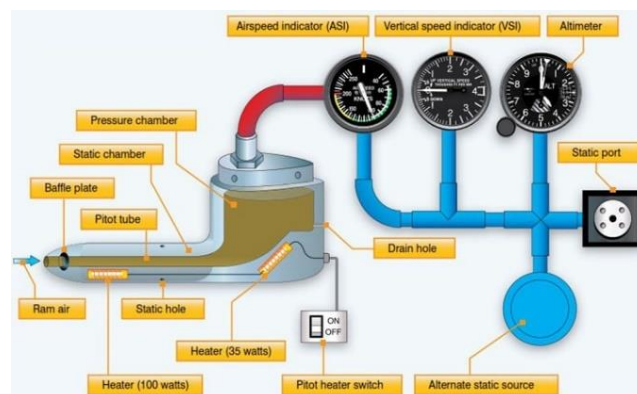
Gambar 3. 12 Pitot probe

Dapat dilihat pada gambar 3. 12 *pitot probe* terhubung pada *pitot static* melalui *pitot tube* dan *static line*. *Pitot static system* beroperasi pada 2 tipe *pressure*:

- 1) *Static Pressure*: Tekanan udara pada ruang terbuka (disekitar pesawat).
- 2) *Dynamic Pressure*: Tekanan udara pada suatu bidang yang disebabkan oleh Bergeraknya bidang tersebut diudara.

Pitot tube memiliki lubang yang arah lubangnya tegak lurus dengan arah aliran udara, hal ini berfungsi untuk menerima *full force* dari *impact air pressure* saat pesawat melaju diudara. Pada *pitot tube* juga memiliki *heater* yang digunakan untuk mencegah terjadinya es pada area *pitot tube* yang dapat menutupi lubang pada *pitot tube*.

3.8.1 Pitot Static System



Gambar 3. 13 Pitot-static system

Pitot-static system adalah sistem penting dalam pesawat yang digunakan untuk mengukur kecepatan udara, ketinggian, dan kecepatan vertikal. Pada gambar 3. 12, Sistem ini terdiri dari dua komponen utama: *pitot probe* yang berfungsi untuk menangkap udara dan mengukur tekanan statis dan dinamis dan *static port* yang berfungsi untuk mengukur tekanan udara disekitar pesawat.

Pitot tube menangkap tekanan total yang mencakup tekanan dinamis (disebabkan oleh kecepatan udara) dan tekanan statis (tekanan udara sekitarnya). Dengan membandingkan tekanan total ini dengan tekanan statis dari *static port*, *airspeed indicator* dapat menentukan kecepatan udara pesawat.

Beberapa instrument yang terhubung dengan *pitot static* yakni *Air Speed Indicator (ASI)*, *Altimeter*, dan *Vertical Speed Indicator*. *Air Speed Indicator (ASI)* berfungsi untuk menunjukkan kecepatan udara relatif terhadap pesawat. Cara kerja instrument ini yaitu membandingkan tekanan total dari *pitot tube* dengan tekanan statis dari *static port*. Perbedaan tekanan ini dihitung untuk menentukan kecepatan udara.

Altimeter berfungsi untuk menunjukkan ketinggian pesawat di atas permukaan laut. Cara kerja altimeter ini dengan menggunakan tekanan statis dari *static port* untuk mengukur ketinggian. Tekanan udara berkurang dengan bertambahnya ketinggian, dan altimeter menerjemahkan perubahan tekanan ini menjadi pembacaan ketinggian.

Vertical Speed Indicator (VSI) berfungsi untuk menunjukkan laju perubahan ketinggian (kecepatan vertikal) pesawat. Cara kerja alat ini yaitu dengan menggunakan perubahan tekanan statis dari waktu ke waktu untuk mengukur kecepatan vertikal. Alat ini menunjukkan apakah pesawat sedang naik, turun, atau terbang level.

BAB 4

PELAKSANAAN OJT

4.1 Lingkup Pelaksanaan OJT

Pelaksanaan OJT dilaksanakan menyesuaikan dengan kegiatan yang sedang berjalan di PT. AVIA TECHNICS DIRGANTARA (FL TECHNICS INDONESIA), sebagai berikut:

4.1.1 Waktu dan Tempat

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

Peserta : Taruna Politeknik Penerbangan Surabaya.
Jumlah : 6 (Enam) orang.
Waktu : 01 April 2024 sampai dengan 30 Juni 2024.
Tempat : PT AVIA DIRGANTARA (FL TECHNICS INDONESIA).

4.1.2 Jadwal Kegiatan

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

Pada tabel 4.1 jadwal kegiatan selama pelaksanaan *On The Job Training (OJT)*, dan diikuti sejumlah 6 orang. Adapun waktu pelaksanaannya mulai pukul 07.00 – 16.00 WITA yang dilaksanakan setiap hari Senin-Jumat dan libur untuk hari Sabtu-Minggu.

Tabel 4. 1 Jadwal Kegiatan *On The Job Training*

NO	JAM	KEGIATAN
1	07.00	<i>Preparation</i>
2	07.00 – 07.10	<i>Briefing</i>
3	07.10 – 07.30	<i>Prepare Aircraft.</i>
4	07.30 – 11.30	<i>Working Time</i>

5	11.30 – 12.15	<i>Break</i>
6	12.15 – 15.30	<i>Working Time</i>
7	15.00 – 16.00	<i>Clean up</i>
8	16.00	<i>Preparing to go home</i>

4.2 Langkah Kerja

Pelaksanaan *On The Job Training* taruna dilibatkan secara langsung dalam kegiatan Inspeksi dan perawatan pesawat Airbus 320 CEO Bamboo Airways sehingga Taruna sebelum menjumpai beberapa studi kasus yang diangkat menjadi materi penulisan laporan, taruna diharapkan untuk memahami Keselamatan dan kesehatan Kerja (K3) yang dapat dilihat pada gambar 4. 1.



Gambar 4. 1 K3

Studi kasus diambil dari satu kegiatan disetiap minggunya sebagai bentuk laporan kegiatan *On The Job Training* di PT AVIA DIRGANTARA (FL TECHNICS INDONESIA). Secara garis besar selama mengikuti kegiatan *On The Job Training* di PT AVIA DIRGANTARA (FL TECHNICS INDONESIA), peserta OJT mempelajari tahapan mengenai perawatan pesawat udara, Adapun urutan kerangka kerja dijelaskan sebagai berikut:

1) *Visual Inspection/ Routine Check*

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

2) *Rectification*

Rectification adalah tahap sebelum melaksanakan suatu perbaikan maupun perawatan pesawat udara, dan teknisi/ *engineer* mendiagnosa letak maupun sumber permasalahan sebelum masuk ke tahap selanjutnya.

3) *Repair*

Repair adalah kegiatan memperbaiki atau mengganti suatu bagian yang rusak, perbaikan biasanya meliputi penggantian suku cadang yang terdapat pada *aircraft system*.

4) *Functional Test*

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

5) *Return to Service*

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

4.3 Penyelesaian Masalah

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

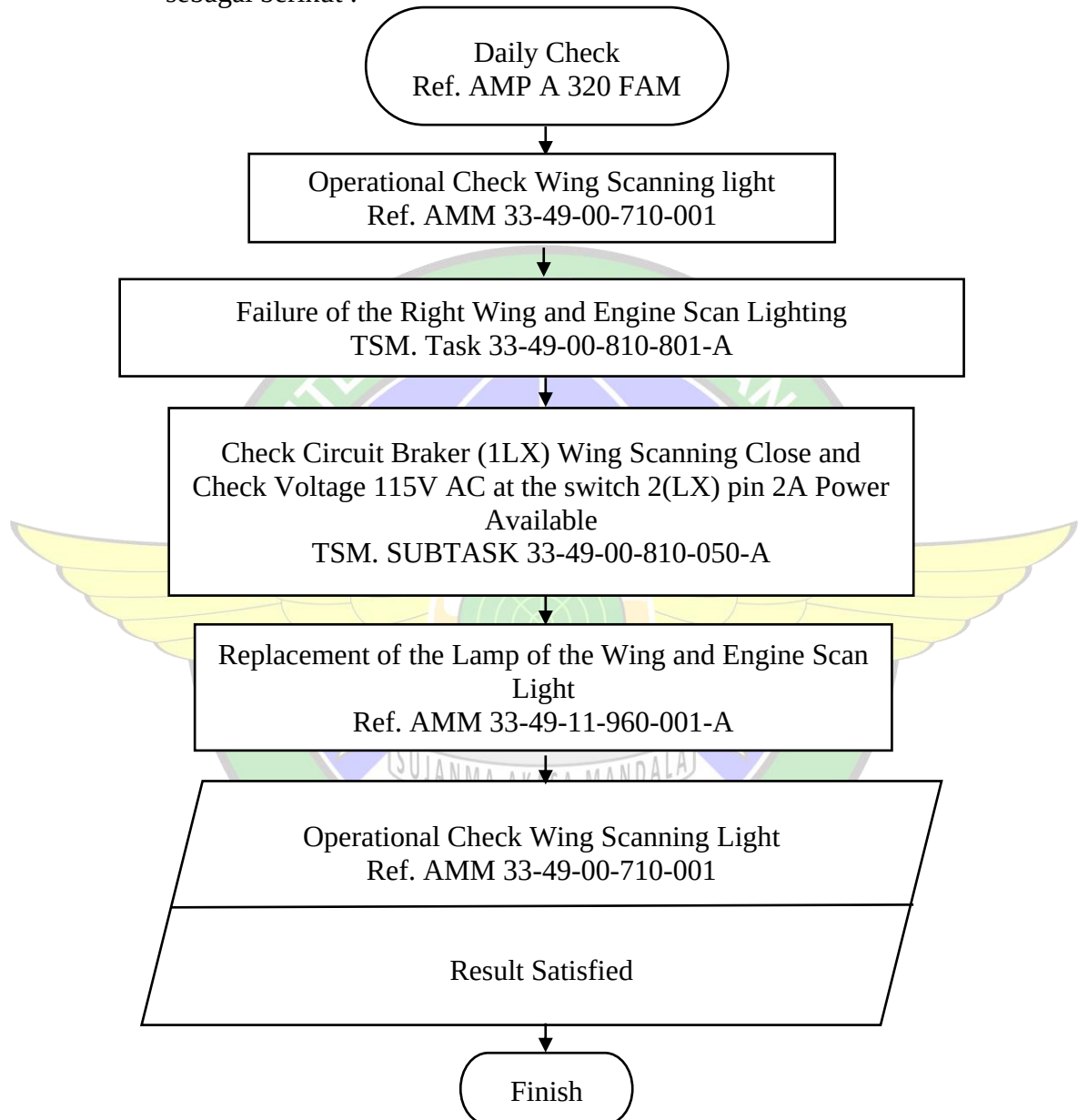
- 1) *Failure of the Right Wing and Engine Scan Lighting*
- 2) *Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft*
- 3) *Failure of the Radio Altimeter Transceiver 1*

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



4.3.1 Failure of the Right Wing and Engine Scan Lighting

Pada pesawat Airbus A320 CEO dengan registrasi VP-CCI harus dilakukan perbaikan dengan alur yang dapat dilihat pada gambar 4. 2, sebagai berikut :



Gambar 4. 2 Flowchart Failure of the Right Wing and Engine Scan Lighting

1) Identifikasi Masalah

Pada tanggal 6 May 2024, saat melakukan *daily check* pesawat Airbus A320 CEO dengan registrasi VP-CCI, saat sesi *external light check*, setelah *switch wing and engine scanning light* di kokpit pada *overhead panel 25VU* di on kan, *Right Wing and Engine Scan Lighting* tidak menyala dan dapat dilihat pada gambar 4. 3.



Gambar 4. 3 R/H Wing Scanning Light Not Illuminate

2) Rectification

Setelah melakukan identifikasi permasalahan maka selanjutnya adalah *rectification* yang dilakukan sesuai dengan Ref. TSM. Task 33-49-00-810-801-A, pada tabel 4. 2 dibawah ini merupakan tahapan yang harus dilakukan :

No	Action	Result	Conclusion
1	Melakukan pengecekan pengukuran tegangan pada switch dan circuit breaker dalam keadaan closed.	Terdapat 115VAC pada switch.	Circuit Breaker normal.
2	Jika terdapat 115VAC maka perlu dilakukan Replace the Lamp.	Melakukan Removal Right wing scanning light.	The lamp is ready to be removed.
3	Memastikan circuit breaker menggunakan Safety Clip - Circuit Breaker.	Circuit Breaker dalam keadaan open dan menggunakan Safety Clip - Circuit Breaker.	Circuit Breaker is open.
4	Mempersiapkan tools dan acces platform untuk melakukan Removal Right wing scanning light.	Removal Right wing scanning light.	The lamp is removed.
5	Melakukan pembersihan pada connector lampu menggunakan contact cleaner (CFC) sebelum mengganti dengan lampu yang baru.	Connector dalam keadaan bersih.	The lamp is ready to be installed.

6	Pengukuran tegangan pada lampu yang baru 28VAC.	Melakukan <i>Installation Right wing scanning light.</i>	<i>The lamp is installed.</i>
7	Melepas <i>Safety Clip - Circuit Breaker</i> dan memastikan <i>circuit breaker</i> dalam keadaan <i>close</i> .	<i>Circuit Breaker close position</i>	<i>The lamp is ready to perform the functional test</i>

Tabel 4. 2 Possible Cause Failure of the Right Wing and Engine Scan Lighting

Untuk mengetahui sumber permasalahan pada *wing scanning light* dengan memastikan *circuit breaker* dalam keadaan *close* dapat dilihat pada gambar 4. 4.



Gambar 4. 4 Circuit Breaker Wing Scanning Light

3) Repair

Setelah melakukan *rectification*, *engineer* dapat mengetahui penyebab kerusakan dan tindakan yang dilakukan untuk memperbaiki kerusakan tersebut dengan melakukan *Replacement of the Lamp of the Wing and Engine Scan Light* yang dapat dilihat pada gambar 4. 5.



Gambar 4. 5 *Replacement of the Lamp of the Wing and Engine Scan Light*

Setelah melakukan *Replacement of the Lamp of the Wing and Engine Scan Light* , maka *engineer* perlu melakukan *Remove Safety Clip – Circuit Breaker*.

4) *Functional Test*

Setelah pelaksanaan *replacement* maka dilakukan, *Functional Test* yang dilakukan dapat dilihat pada tabel 4. 3. *Right wing scanning light* benar-benar berfungsi secara normal dapat dilihat pada gambar 4. 6.

Tabel 4. 3 *Functional Test Right wing scanning light*

No	ACTION	RESULT	CONDITION
1	Pada panel 25VU: Atur switch EXT LT/WING ke posisi ON	Wing/engine scan-lights menyala	Normal
2	Atur switch EXT LT/WING ke posisi OFF.	Wing/engine scan lights mati	Normal



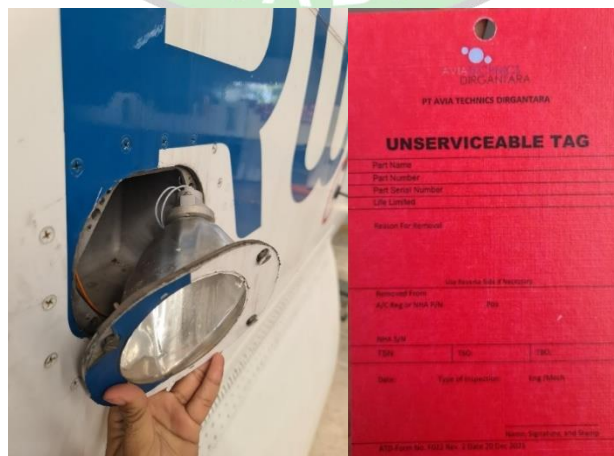
Gambar 4. 6 R/H Wing Scanning Light Illuminate

Tabel 4. 4 Spesifikasi Lampu

OSRAM	
Tegangan	28 VAC
Watt	100 W

5) *Return to Service*

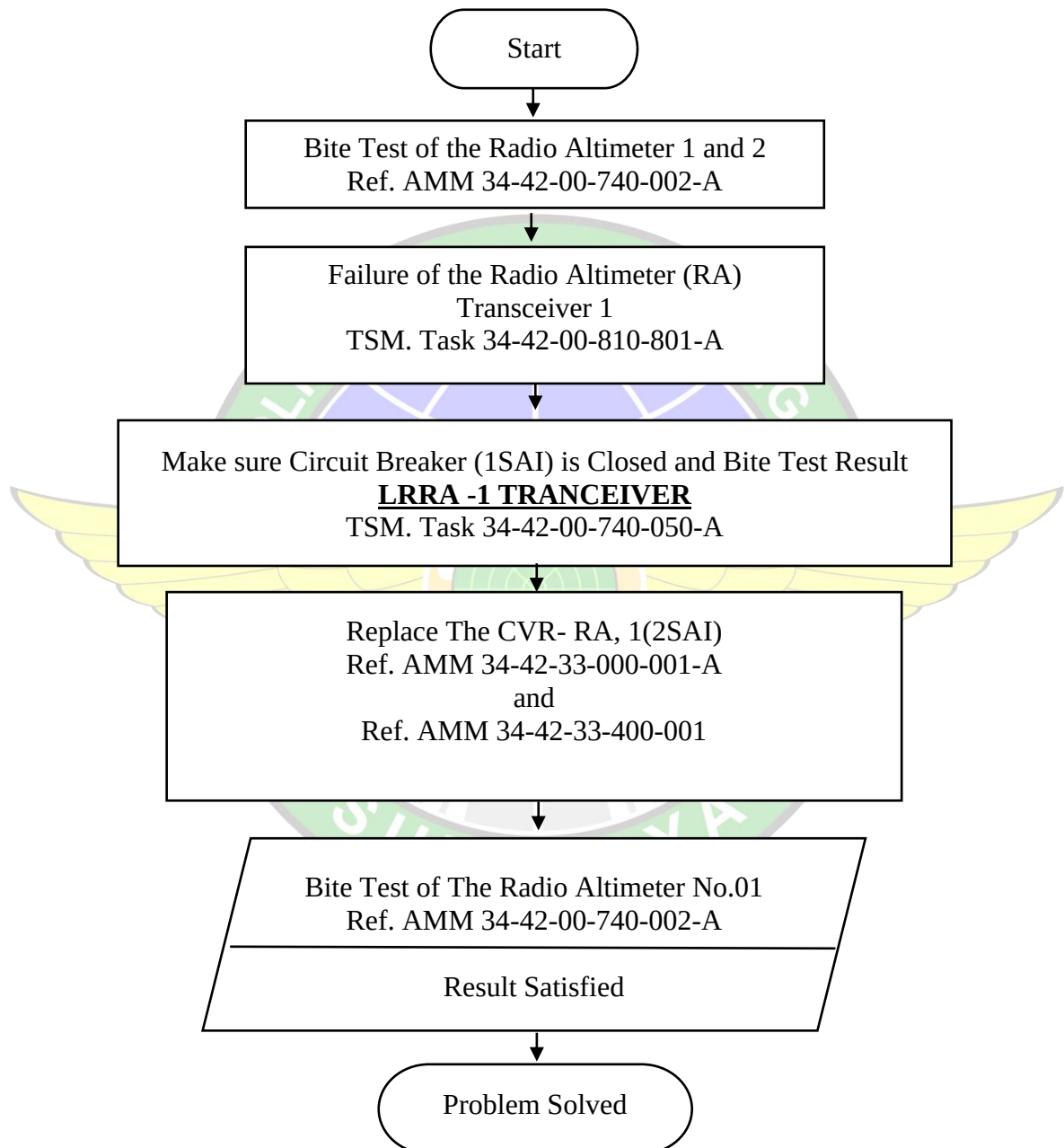
Setelah semua prosedur dilakukan dan komponen berfungsi kembali secara normal, maka lampu *wing scanning* yang tidak menyala dapat diberi *UNSERVICEABLE TAG* yang dapat dilihat pada gambar 4. 7 dan permasalahan ini dapat dinyatakan telah selesai.



Gambar 4. 7 Unserviceable Tag

4.3.2 Failure of the Radio Altimeter Transceiver 1

Pada pesawat Airbus A320 CEO dengan registrasi VP-CCI harus dilakukan perbaikan karena terjadi permasalahan dengan alur yang dapat dilihat pada gambar 4. 7.



Gambar 4. 8 Flowchart Failure of the Radio Altimeter Transceiver 1

1) Identifikasi Masalah

Pada tanggal 10 May 2024, pada saat teknisi melakukan *Bite Test Radio Altimeter 1 and 2* ditemukan pada *Electronic Centralized Aircraft Monitor (ECAM)*, *RA 1 Fault* yang dapat dilihat pada gambar 4. 9.



Gambar 4. 9 Radio Altimeter No. 01 Fault

2) Rectification

Dari permasalahan tersebut *engineer* berasumsi bahwa terdapat 3 kemungkinan penyebab kerusakan pada *Radio Altimeter No. 1*, yaitu :

- 1) XCVR-RA 1.
- 2) *Short to ground at the wiring between the circuit breaker and the RA t ransceiver 1.*
- 3) C/B-COM NAV/RAD ALTM/1.

Setelah melakukan identifikasi permasalahan maka selanjutnya adalah *rectification* sesuai dengan prosedur TSM. Task 34-42-00-810-801-A yang dapat dilihat pada tabel 4. 5 :

Tabel 4. 5 Possible Cause Failure of the Radio Altimeter Transceiver 1

No	Action	Result	Conclusion
1	Memastikan <i>Circuit Breaker</i> dalam keadaan <i>closed</i>	<i>Circuit Breaker</i> close position	The Radio Altimeter Transceiver 1 is ready to Bite Test
2	Melakukan <i>Bite Test Radio Altimeter Transceiver 1</i>	Message yang di terima, <u>LRRA-1</u> <u>TRANSEIVER</u>	Failure of the Radio Altimeter Transceiver 1
3	Memastikan <i>Circuit Breaker</i> menggunakan <i>Safety Clip - Circuit Breaker</i> .	<i>Circuit Breaker</i> dalam keadaan open dan menggunakan <i>Safety Clip - Circuit Breaker</i> .	<i>Circuit Breaker</i> is open.
3	Mempersiapkan tools dan acces platform untuk melakukan <i>Removal of the Radio Altimeter Transceiver 1</i>	<i>Removal of the Radio Altimeter Transceiver 1</i>	The Radio Altimeter Transceiver 1 is removed.
4	Melakukan pembersihan pada connector lampu menggunakan <i>contact cleaner (CFC)</i> sebelum mengganti dengan <i>Radio Altimeter Transceiver</i> yang baru.	<i>Connector</i> dalam keadaan bersih.	The Radio Altimeter Transceiver 1 is ready to be installed.
5	Mempersiapkan tools dan acces platform untuk melakukan <i>Installation of the Radio Altimeter Transceiver 1</i>	<i>Installation of the Radio Altimeter Transceiver 1</i>	The Radio Altimeter Transceiver 1 is ready to perform bite test

3) *Repair*

Repair yang dilakukan, yaitu *Replacement CVR- RA* yang dapat dilihat pada gambar 4. 10.



Gambar 4. 10 Replacement Radio Altimeter Transceiver

Dapat dilihat pada tabel 4. 6 merupakan *tools* yang digunakan untuk melakukan *Removal of the Radio Altimeter Transceiver*.

Tabel 4. 6 *Tools Required for Removal of the Radio Altimeter Transceiver*

REFERENCE	QUANTITY	DESIGNATION
NO SPECIFIC	AR	CAP – BLANKING
NO SPECIFIC	AR	SAFETY CLIP – CIRCUIT BREAKER

Removal of the Radio Altimeter Transceiver Procedure :

- (1) Kendurkan *nut knurled* dan turunkan *fasterner*.
- (2) Remove *radio altimeter transceiver* dengan hati-hati dari tempatnya.
- (3) Pastikan untuk tidak merusak pin *electrical connector*.
- (4) Pasangkan CAP - BLANKING pada setiap *electrical connector* dan stopkontak yang terputus.

Dapat dilihat pada tabel 4. 7 merupakan *tools* yang digunakan untuk melakukan *Installation of the Radio Altimeter Transceiver* .

Tabel 4. 7 *Tools Required for Installation of the Radio Altimeter Transceiver*

REFERENCE	QUANTITY	DESIGNATION
NO SPECIFIC	AR	CAP – BLANKING
NO SPECIFIC	AR	SAFETY CLIP – CIRCUIT BREAKER

Installation of the Radio Altimeter Transceiver Procedure :

- (1) Bersihkan antar komponen dan area yang berdekatan.
- (2) Lakukan pemeriksaan pada antar komponen dan area yang berdekatan.
- (3) *Remove* CAP – BLANKING dari setiap *electrical connector* dan stopk ontak.
- (4) Pastikan semua *electrical connection* bersih dan dalam kondisi yang be nar.
- (5) *Install radio altimeter transceiver* dengan hati-hati ke dalam tempatnya
- (6) Pastikan *radio altimeter transceiver* sejajar dengan benar untuk menceg ah kerusakan pada *electrical connector*.
- (7) *Install knurled nuts radio altimeter transceiver* hingga terpasang denga n benar.

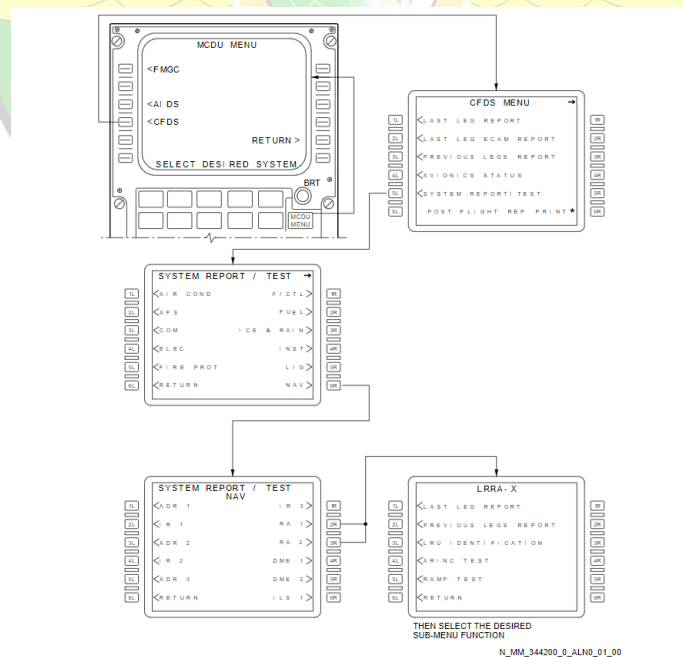
4) *Functional Test*

Setelah melakukan *Replacement Radio Altimeter Transceiver 1* maka perlu dilakukan *Functional Test* untuk memastikan *Radio Altimeter* dapat berfungsi secara normal dengan cara yang dapat dilihat pada tabel 4. 8 dan gambar 4. 11.

Tabel 4. 8 *Pengerjaan Bite Test of The Radio Altimeter No.01*

NO	ACTION	RESULT
1	<i>Pada MCDU :</i> - Tekan tombol garis yang berdekatan dengan indikasi RA 1(RA 2).	<i>Pada MCDU :</i> - Halaman RA 1(RA 2) mulai terlihat.
2	- Tekan tombol garis yang berdekatan dengan indikasi <i>SYSTEM TEST</i> .	- Lower-sector line bergerak turun dari horizon line.

	- Tekan tombol garis yang berdekatan dengan indikasi YA.	- <i>Radio altitude</i> adalah 40 ft. On the MCDU: - <i>SYSTEM TEST</i> page dengan <i>test indications</i> akan terlihat. - <i>TEST OK</i> indication akan terlihat. pada CAPT(F/O) PFDs: - <i>Lower sector line</i> bergerak keatas sampai <i>horizon line</i>. - <i>Radio altitude</i> adalah 40 ft. lalu menurun ke nilai sebelumnya yang di ukur di <i>ground</i>.
3	- Tekan tombol garis yang berdekatan dengan <i>RETURN</i> indication.	- <i>Procedure Test</i> selesai.



Gambar 4. 11 Bite Test on MCDU

5) *Return to Service*

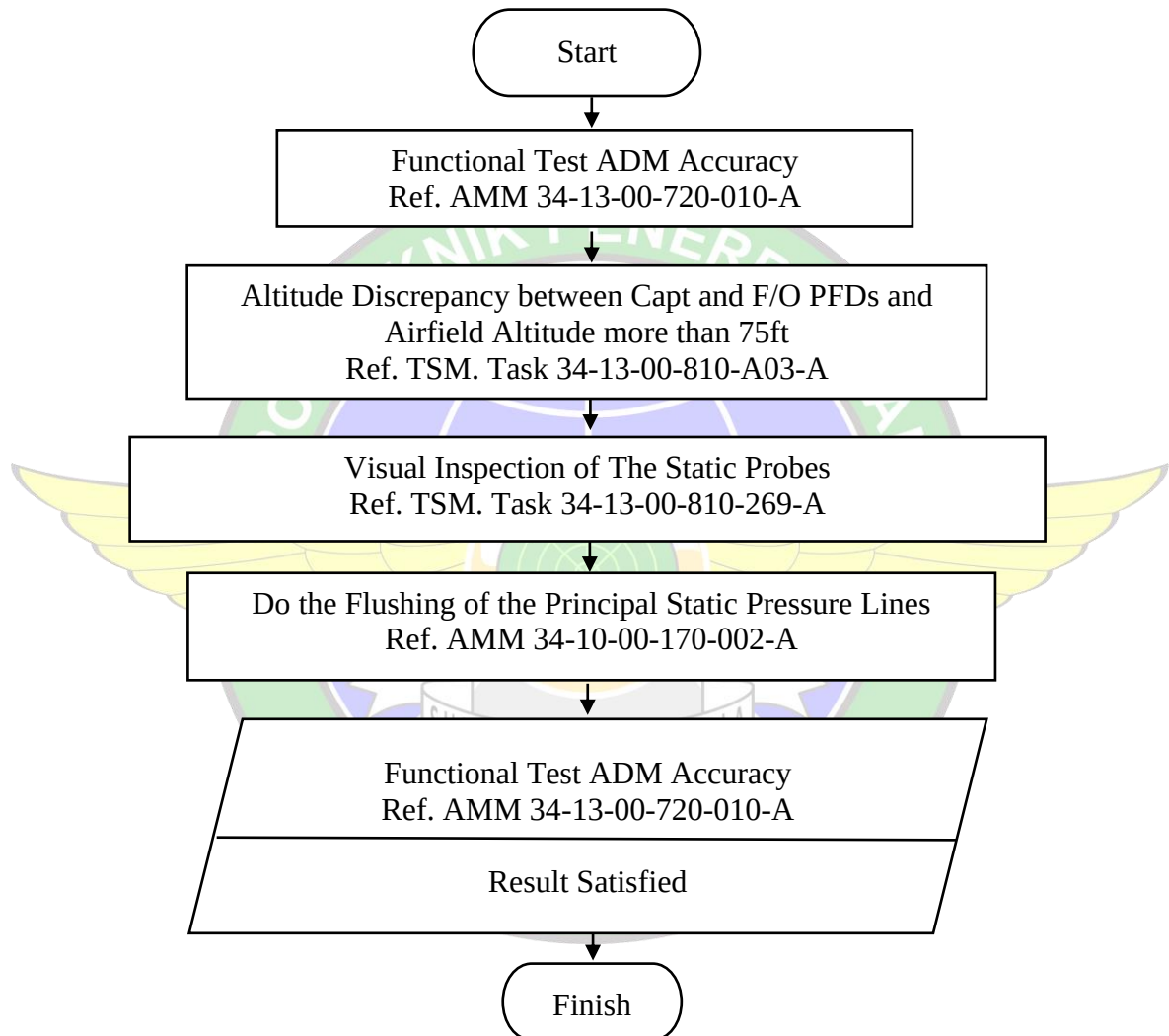
Setelah semua prosedur dilakukan dan komponen berfungsi kembali secara normal maka permasalahan ini dapat dinyatakan telah selesai yang dapat dilihat pada gambar 4. 12.



Gambar 4. 12 LRRA-1 Result Satisfied

4.3.3 Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft

Pada pesawat Airbus A320 CEO dengan registrasi VP-CCN harus dilakukan perbaikan karena terjadi permasalahan dengan alur yang dapat dilihat pada gambar 4. 13.



Gambar 4. 13 Flowchart *Troubleshooting ADM Accuracy*

1) Identifikasi Masalah

Pada tanggal 14 May 2024, saat melakukan *Functional Test ADM Accuracy* untuk memastikan benar-benar berfungsi dengan normal, ditemukan perbedaan antara *Altitude Captain and F/O* lebih dari 75ft yang terlihat pada PFD's.

2) *Rectification*

Setelah melakukan identifikasi permasalahan maka selanjutnya adalah *rectification* sesuai dengan prosedur TSM. Task 34-42-00-810-801-A yang dapat dilihat pada tabel 4. 9.

Tabel 4. 9 Possible Cause Altitude Discrepancy between Capt and F/O PFDs

No	Action	Result	Conclusion
1	Melakukan <i>Visual Inspection</i> pada <i>Static Probe</i>	<i>Problem still exist</i> dan tidak terdapat kerusakan pada <i>Static Probe</i>	<i>Static Probe is in good condition</i>
2	Memastikan <i>Circuit Breaker</i> menggunakan <i>Safety Clip - Circuit Breaker</i> .	<i>Circuit Breaker</i> dalam keadaan <i>open</i> dan menggunakan <i>Safety Clip - Circuit Breaker</i> .	<i>Circuit Breaker is open.</i>
3	Melakukan <i>flushing of the principal static pressure lines</i>	Terdapat kotoran yang menumpuk sehingga menghambat <i>static pressure lines</i>	<i>The problem is solved</i>
4	Melepas <i>Safety Clip - Circuit Breaker</i> dan memastikan	<i>Circuit Breaker</i> <i>close position</i>	<i>The static probe is ready to</i>

	<i>circuit breaker dalam keadaan close.</i>		<i>perform functional tests ADM Accuracy.</i>
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Gambar 4. 14 Pitot Probe

3) Repair

Repair yang dilakukan pada *static pressure lines* setelah *Visual Inspection* yaitu dengan melakukan *flushing* yang dapat dilihat pada gambar 4. 16. Berikut adalah *tool* yang diperlukan untuk melakukan *Flushing Static Pressure Lines* yang dapat dilihat pada tabel 4. 10 dan gambar 4. 15.

Tabel 4. 10 *Tools required for Flushing Static Pressure Lines*

REFERENCE	QUANTITY	DESIGNATION
NO SPECIFIC	AR	CAP – BLANKING
NO SPECIFIC	AR	NITROGEN COMPRESSED SOURCE 2 BAR (29 PPSI) - DRY
NO SPECIFIC	AR	SAFETY CLIP – CIRCUIT BREAKER
98D34103002000	AR	ADAPTERS – AIR DATA SYSTEM FLUSHING



Gambar 4. 15 Nitrogen



Gambar 4. 16 Flushing Static Pressure Lines

Procedure Flushing of the Static Pressure Line :

- (1) Alirkan gas melalui saluran (hose) pada pressure 2 -0,35 bar atau +0,3 5 bar (29 -5 psi atau +5 psi) selama kurang lebih 1 menit.
- (2) Pastikan tidak adanya kontaminasi dalam pressurized gas di saluran ke luar static probe kiri atau kanan.
- (3) Hentikan aliran gas.
- (4) Disconnect the dry nitrogen source.
- (5) Remove the 3-pin adapter .
- (6) Release the hose.

- (7) *Connect the quick-disconnect coupling to the ADM.*
- (8) *Memastikan anda dapat melihat blue ring on the quick-disconnect coupling.*
- (9) *Tarik quick-disconnect coupling dan pastikan telah terpasang dengan benar.*
- (10) *Pastikan quick-disconnect coupling terpasang dengan benar.*

4) *Functional Test*

Setelah pelaksanaan *Repair* maka dilakukan *Functional Test ADM Accuracy* dengan menggunakan ADSE 650 yang dapat dilihat pada gambar 4. 17.



Gambar 4. 17 ADSE 650

Tabel 4. 11 Spesifikasi ADSE 650

ADSE 650		
Channels	Standart Ps + Pt	1+1
	Optional Ps + Pt	0
	Angle of Attack (AoA)	0
Physical aspect	Case	Yellow
	Rack Eddition	
	Width	347mm/ 13.4 inch
	Height	295 mm/ 11.6 inch
	Depth	146 mm/ 5.9 inch
	Weight	6 kg/ 13.2 lbs

Functional Test ADM Accuracy :

1. Melakukan *Self-test* .
2. *Connect hose* dengan *ADSE 650* .
3. *Connect Adapter* dengan *pitot probe*.
4. Mengencangkan *hose* dengan *pitot probe* dan *adapter* pada *ADSE 650* menggunakan *open ring 9/16*.
5. Melakukan *ADM Accuracy Tester* pada *pitot probe* dengan memasukan kode angka sesuai dengan tabel 4. 12 .

Tabel 4. 12 *DATABIT ADM Accuracy*

EQ	Sistem	Laboratorium	SDI	Databit
006	1	176	01	23833 DAN 24013
006	2	176	10	23833 DAN 24013
006	1	177	01	23833 DAN 24013
006	2	177	10	23833 DAN 24013
006	3	245	11	24664 DAN 24844
006	1	242	01	24664 DAN 24844
006	2	242	10	24664 DAN 24844
006	3	242	11	24664 DAN 24844

6. Selanjutnya di cockpit pada *MCDU menu alpha call up label*.
7. Setelah itu mengcompare hasil yang muncul dengan nilai di tabel 4. 12.
8. Apabila nilai yang ada di *MCDU* sama dengan tabel, maka *Functional Check ADM Accuracy* dinyatakan selesai.



Gambar 4. 18 Altitude Captain and F/O PFD

5) *Return to Service*

Setelah semua prosedur dilakukan dan komponen berfungsi kembali secara normal maka permasalahan ini dapat dinyatakan telah selesai dan dapat dilihat pada gambar 4. 18.

BAB 5

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 2 bagian, kesimpulan tentang pelaksanaan OJT secara keseluruhan dan studi kasus yang disajikan. Kesimpulan yang dibahas dijelaskan pada subbab 5.1.1 dan 5.1.2.

5.1.1 Kesimpulan Permasalahan *On the Job Training*

- 1) Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa *Troubleshooting* terjadi karena pada saat melakukan *Operational Check Wing Scanning Light* sesuai Ref. AMM 33-49-00-710-001 ditemukan *Failure of the Right Wing and Engine Scan Lighting* TSM. Task 33-49-00-810-801-A , sehingga perlu dilakukan *Replacement of the Lamp of the Wing and Engine Scan Light* sesuai Ref. AMM 33-49-11-960-001-A, SUBTASK 33-49-11-020-052-A dan SUBTASK 33-49-11-420-053-A .
- 2) Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa pada saat melakukan *Functional Test ADM Accuracy* dengan Ref. AMM 34-13-00-720-010-A ditemukan *Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft* Ref. TSM. Task 34-13-00-810-A03-A, sehingga dilakukan *Visual Inspection of The Static Probes* Ref. TSM. Task 34-13-00-810-269-A dengan tujuan membersihkan debu, serangga, dan kotoran.
- 3) Berdasarkan uraian pada bab 4, dapat disimpulkan bahwa pada saat melakukan *Bite Test of the Radio Altimeter 1 and 2* Ref AMM 34-42-00-740-002, ditemukan kesalahan pada *Failure of the Radio Altimeter (RA) Transceiver 1* TSM. Task 34-42-00-810-801-A, maka dari itu

perlu Make sure Circuit Breaker (1SAI) is Closed and Bite Test Result **LRRA -1 TRANCEIVER** TSM. Task 34-42-00-740-050-A, maka perlu dilakukan *Replacement* CVR- RA sesuai dengan Ref. AMM 34-42-33-000-001 dan Ref. AMM 34-42-33-400-001.

5.1.2 Kesimpulan Terhadap Pelaksanaan OJT

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

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

5.2 Saran

5.2.1 Saran Terhadap Permasalahan *On the Job Training*

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

5.2.2 Saran Terhadap Pelaksanaan OJT

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

- 1) Kepada taruna yang akan melaksanakan *On the Job Training* (OJT) selanjutnya diharapkan dapat memanfaatkan waktu yang sebaik-baiknya untuk mendapat bimbingan, lebih aktif dalam bimbingan, dan mendokumentasikan setiap permasalahan-permasalahan yang didapat selama melaksanakan OJT.
- 2) Kepada pihak Politeknik Penerbangan Surabaya agar dapat memberikan penambahan waktu OJT bagi taruna kepada pihak FL Technics Indonesia. Karena dengan waktu 3 bulan masih dirasa kurang dalam menggali ilmu dan pengalaman praktik kerja lapangan.

5.3 Manfaat On the Job Training

- 1) Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai permasalahan dan cara menangani *Failure of the Right Wing and Engine Scan Lighting, Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft*, dan *Failure of the Radio Altimeter Transceiver 1*.
- 2) Berdasarkan pengalaman selama *On the Job Training*, saya mendapatkan pengalaman yang belum saya dapatkan secara langsung, mengenai cara kerja serta fungsi *Lighting System, ADM Accuracy, Radio Altimeter Transceiver*.

DAFTAR PUSTAKA

Logo PT Avia Technics Dirgantara Indonesia, FL Technics Indonesia- Company Profile.

Struktur Organisasi Perusahaan PT Avia Technics Dirgantara Indonesia, FL Technics Indonesia- Company Profile.

Civil Aviation Safety Regulation

Exterior Lighting, Qoura.

Pitot Static System, <https://herschlogbook.blogspot.com/2012/08/aircraft-instruments.html>.

Operational Wing Scanning light, Ref. AMM 33-49-00-710-001.

Found Right (RH) Wing Scanning Light Not Illuminate, TSM. Task 33-49-00-810-801-A.

Wing Scanning Light, Aircraft Maintenance Manual AIRBUSWorld.

Functional Check ADM Accuracy, Ref. AMM 34-13-00-720-010.

Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft, TSM. Task 34-13—00-810-A03-A.

Do the Flushing of the Principal Static Pressure Lines, Ref. AMM 34-10-00-170-002.

Pitot Static and Pitot Probes, Aircraft Maintenance Manual AIRBUSWorld.

Bite Test of the Radio Altimeter 1 and 2, Ref. AMM 34-42-00-740-002.

Failure of the Radio Altimeter Transceiver 1, TSM. Task 34-42-00-810-801-A.

Replace The CVR- RA, 1(2SAI), Ref. AMM 34-42-33-000-001 and Ref. AMM 34-42-33-400-001.

Radio Altimeter and Transceiver, Aircraft Maintenance Manual AIRBUSWorld.

Maintenance Procedure Bite Test, Aircraft Maintenance Manual AIRBUSWorld.

LAMPIRAN

Lampiran 1 Daily/ Weekly Check List



Daily / Weekly Check List

CHECKLIST

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

TASK NO.	DESCRIPTION	APPLICABLE TO													
		DAILY	WEEKLY												
200000-NS-1	REVIEW ETL FOR OPEN/EXPIRED DEFECTS. <i>Ref: Standard Practices</i> NOTE: IF ETL IS NOT INSTALLED OR U/S REVIEW: PAPER TECHNICAL LOGS, CABIN DEFECT REPORTS LOGS FOR OPEN/EXPIRED DEFECTS, PAPER HOLD ITEM LIST AND CABIN HOLD ITEM LIST FOR OPEN/EXPIRED DEFECTS.	YES	YES												
200000-NS-3	REVIEW POST FLIGHT REPORT (PRINT OUT FROM MCDU). START TROUBLE SHOOTING AND RECORD RESULT IN THE TECHNICAL LOG. SCAN AND SEND TOGETHER WITH REST OF DOCUMENTS TO: DOCS@AVIONEXPRESS.AERO. IF ANY MESSAGE REQUIRES IMMEDIATE ACTIONS, RECORD IT AND START RECTIFICATION / TROUBLESHOOTING <i>Ref: Standard Practices</i> CHECK CREW OXYGEN PRESSURE ON THE LOWER ECAM DISPLAY UNIT ON THE DOOR/OXY PAGE: - MAKE SURE THAT THE PRESSURE SHOWN IS MORE THAN THE MINIMUM PRESSURE. <i>Note crew member number for minimums.</i>	YES	YES												
351000-NS-1	<table><tr><td></td><td>LY-VEL, LY-MLG, LY-NVL, LY-NVJ, LY-MLN, LY-MLL, LY-MLE, LY-MLK, LY-NVL, LY-NVM</td><td>LY-MLF, LY-NVN</td></tr><tr><td>Min for 2 Crewmembers (PSI)</td><td>731</td><td>522</td></tr><tr><td>Min for 2 Crewmembers +1 OBS (PSI)</td><td>959</td><td>575</td></tr><tr><td>Min for 2 Crewmembers +2 OBS (PSI)</td><td>1215</td><td>846</td></tr></table> NOTE: Pressure is indicated for REF Temperature of 20 °C/68 °F - On ground: REF Temperature = (OAT + Cockpit TEMP) / 2 - In flight: REF Temperature = CAB TEMP (°C) - 10 (°C), or REF Temperature = CAB TEMP (°F) - 18 (°F) For other temperatures please refer to table in FCOM (LIMITATIONS - OXYGEN).		LY-VEL, LY-MLG, LY-NVL, LY-NVJ, LY-MLN, LY-MLL, LY-MLE, LY-MLK, LY-NVL, LY-NVM	LY-MLF, LY-NVN	Min for 2 Crewmembers (PSI)	731	522	Min for 2 Crewmembers +1 OBS (PSI)	959	575	Min for 2 Crewmembers +2 OBS (PSI)	1215	846	YES	YES
	LY-VEL, LY-MLG, LY-NVL, LY-NVJ, LY-MLN, LY-MLL, LY-MLE, LY-MLK, LY-NVL, LY-NVM	LY-MLF, LY-NVN													
Min for 2 Crewmembers (PSI)	731	522													
Min for 2 Crewmembers +1 OBS (PSI)	959	575													
Min for 2 Crewmembers +2 OBS (PSI)	1215	846													
351100-NS-1	CHECK CREW OXYGEN THERMAL DISCHARGE INDICATOR. <i>Ref: AMM 35-11-60-001-001</i>	YES	YES												
293000-NS-1	CHECK HYDRAULIC FLUID QUANTITIES (ECAM HYD PAGE) MAKE SURE THAT THE LOWER DISPLAY UNIT OF THE ECAM SHOWS A RESERVOIR QUANTITY INDICATION FOR EACH HYDRAULIC SYSTEM. NORMAL FILL LEVEL IN GREEN BAND - GREEN SYSTEM - 14L - BLUE SYSTEM - 6L - YELLOW SYSTEM - 12L (WITH BRAKE ACCUMULATOR FULL OF FLUID AT SYSTEM PRESSURE (3000PSI)) <i>Ref: AMM 29-30-00-200-002 / Service AMM 12-12-29-611-001</i>	YES	YES												
121879-NS-1	SERVICE THE LEFT AND RIGHT ENGINE OIL AS REQUIRED AND CHECK THE DIFFERENTIAL PRESSURE INDICATOR. RECORD ADDED AMOUNT PER ENGINE IN FLIGHT LOG AND RECORD SERVICING IN TECHNICAL LOG. IF NO SERVICING WAS NECESSARY, ENTER 0. <i>Ref: AMM 12-13-79-610-001-A AND 12-13-79-610-002-A, AMM 12-13-79-610-611-A</i> NOTE: RII - MAKE SURE BOTH OIL TANK FILLER CAPS ARE LOCKED AND CLOSED CORRECTLY. RECORD THAT IN THE TECHNICAL LOG.	YES	YES												
2L-100-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF LOWER HALF OF FUSELAGE OF THE AIRCRAFT INCLUDING ANTENNAS. <i>Ref: AMM 05-21-00-200-001</i>	YES	YES												
052100-NS-1	CHECK RVSM AREAS, PITOT-PROBES, STATIC PORTS, TAT PROBES AND AOA VANES <i>Ref: AMM 05-21-00-200-001</i>	YES	YES												
2L-123-02-1	NOSE LANDING GEAR WELL GENERAL VISUAL INSPECTION OF NOSE GEAR WELL (EIVIS) <i>Ref: AMM 05-21-20-200-012</i>	NO	YES												
325112-NS-1	"PARKING BRAKE ON" LIGHT ON NLG. <i>Ref: AMM 32-51-12-720-051-A</i>	YES	YES												



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
ZL-147-NS-1	MLG WELL AND HYDRAULICS COMPARTMENT GENERAL VISUAL INSPECTION OF MLG WELL AND HYDRAULICS COMPARTMENT (EWIS), LANDING GEAR AND LANDING GEAR DOORS. PAY SPECIAL ATTENTION TO L/G HYDRAULIC ACTUATORS FOR LEAKS. Ref AMM 05-21-40-200-003 Ref AMM 05-25-70-200-006 Ref AMM 05-27-10-200-001	NO	YES
202111-NS-1	PERFORM EXTERIOR VISUAL INSPECTION OF AIRCRAFT, AS FAR AS VISIBLE FROM THE GROUND, FOR LOOSE/MISSING SCREWS/BOLTS, TIGHTEN DETECTED LOOSE ITEMS. RE-INSTALL DETECTED MISSING ITEMS. Ref AMM 20-21-11-911-001-A	YES	YES
ZL-100-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF UPPER HALF OF FUSELAGE OF THE AIRCRAFT INCLUDING ANTENNAS Ref AMM 05-22-00-210-001-A	YES	YES
ZL-300-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF STABILIZER AND CONE/REAR FUSELAGE OF THE AIRCRAFT Ref AMM 05-23-00-200-001	YES	YES
ZL-400-NS-1	PERFORM EXTERIOR VISUAL INSPECTION AS FAR AS VISIBLE FROM THE GROUND OF POWER PLANT, NACELLES AND PYLONS, ENGINE INLETS, OUTLETS AND BLADES Ref AMM 05-24-00-200-001	YES	YES
052500-NS-1	PERFORM EXTERIOR VISUAL INSPECTION OF WINGS AS FAR AS VISIBLE FROM THE GROUND. PAY ATTENTION TO FUEL TANKS FOR EXTERNAL LEAKS Ref AMM 05-25-00-200-001	YES	YES
052800-NS-1	PERFORM EXTERIOR INSPECTION OF THE DOORS AS FAR AS VISIBLE FROM THE GROUND. Ref AMM 05-28-00-200-001	YES	YES
202800-NS-1	CHECK FOR MISSING/DAMAGED BONDING LEADS, PAX, PWD AND APT CARGO, MLG AND NLG DOORS Ref AMM 20-28-00-200-001-A	NO	YES
123130-NS-1	DRAIN THE WATER / WASTE SYSTEM (IN CASE OF TEMPERATURE OF BELOW FREEZING POINT) Ref AMM 12-31-30-201, AMM 12-31-30-600-001	YES	YES
200000-NS-4	CHARGE THE BATTERY OF ETL ENSURE THE ECABINLOOS PL-01 DEVICE IS CHARGED SUFFICIENTLY (AT LEAST 75% BATTERY CHARGE IS RECOMMENDED). REF ETSCHLOOS USER MANUAL FOR AVIONEXPRESS 163 PROCEDURE	YES	YES
200000-NS-5	ONBOARD USE KITS PERFORM CHECK FOR SUFFICIENT AMOUNT OF USE KITS BACKUPS (MINIMUM AMOUNT OF USE KITS SHOULD BE 8 ITEMS OUT OF 20). NOTE: IF THE AMOUNT OF USE KITS IS LESS THAN 8, PLEASE INFORM MCC	YES	YES
200000-NS-2	CHECK ONBOARD LIBRARY FOR PRESENCE AND CONDITION: • LOGBOOKS, MEL, PCOM, AFM • DOCUMENTS FOLDER • EXTERNAL DAMAGE CHART Ref Standard Practices	NO	YES
122112-NS-1	CLEANING OF COCKPIT DISPLAY UNITS Ref AMM 12-21-12-100-001	NO	YES
156400-NS-1	CHECK EMERGENCY EQUIPMENT FOR PRESENCE, CORRECT LOCATION AND OBVIOUS DAMAGES (LEAKS, LOW PRESSURE AND GENERAL CONDITION) Ref EEL located on board of aircraft	NO	YES
252100-NS-1	PERFORM DETAILED INSPECTION OF PASSENGER CABIN, INCLUDING FOLLOWING AREAS: - BROKEN OR MISSING ARMRESTS - FUNCTION OF TRAY TABLES AND TABLE LATCHES - FUNCTION OF SEAT BACK - PSU PANELS (INCL. READING LIGHTS AND NO SMOKING/FASTEN SEATBELT SIGNS AND FRESH AIR OUTLETS) - FLOOR CARPET. CHECK FOR DETACHMENTS, LOOSE STRINGS, ESPECIALLY ON ISLE AND NEAR EMERGENCY EXITS - CURTAINS. CHECK FOR PROPER STOWAGE/INSTALLATION, CONDITION Ref AMM 25-21-00-201, AMM 25-28-00, AMM 25-26-41	NO	YES
332000-NS-1	CHECK FUNCTION OF LIGHT SYSTEM FOR THE PASSENGER CABIN INCLUDING: - CEILING - SIDE WALL - READING - C.A. STATION - GALLEYS Ref AMM 33-20-00-201	NO	YES

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
254500-NS-1	PERFORM OPERATIONAL CHECK AND VISUAL INSPECTION OF LAVATORIES: - TOILET FLUSH SYSTEM INCLUDING RINSE FUNCTION - WATER SUPPLY, INCLUDING WATER HEATER - THE SINK AND DRAINAGE OF IT - GENERAL CONDITION - CLEANLINESS STANDARD Ref: AMM 25-45-00 PB 001, AMM 28-31-00 PB 001	NO	YES
388100-06-1	VACUUM TOILET SYSTEM CLEANING OF VACUUM WASTE LINES WITH CHEMICAL CLEANING AGENT AND CRUSHED ICE Ref: AMM 38-31-00-100-012	NO	YES
253500-NS-1	CHECK TRASH BIN FLAPPERS FOR OPERATION AND FULL CLOSURE Ref: AMM 25-35-00	YES	YES
242100-02-1	INTEGRATED DRIVE GENERATOR CHECK IDG OIL LEVEL AND DIFFERENTIAL PRESSURE INDICATOR (DPI). SERVICE AS NECESSARY. RECORD ADDED TO FLIGHT LOG AND SERVICING IN TECHNICAL LOG. Ref: AMM 12-12-24-612-041-B Ref: AMM 24-21-00-210-046 NOTE: THIS TASK IS N/A TO LY-VEL, LY-MLG, LY-NVL, LY-NVJ, LY-MLN, LY-MLI, LY-MLJ, LY-MLF, LY-MLK, LY-NVL, LY-NVM	NO	YES
242100-07-1	INTEGRATED DRIVE GENERATOR CHECK OIL LEVEL OF INTEGRATED DRIVE GENERATOR (GREEN RANGE) AND REPLENISH IF NECESSARY. RECORD ADDED TO FLIGHT LOG AND SERVICING IN TECHNICAL LOG. CHECK FILTER DIFFERENTIAL PRESSURE INDICATOR. Ref: AMM 24-21-51-200-010	NO	YES
499000-NS-1	CHECK OIL LEVEL OF APU AND REPLENISH. RECORD ADDED TO FLIGHT LOG AND RECORD SERVICING IN TECHNICAL LOG. IF NO SERVICING WAS NECESSARY, ENTER 0 NOTE: RH - MAKE SURE THAT THE OIL FILLER CAP IS TIGHT AND LOCKED CORRECTLY. RECORD THAT IN THE TECHNICAL LOG. Ref: AMM 49-90-00-800-007	NO	YES
497000-NS-1	PRINT REPORT ABOUT APU UTILIZATION (FH AND FC) AND SEND IT TO DGCS@AVIONEXPRESS.AERO Ref: AMM 49-70-00 PB 001	NO	YES
334100-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF NAVIGATION LIGHTS Ref: AMM 33-41-00-710-001	YES	YES
334200-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF LANDING LIGHT Ref: AMM 33-42-00-710-001	YES	YES
334300-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF RUNWAY TURN OFF LIGHTS Ref: AMM 33-43-00-710-001	YES	YES
334400-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF TAXI LIGHTS Ref: AMM 33-44-00-710-001	YES	YES
334700-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF LOGO LIGHTS Ref: AMM 33-47-00-710-002	YES	YES
334800-NS-1	PERFORM VISUAL INSPECTION AND OPERATIONAL CHECK OF ANTI COLLISION / STROBE LIGHTS Ref: AMM 33-48-00-710-001, AMM 33-48-00-710-002	YES	YES
331400-NS-1	TEST ELECTRICAL PANEL LIGHTS (IF EXTERNAL POWER IS AVAILABLE) Ref: PANEL 100 VIO: AMM 33-14-00-710-054-A CARGO INDICATOR LIGHT (SNG, SNGI) FWD - Ref: AMM 52-35-12-710-050-B AFT - Ref: AMM 52-35-12-710-051-A (STEPS 1, 2, 3)	YES	YES
255000-01-2	VISUAL CHECK OF CARGO COMPARTMENT DECOMPRESSION, LINING, FLOOR PANELS AND PRESSURE COMPENSATION VALVE (AS FAR AS VISIBLE IF ACT(S) OR SLIDING CARPET SYSTEM INSTALLED). Ref: AMM 25-50-00-200-002	NO	YES
255000-NS-1	CHECK FOR MISSING OR INCORRECT P/N CARGO NETS Ref: AMM 25-50-00	NO	YES
281100-01-2	DRAIN WATER CONTENT OF FUEL TANKS NOTE: Left, Right and Center Ref: AMM 12-52-26-201-001	NO	YES
324000-16-1	WHEELS AND BRAKES GENERAL VISUAL INSPECTION OF L/G BRAKE UNITS Ref: AMM 32-40-00-210-801	NO	YES
324100-NS-1	CHECK MAIN AND NOSE LANDING GEAR TYRES AND WHEELS FOR OBVIOUS DAMAGE Ref: AMM 32-41-00-210-002-A	YES	YES



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
324100-01-1	CHECK TIRE PRESSURE Ref AMM 32-41-00-210-003	YES	YES
324217-01-1	CHECK HEAT PACK/WEAR INDICATOR OF MAIN LANDING GEAR BRAKES (PARKING BRAKE APPLIED) Ref AMM 32-42-27-210-003 NOTE: PLEASE MEASURE BRAKE PIN LENGTHS AND RECORD THE ACTUAL SIZE OF BRAKE NO. 1, 2, 3, 4. IN THE TECHNICAL LOG.	NO	YES
321100-NS-1	INSPECTION OF MAIN LANDING GEAR SHOCK ABSORBERS AND SLIDING TUBE FOR SIGNS OF LEAKAGE, SCORING/DAMAGE, NORMAL EXTENSION AND CLEANLINESS Ref AMM 32-11-00-200-001 4.E	YES	YES
322100-NS-1	INSPECTION OF NOSE LANDING GEAR SHOCK ABSORBER FOR SIGNS OF LEAKAGE, SCORING/DAMAGE, NORMAL EXTENSION AND CLEANLINESS Ref AMM 32-21-00-200-002 4.E	YES	YES
242400-01-2	OPERATIONAL CHECK OF EMERGENCY GENERATING SYSTEM Ref AMM 24-24-00-710-001	NO	YES
242800-01-2	OPERATIONAL CHECK OF STATIC INVERTER Ref AMM 24-28-00-710-001	NO	YES
521000-01-1	PASSENGER/SERVICE DOOR CHECK EMERGENCY CYLINDER / ACCUMULATOR PRESSURE Ref AMM 52-10-00-210-004	NO	YES
335100-01-1	CABIN EMERGENCY LIGHTING OPERATIONAL CHECK OF EMERGENCY LIGHTS BY "TEST EMERG. LIGHT SYS" PUSHBUTTON Ref AMM 33-51-00-710-001	NO	YES
336000-NS-8	CABIN EMERGENCY LIGHTING PRIOR TO OPERATIONAL DISPATCH, VERIFY OR PERFORM INITIAL DAILY CHARGE PER APPROVED PROCEDURES BY ACTIVATING CABIN LIGHTING. Ref AMM 33-51-00-710-001 NOTE: THIS TASK IS APPL TO LY-NVN ONLY	YES	YES
313600-NS-2	EDMIL/DMIL DATA ON A PCMCIA CARD PERFORM: - PCMCIA CARD REMOVAL - DOWNLOAD DATA FROM PCMCIA CARD - PCMCIA CARD INSTALLATION SEND PCMCIA DATA TO MCT@AVIONEXPRESS.AERO	NO	YES
511100-NS-1	DETAILED INSPECTION OF PAINT DAMAGE INSPECT WHOLE AIRCRAFT AS FAR AS VISIBLE FROM THE GROUND FOR PAINT DAMAGE AND INSPECT IF TEMPORARY PROTECTION HIGH SPEED TAPE IS APPLIED. Ref SRM 51-11-00	NO	YES
522000-08-1	PASSENGER COMPARTMENT EMERGENCY EXIT DOOR CHECK EMERGENCY CYLINDER/ACCUMULATOR PRESSURE ON PRESSURE GAUGE Ref AMM 52-22-00-200-001 NOTE: THIS TASK IS N/A TO LY-VEL, LY-MLG, LY-MLN, LY-MLL, LY-MLJ, LY-MLF, LY-MLK, LY-NVN, LY-NVL, LY-NVM, LY-NVI, LY-NVJ.	NO	YES
313600-NS-1	PRINT - ENGINE CRUISE REPORT <1> (PH06) or (CODE 5000) - CRUISE PERFORMANCE REPORT <2> (PH06) or (CODE 5000) - ENGINE TAKE OFF REPORT <4> (PH05) or (CODE 4000) I.A.W. AMM 31-36-00-740-010-A AND SEND TO DOCS@AVIONEXPRESS.AERO	YES	YES
217000-NS-1	ZONAL DRYER CONTROL PANEL FAULT INDICATION LAMPS CARRY OUT AN OPERATIONAL CHECK OF THE ZONAL DRYER CONTROL PANEL FAULT INDICATION LAMPS Ref CTT DOCUMENT M1212D4320-060 NOTE: THIS TASK IS N/A LY-VEL, LY-MLG, LY-MLN, LY-MLL, LY-MLJ, LY-MLF, LY-MLK, LY-NVN, LY-NVL, LY-NVM, LY-NVI, LY-NVJ.	NO	YES
256404-NS-1	AUTOMATED EXTERNAL DEFIBRILLATOR (AED) 1 MO CHECK - INDICATION LIGHT/BATTERY/STRAPS CHECK References: AMM Supplement 05-20-00-200-998-A, 05-20-00-200-998-B HeartLine aedmaritan PAD 350P/360P/500P User Manual	NO	YES



Daily / Weekly Check List

TASK NO.	DESCRIPTION	APPLICABLE TO	
		DAILY	WEEKLY
285100-NS-1	<u>AUDIO MANAGEMENT SYSTEM</u> VISUAL INSPECTION OF BOOMSET (HEADSET) FOR CONDITION AND WEAR Ref: AMM 28-51-00	YES	YES

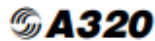
DE-ENERGIZE THE AIRCRAFT ELECTRICAL CIRCUITS SUPPLIED FROM THE EXTERNAL POWER OR APU
Ref: AMM 24-41-00-862-002-A OR AMM 24-41-00-862-002-A01.

IMPORTANT NOTE: (APPLICABLE ONLY TO THE PAPER TECHNICAL LOG SYSTEM):

AMP Issue No. and Revision No. (which can be found in the footer of this checklist) shall be recorded each time when signing off DV or WY in the Flight Log in the corresponding DV or WY blocks.



Lampiran 2 *Landing Gear*



AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

2-9-0 Landing Gear

****ON A/C A320-200 A320neo**

Landing Gear

1. General

The landing gear is of the conventional retractable tricycle type comprising:

- Two main gears with twin-wheel or four-wheel bogie assembly,
- A twin-wheel nose gear.

The main landing gears are located under the wing and retract sideways towards the fuselage centerline.

The nose landing gear retracts forward into a fuselage compartment located between FR9 and FR20.

The landing gears and landing gear doors are operated and controlled electrically and hydraulically.

In abnormal operation, the landing gear can be extended by gravity.

For landing gear footprint and tire size, refer to 07-02-00.

2. Main Landing Gear

A. Twin-Wheel

Each of the two main landing gear assemblies consists of a conventional two-wheel direct type with an integral shock absorber supported in the fore and aft directions by a fixed drag strut and laterally by a folding strut mechanically locked when in the DOWN position.

B. Four-Wheel Bogie

Each of the two main landing gear assemblies consists of a direct-action shock absorber on which is installed a four-wheel bogie beam.

The shock absorber is supported in the fore and aft directions by a fixed drag strut and laterally by a folding strut mechanically locked when in the DOWN position.

3. Nose Landing Gear

2-9-0

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Mar 01/22

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Lampiran 4 Operational Check Wing Scanning Light

03/06/24, 11.00

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 33-49-00-710-001-A - Operational Test of the Wing and Engine Scan ...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-00-710-001-A - Operational Test of the Wing and Engine Scan Lights
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:00:14					

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

TASK 33-49-00-710-001-A

Operational Test of the Wing and Engine Scan Lights

1. Reason for the Job
Make sure that the wing/engine scan lights operate correctly.

2. Job Set-up Information



- A. Referenced Information

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)

3. Job Set-up

SUBTASK 33-49-00-861-051-A

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

SUBTASK 33-49-00-865-050-A

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

PANEL	DESIGNATION	FIN	LOCATION
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/R	1LX	W03
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/L	5LX	W02

4. Procedure

SUBTASK 33-49-00-710-050-A

- A. Operational Test of the Wing and Engine Scan Lights

ACTION	RESULT
1. On the panel 25VU: - set the EXT LT/WING selector switch to ON,	From each side of the fuselage: - the wing/engine scan-lights come on,
- set the EXT LT/WING selector switch to OFF.	- the wing/engine scan lights go off.

5. Close-up

SUBTASK 33-49-00-862-051-A

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

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Lampiran 5 Failure of the Right Wing and Engine Scan Lighting

03/06/24, 11.01

BAV - A318 / A319 / A320 / A321 - TSM - FSN: 401 - 01-May-2024 - 33-49-00-810-801-A - Failure of the Right Wing and Engin...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-49-00-810-801-A - Failure of the Right Wing and Engine Scan Lighting
TAIL NUMBER - MSN - FSN: VN-A586 - 02934 - 401					
Print date: 2024-06-03 05:01:34					

** ON A/C FSN ALL

TASK 33-49-00-810-801-A

Failure of the Right Wing and Engine Scan Lighting

1. Possible Causes:



- LT-WING & ENG SCAN, R (4LX)
- C/B-LIGHTING/EXT LT/WING/AND ENG SCAN/R (1LX)
- wiring
- SW EXT LT/WING (2LX)

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 33-49-00-710-001	Operational Test of the Wing and Engine Scan Lights
Ref. ASM 33-49-01	
Ref. AIPC 33-49-08	
Ref. AMM 33-49-11-000-001	Removal of the Wing and Engine Scan Light
Ref. AMM 33-49-11-400-001	Installation of the Wing and Engine Scan Light
Ref. AMM 33-49-11-960-001	Replacement of the Lamp of the Wing and Engine Scan Light
Ref. AMM 33-49-11-960-802	Replacement of the LED module of the Wing and Engine Scan Light

3. Fault Confirmation

SUBTASK 33-49-00-710-050-A

A. Test

Do the operational test of the wing and engine scan lighting [Ref. AMM 33-49-00-710-001](#).

4. Fault Isolation

SUBTASK 33-49-00-810-050-A

A. If, during the operational test, when you set the EXT LT/WING switch (2LX) to ON, the right wing and engine scan light (4LX) does not operate correctly:

NOTE: For the GLS LEDs technology, if there are three or more LEDs that do not come on, Airbus does not make sure that sufficient lighting or a minimum of the lighting as given by the sealed beam lights will come on.

- do a check of the circuit breaker (1LX) status.

(1) If the circuit breaker is closed:

- do a check for 115VAC at the switch (2LX) pin 2A.

(a) If there is 115VAC:

- replace the Lamp [Ref. AMM 33-49-11-960-001](#) or LED module [Ref. AMM 33-49-11-960-802](#).

1 If the fault continues:

- replace the LT-WING & ENG SCAN, R (4LX) [Ref. AMM 33-49-11-000-001](#) and [Ref. AMM 33-49-11-400-001](#).

2 If the fault continues:

- do a check for a ground signal at the right wing and engine scan light (4LX).

a If there is no ground signal:

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	33-49-00-810-801-A - Failure of the Right Wing and Engine Scan Lighting
TAIL NUMBER - MSN - FSN: VN-A586 - 02934 - 401					
Print date: 2024-06-03 05:01:34					

- repair the wiring from the right wing and engine scan light (4LX) to the ground terminal Ref. ASM 33-49-01.
- b If there is a ground signal:
 - do a check and repair the wiring from the switch (2LX) pin 2A to the pin A/A of the right wing and engine scan light (4LX) Ref. ASM 33-49-01.
- (b) If there is no 115VAC:
 - replace the SW EXT LT/WING (2LX) Ref. AIPC 33-49-08.
- 1 If the fault continues:
 - do a check for 115VAC at pin 3 of the circuit breaker (1LX).
- a If there is no 115VAC:
 - replace the C/B-LIGHTING/EXT LT/WING/AND ENG SCAN/R (1LX).
- b If there is 115VAC:
 - repair the wiring from the circuit breaker (1LX) to the pin 1A of the switch (2LX).

SUBTASK 33-49-00-710-051-A
B. Do the test given in Para. 3.

Lampiran 6 Replacement of the Lamp of the Wing and Engine Scan Light

26/06/24, 10.52

BAV - A318 / A319 / A320 / A321 - AMM - FSN: 402 - 01-May-2024 - 33-49-11-960-001-A - Replacement of the Lamp of the Wing an...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-11-960-001-A - Replacement of the Lamp of the Wing and Engine Scan Light
TAIL NUMBER - MSN - FSN: VN-A582 - 03010 - 402					
Print date: 2024-06-26 04:51:21					

** ON A/C FSN ALL

TASK 33-49-11-960-001-A

Replacement of the Lamp of the Wing and Engine Scan Light

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

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

CAUTION: DO NOT TOUCH THE LAMP GLASS WITH YOUR FINGERS. THE OILS FROM YOUR SKIN WILL QUICKLY CAUSE DETERIORATION OF THE LAMP. IF YOU ACCIDENTALLY TOUCH THE LAMP GLASS, CLEAN IT WITH A LINT-FREE CLOTH.

NOTE: This procedure is only applicable for halogen-bulb and incandescent wing and engine scan lights.

1. Reason for the Job
Self explanatory

2. Job Set-up Information



A. Fixtures, Tools, Test and Support Equipment

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

B. Referenced Information

REFERENCE	DESIGNATION
Ref. 33-49-00-710-001-A	Operational Test of the Wing and Engine Scan Lights
Ref. Fig. Lamp of the Wing and Engine Scan Light (Honeywell)	
Ref. Fig. Lamp of the wing and engine scan light (Zodiac)	

3. Job Set-up

SUBTASK 33-49-11-865-059-A

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

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 4LX (LT-WING & ENG SCAN, R)			
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/R	1LX	W03
FOR FIN 3LX (LT-WING & ENG SCAN, L)			
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/L	5LX	W02

SUBTASK 33-49-11-010-050-A

B. Get Access

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-11-960-001-A - Replacement of the Lamp of the Wing and Engine Scan Light
TAIL NUMBER - MSN - FSN: VN-A582 - 03010 - 402					
Print date: 2024-06-26 04:51:21					

(1) Put the ACCESS PLATFORM 5M (16 FT)- ADJUSTABLE in position at zone 230.

4. Procedure

SUBTASK 33-49-11-020-052-A

A. Removal of the Lamp (Honeywell)

Ref. Fig. Lamp of the Wing and Engine Scan Light (Honeywell)

- (1) Remove the four screw (2) from the lens assembly (1).
- (2) Remove the lens assembly (1) away from the housing (7).
- (3) Remove the screw (11), the washers (10) and the nut (9). Release the terminal (3) from the lens assembly (1).
- (4) Remove the two screws (4) from the retainer (5).
- (5) Remove the retainer (5).
- (6) Pull the lamp (8) away from the housing (7) and disconnect the two electrical terminals (6).
- (7) Remove the lamp (8).

SUBTASK 33-49-11-420-053-A

B. Installation of the Lamp (Honeywell)

Ref. Fig. Lamp of the Wing and Engine Scan Light (Honeywell)

- (1) Connect the electrical terminals (6) to the new lamp (8) and install it in the position in its housing (7). Hold it in this position.
- (2) Put the retainer (5) in position.
- (3) Attach the assembly. To do this, tighten the screws (4).
- (4) Attach the terminal (3) to the lens assembly (1) with the nut (9), the washers (10) and the screw (11).
- (5) Install the lens assembly (1) in the position on the housing (7).
- (6) Attach the assembly. To do this, tighten the screws (2).

SUBTASK 33-49-11-020-054-A

C. Removal of the Lamp (Zodiac)

Ref. Fig. Lamp of the wing and engine scan light (Zodiac)

- (1) Loosen the four fasteners (3).
- (2) Carefully remove the lamp assembly (2).
- (3) Hold the lamp assembly (2).
- (4) Remove the three screws (7) and washers (6).
- (5) Remove the lamp holder (5) from the lamp assembly (2).
- (6) Remove the lamp (4) from the lamp holder (5).

SUBTASK 33-49-11-420-055-A

D. Installation of the Lamp (Zodiac)

Ref. Fig. Lamp of the wing and engine scan light (Zodiac)

- (1) Install a new lamp (4) on the lamp holder (5).
- (2) Hold the lamp assembly (2).
- (3) Carefully, put the lamp holder (5) in position on the lamp assembly (2).
- (4) Install the three washers (6) and screws (7).
- (5) Put the lamp assembly (2) in position.

NOTE: Manually adjust the optical support of the lamp to the center. Use a shim and make sure that the peripheral gap between the lamp assembly (2) and the lamp housing assembly

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-11-960-001-A - Replacement of the Lamp of the Wing and Engine Scan Light
TAIL NUMBER - MSN - FSN: VN-A582 - 03010 - 402					
Print date: 2024-06-26 04:51:21					

(1) Is 0.5 mm minimum.

(6) Tighten the four fasteners (3).

SUBTASK 33-49-11-865-060-A

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

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 4LX(LT-WING & ENG SCAN, R)			
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/R	1LX	W03
FOR FIN 3LX(LT-WING & ENG SCAN, L)			
122VU	LIGHTING/EXT LT/WING/AND ENG SCAN/L	5LX	W02

SUBTASK 33-49-11-710-053-A

F. Operational Test of the lighting

(1) Do the operational test of the Wing and Engine Scan Lights Ref. AMM TASK 33-49-00-710-001.5. Close-up

SUBTASK 33-49-11-942-054-A

A. 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 access platform(s).

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-11-960-001-A - Replacement of the Lamp of the Wing and Engine Scan Light
TAIL NUMBER - MSN - FSN: VN-A582 - 03010 - 402					
Print date: 2024-06-26 04:51:21					

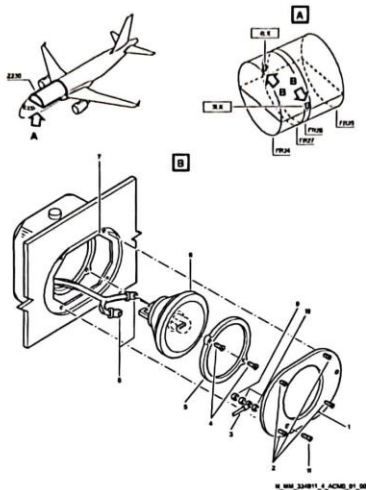


Figure 33-49-11-991-00300-00-A (SHEET 1) - Lamp of the Wing and Engine Scan Light (Honeywell)
** ON A/C FSN ALL

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	33-49-11-960-001-A - Replacement of the Lamp of the Wing and Engine Scan Light
TAIL NUMBER - MSN - FSN: VN-A582 - 03010 - 402					
Print date: 2024-06-26 04:51:21					

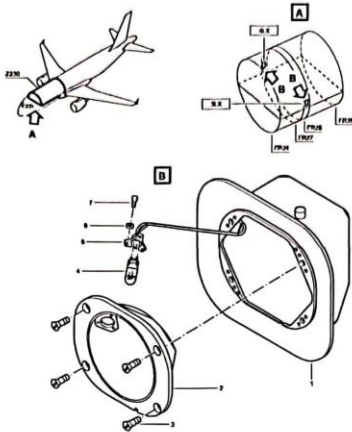


Figure 33-49-11-991-00500-00-A (SHEET 1) - Lamp of the wing and engine scan light (Zodiac)
** ON A/C FSN ALL

[illegible]

Lampiran 8 Functional Test ADM Accuracy

03/06/24, 11:04

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-13-00-720-010-A - Functional Test of the ADM Accuracy

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

**** 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
- 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.

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
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

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 001-100		
No specific	AR	WARNING NOTICE(S)
** ON A/C FSN ALL		
<u>ALT34100001</u>	1	PITOT AND STATIC TEST SET

B. Work Zones and Access Panels

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

C. Referenced Information

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

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)
Ref. 34-11-17-400-001-A	Installation of the Air Data Module (ADM)
Ref. 34-13-00-790-002-A	Leak Test of the Principal Static and Total Air Data System
** ON A/C FSN 151-200, 351-450	
Ref. 34-21-00-790-001-A	Low-Range Leak Test of the Standby Pneumatic Circuits
** ON A/C FSN 001-100, 201-250, 451-500	
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. 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 DAT A 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".

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

- 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

WARNING: BEFORE YOU OPEN THE PHC CIRCUIT BREAKERS, OPEN THE PROBE HEATER CIRCUIT BREAKERS. IF YOU DO NOT OBEY THIS SEQUENCE:

- THE PROBES WILL BECOME TOO HOT.
- THIS CAN CAUSE DAMAGE TO EQUIPMENT AND INJURY TO MAINTENANCE PERSONNEL.

- 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 151-250, 351-500**

SUBTASK 34-13-00-875-056-A

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

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

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
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
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

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

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

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

121VU	ADIRS/2PWR/SHED &/AOA2 MON	10FP	N10
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**** ON A/C FSN ALL**

EMB SB 23-1485 for A/C 351-353

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

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

EMB SB 23-1485 for A/C 351-353

121VU	ADIRS/ADIRU/2PWR/SHED	10FP	N10
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**** ON A/C FSN ALL**

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/NORM/SPLY	15CE2	R20

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

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
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:

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- (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.

WARNING: BEFORE YOU OPEN THE EIU1(2) CIRCUIT BREAKER(S), OPEN ALL THE PROBE HEATER CIRCUIT-BREAKERS. IF YOU DO NOT OBEY THIS SEQUENCE:
 - THE PROBES WILL BECOME TOO HOT.
 - THIS CAN CAUSE DAMAGE TO EQUIPMENT AND INJURY TO MAINTENANCE PERSONNEL.

- (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 151-200, 351-450**

SUBTASK 34-13-00-790-054-A

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 [Ref. AMM TASK 34-21-00-790-001](#).

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

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 151-153

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](#)) (1) :

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

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

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



EMB SB 34-1170 for A/C 151-153

- (a) Connect the static probes with the static probe adapter (4) as follows:

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- 1 For the CAPT circuit (Air Data/Inertial Reference Unit 1 (ADIRU 1)) and the F/O circuit (ADIRU 2):
 - 7DA1, zone 127, station 8750, for the left static-pressure Air Data Module (ADM) (19FP5)
 - 7DA2, zone 127, station 8700, for the left static-pressure ADM (19FP7)
 - 8DA1, zone 128, station 9300, for the right static-pressure ADM (19FP4)
 - 8DA2, zone 128, station 9350, for the right static-pressure ADM (19FP6).

(b) Connect the static probes with the static probe adapter (5) as follows:

- 1 For the standby circuit (ADIRU 3):
 - 7DA3, zone 121, station 4250, for the static pressure ADM (19FP8), or
 - 8DA3, zone 122, station 4250, for the static pressure ADM (19FP8).

(c) Connect the pitot probes with the pitot probe adapter (3) as follows:

- 1 For the CAPT circuit (ADIRU 1):
 - 9DA1, zone 125, station 5500, for the total pressure ADM (19FP1).
- 2 For the F/O circuit (ADIRU 2):
 - 9DA2, zone 126, station 5500, for the total pressure ADM (19FP2).
- 3 For the standby circuit (ADIRU 3):
 - 9DA3, zone 125, station 5500, for the total pressure ADM (19FP3).

(3) Seal the opposite static probe of the standby ADM with the static probe adapter.

(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 151-153

(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 151-250, 401-450**

SUBTASK 34-13-00-720-068-T

A. Functional Test of the ADM Accuracy

- (1) On the CAPT and F/O PFDs, make sure that the altitude and 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 (FDIM U) 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:

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BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
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ACTION	RESULT
1. On the ground pressure generator: - Set a static pressure of 186.9 hPa (5.5 191 In.Hg). - Set a total pressure of 193.39 hPa (5.7 108 In.Hg). - The related impact pressure is 6.49 hPa (0.1916 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 4000 0 -110 ft. or +110 ft. (12191.78 -33.53 m or +33.53 m). - Make sure that the speed value is 60 kts $\pm$ 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 4008 1 -110 ft. or +110 ft. (12216.46 -33.53 m or +33.53 m). - Make sure that the speed value is 63.64 kts $\pm$ 5 kts.
4. On the MCDU, get access to the parameter-call-up menu page <u>Ref. AMM TASK 31-36-00-740-008</u> .	- 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 (19FP 5), enter 006/1/176/01 on the scratch pad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the left static-pressure ADM (19FP 7), enter 006/2/176/10 on the scratch pad. 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 and 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 (19FP 4), enter 006/1/177/01 on the scratch pad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the right static-pressure ADM (19FP 6), enter 006/2/177/10 on the scratch pad. Push the line key adjacent to the second arrow.	On the MCDU: - The related label and the databits come into view.
- Push the line key adjacent to the PRINT indication and print this page.	
- On the MCDU keyboard, push the NEXT PAGE key.	- The parameter-call-up 3/8 menu-page comes into view.

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
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ACTION	RESULT
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 and 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 and 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 below table to make sure that the printed values are in the correct range.	

EQ	SYS	LAB	SDI	DATABIT must be between:
006	1	176	01	23833 and 24013
006	2	176	10	23833 and 24013
006	1	177	01	23833 and 24013
006	2	177	10	23833 and 24013
006	3	245	11	23833 and 24013
006	1	242	01	24664 and 24844
006	2	242	10	24664 and 24844
006	3	242	11	24664 and 24844

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Print date: 2024-06-03 05:03:45					

**** ON A/C FSN 351-400, 451-500****SUBTASK 34-13-00-720-068-X****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:

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CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
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ACTION	RESULT
1. On the ground pressure generator: - Set a static pressure of 186.57 hPa (5.5094 in.Hg). - Set a total pressure of 193.39 hPa (5.7108 in.Hg). - The related impact pressure is 6.82 hPa (0.2014 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 4000 ± 5 kts. - 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 4006 ± 5 kts. - Make sure that the speed value is 62.82 kts ± 5 kts.
4. On the MCDU, get access to the parameter-call-up menu page <u>Ref. AMM TASK 31-36-00-740-008</u> .	On the MCDU: - 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 scratch pad. 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 scratch pad. 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 and 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 scratch pad. 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 scratch pad. 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 and print this page.	
- On the MCDU keyboard, push the NEXT PAGE key.	- The parameter-call-up 3/8 menu-page comes into view.

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ACTION	RESULT
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 and 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 and 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 below table to make sure that the printed values are in the correct range.	

EQ	SYS	LAB	SDI	DATABIT must be between:
006	1	176	01	23791 and 23971
006	2	176	10	23791 and 23971
006	1	177	01	23791 and 23971
006	2	177	10	23791 and 23971
006	3	245	11	23791 and 23971
006	1	242	01	24664 and 24844
006	2	242	10	24664 and 24844
006	3	242	11	24664 and 24844

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**** ON A/C FSN 001-100****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 (FDIM U) 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:

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ACTION	RESULT
1. On the ground pressure generator: - Set a static pressure of 186.6 hPa (5.5 103 in.Hg). - Set a total pressure of 193.4 hPa (5.71 11 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 4000 0 -110 ft. or +110 ft. (12191.78 -33.53 m or +33.53 m). - Make sure that the speed value is 60 kts $\pm$ 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 4006 0 -110 ft. or +110 ft. (12210.06 -33.53 m or +33.53 m). - Make sure that the speed value is 63 kts $\pm$ 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 (19FP 5), enter 006/1/176/01 on the scratch pad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the left static-pressure ADM (19FP 7), enter 006/2/176/10 on the scratch pad. 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 (19FP 4), enter 006/1/177/01 on the scratch pad. Push the line key adjacent to the first arrow.	- The related label and the databits come into view.
- For the right static-pressure ADM (19FP 6), enter 006/2/177/10 on the scratch pad. 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.

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ACTION	RESULT
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
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

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 34-13-00-720-068-AZ
DELETED

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.

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

SUBTASK 34-13-00-875-057-A

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
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- B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker (s):

PANEL	DESIGNATION	FIN	LOCATION
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
122VU	ANTI ICE/PROBES/PHC/3	2DA3	Y16
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

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

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
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11
121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41
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

WARNING: BEFORE YOU CLOSE THE PROBE HEATER CIRCUIT-BREAKERS, CLOSE THE LGCIU, EI U AND PHC CIRCUIT BREAKERS.
IF YOU DO NOT OBEY THIS SEQUENCE:
- THE PROBES WILL BECOME TOO HOT.
- THIS CAN CAUSE DAMAGE TO EQUIPMENT AND INJURY TO MAINTENANCE PERSON NEL.

- 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 151-153

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

- D. Put the aircraft back to its Initial configuration.
- (1) Remove the bright color TAPE - ADHESIVE from the AOA sensors.
 - (2) Make sure that there is no remaining bright color TAPE - ADHESIVE on the AOA sensors.
 - (3) Install the protective covers on the sensors and the probes (AOA, static, pitot and Total Air Temperature (TAT)).
 - (4) Remove the access platform(s).
 - (5) Do a reset of each Elevator Aileron Computer (ELAC):
 - (a) FOR 2CE1 (ELAC-1)
Open circuit breakers 15CE1 and 16CE1, then close them.
 - (b) FOR 2CE2 (ELAC-2)

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
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Open circuit breakers 15CE2 and 16CE2, then close them.

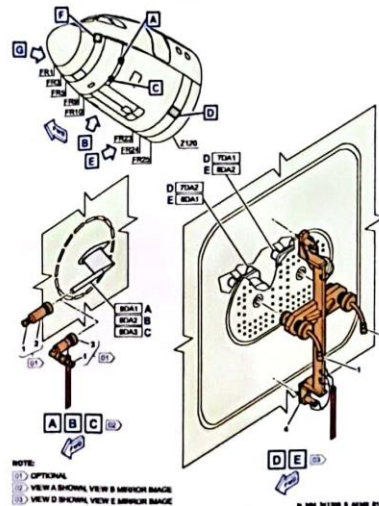
- (6) In the cockpit, on the center pedestal, on SWITCHING panel 8VU, set the AIR DATA selector switch to the NORM position.
- (7) On the MCDU, push the line key adjacent to the RETURN indication until the MAINTENANCE MENU 1/2 page comes into view.
- (8) On the Flight Control Unit (FCU), set the baro-reference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

11.04

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-13-00-720-010-A - Functional Test of the ADM Accuracy

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					



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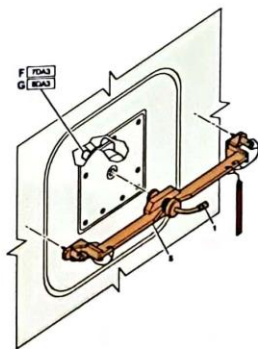
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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
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F G

NOTE:
VIEW F BACKUP, VIEW G MIRROR IMAGE

34-13-00-991-00600-00-A

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
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-13-00-720-010-A - Functional Test of the ADM Accuracy
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:03:45					

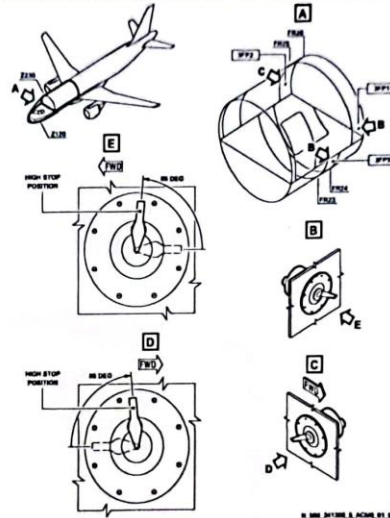


Figure 34-13-00-991-00400-00-A (SHEET 1) - Setting of the AOA Sensor Vane to the High Stop Position
** ON A/C FSN ALL

Lampiran 9 Altitude Discrepancy between Capt and F/O PFDs and Airfield Altitude more than 75ft

03/05/24, 11:08

BAV - A318 / A319 / A320 / A321 - TSM - FSH 401 - 01 May 2024 - 34-13-00-810-A03-A - Altitude discrepancy between CAPT...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01 May 2024	20	34-13-00-810-A03-A - Altitude discrepancy between CAPT and F/O PFDs and airfield altitude more than 75 ft
TAIL NUMBER - MSN - FSN: VN A586 - 02934 - 401					
Print date: 2024-06-03 05:08:13					

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

TASK 34-13-00-810-A03-A

Altitude discrepancy between CAPT and F/O PFDs and airfield altitude more than 75 ft

1. Possible Causes:

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 34-10-00-170-002	Flushing of the Principal Static Pressure Lines
Ref. AMM 34-11-16-000-001	Removal of the Static Probe
Ref. AMM 34-11-16-400-002	Installation of the Static Probe
Ref. AMM 34-13-00-720-010	Functional Test of the ADM Accuracy
Ref. AMM 34-13-00-790-002	Leak Test of the Principal Static and Total Air Data System

3. Fault Confirmation

SUBTASK 34-13-00-710-158-A

A. Test

- Make sure that the displayed QNH data on the CAPT and F/O PFDs is correct.
- If necessary, set the correct QNH value on the two PFDs using the BARO REFERENCE SELECTOR KNOB on the FCU.
- Check the altitude indications on the two PFDs.

4. Fault Isolation

SUBTASK 34-13-00-810-269-A

A. If the altitude discrepancy between the two PFDs and the airfield elevation is more than 75 ft :

- (1) Do a visual inspection of the static probes.
 - (a) If one static probe is damaged, replace it [Ref. AMM 34-11-16-000-001](#) and [Ref. AMM 34-11-16-400-002](#).
- (2) If the fault continues:
 - do the flushing of the principal static pressure lines [Ref. AMM 34-10-00-170-002](#)
- (3) If the fault continues:
 - do the leak test of the main air data system [Ref. AMM 34-13-00-790-002](#).
- (4) If the fault continues:
 - do the functional test of the ADM accuracy [Ref. AMM 34-13-00-720-010](#).

SUBTASK 34-13-00-710-159-A

B. Do the test given in Para. 3.

Lampiran 10 Flushing of the Principal Static Pressure Lines

26/06/24, 11.20

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

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

TASK 34-10-00-170-002-A
Flushing of the Principal Static Pressure-Lines
FIN: 19FP4 19FP5 19FP6 19FP7

WARNING: IF THE AIRCRAFT IS ENERGIZED FOR OTHER MAINTENANCE PROCEDURE(S), MAKE SURE TH
AT THESE CIRCUIT BREAKERS ARE OPEN, SAFETIED AND TAGGED:
- THE CIRCUIT BREAKERS RELATED TO THE WEATHER RADAR (5SQ1(2)), AND
- THE CIRCUIT BREAKERS RELATED TO THE PROBE HEATERS.
THIS IS TO PREVENT THE RISKS OF BURNS AND RADIATION.
IF YOU DO NOT OBEY THIS INSTRUCTION, INJURY TO THE PERSONNEL CAN OCCUR.

WARNING: WHEN THE AIRCRAFT IS ENERGIZED, OPEN PROBE HEATER CIRCUIT-BREAKERS 1DA1(2), 3D
A1(2,3), 4DA1(2,3) AND 5DA1(2,3) BEFORE YOU OPEN PHC CIRCUIT BREAKER(S) 2DA1(2,
3).
IF YOU DO NOT OBEY THIS SEQUENCE, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL
CAN OCCUR.

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



A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QT Y	DESIGNATION
No specific	AR	ACCESS PLATFORM 1M(3 FT)
No specific	AR	NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER
98D34103002000	1	ADAPTERS - AIR DATA SYSTEM FLUSHING

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
120	AVIONICS COMPARTMENT
824	

C. Referenced Information

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

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. 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. 34-13-00-790-002-A	Leak Test of the Principal Static and Total Air Data System
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. Routing of the Pressure Lines	
Ref. Fig. Connection of the Quick-Disconnect Coupling	
Ref. Fig. Check of the Quick-Disconnect Coupling	

3. **Job Set-up**[Ref. Fig. Routing of the Pressure Lines](#)**NOTE:** The hose couplings are self-sealing.

SUBTASK 34-10-00-040-056-A

A. Deactivation of the Air Data Probes

WARNING: BEFORE YOU OPEN THE PHC CIRCUIT BREAKERS, OPEN THE PROBE HEATER CIRCUIT-BREAKERS. IF YOU DO NOT OBEY THIS SEQUENCE:
- THE PROBES WILL BECOME TOO HOT.
- THIS CAN CAUSE DAMAGE TO EQUIPMENT AND INJURY TO MAINTENANCE PERSONNEL.

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

[Ref. AMM TASK 34-11-00-040-802.](#)

SUBTASK 34-10-00-865-106-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
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**** ON A/C FSN 001-050, 152-250, 451-500****EMB SB 34-1565 for A/C 152-153**

121VU	COM NAV/RADAR/2	5SQ2	K14
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**** ON A/C FSN ALL**

121VU	COM NAV/RADAR/1	5SQ1	K13
FOR FIN 8DA1 (PROBE-R STATIC, 1), 7DA1 (PROBE-L STATIC, 1)			
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
FOR FIN 8DA2 (PROBE-R STATIC, 2), 7DA2 (PROBE-L STATIC, 2)			
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

SUBTASK 34-10-00-010-060-A

C. Get access to the avionics compartment.

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

- (1) Put the ACCESS PLATFORM 1M(3 FT) in position below access door 824, at zone 128.
- (2) Open access door 824 [Ref. AMM TASK 52-41-00-010-002](#).

SUBTASK 34-10-00-860-052-A**D. Connect the Dry Nitrogen Source**

- (1) Remove the aircraft protection equipment, if installed [Ref. AMM TASK 10-11-00-555-014](#).
- (2) Disconnect the quick-disconnect coupling from the ADM 19FP4 or 19FP5 (19FP6 or 19FP7).
- (3) Connect a ADAPTERS - AIR DATA SYSTEM FLUSHING (98D34103002000) 3-pin adapter (98D34103002100) to the static pressure hose. Then connect it to the NITROGEN COMPRESSED SOURCE 2 BAR (29 PSI) - DRY.
- (4) Attach the hose to prevent movement.

4. Procedure**SUBTASK 34-10-00-170-051-A****A. Flushing of the Static Pressure Line**

- (1) Blow the gas into the hose at a pressure of 2 -0.35 bar or +0.35 bar (29 -5 psi or +5 psi) for approximately 1 minute.
- (2) Make sure that there is no contamination in the pressurized gas at the outlet of the L or R static probe 1 (L or R static probe 2).
- (3) Stop the flow of gas.
- (4) Disconnect the dry nitrogen source.
- (5) Remove the 3-pin adapter .
- (6) Release the hose.
- (7) Connect the quick-disconnect coupling to the ADM 19FP4 or 19FP5 (19FP6 or 19FP7).
[Ref. Fig. Connection of the Quick-Disconnect Coupling](#)
- (8) Make sure that you can see the blue ring on the quick-disconnect coupling.
- (9) Pull the quick-disconnect coupling to be sure that it is correctly attached.
- (10) Make sure that the quick-disconnect coupling is correctly engaged (the pin located on the quick-disconnect male part is fully engaged into the groove located in the quick-disconnect female part).
[Ref. Fig. Check of the Quick-Disconnect Coupling](#)

SUBTASK 34-10-00-865-107-A**B. Remove the SAFETY CLIP - CIRCUIT BREAKER and the tag(s) and close this (these) circuit breaker(s):**

PANEL	DESIGNATION	FIN	LOCATION
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**** ON A/C FSN 001-050, 152-250, 451-500****EMB SB 34-1565 for A/C 152-153**

121VU	COM NAV/RADAR/2	5SQ2	K14
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**** ON A/C FSN ALL**

121VU	COM NAV/RADAR/1	5SQ1	K13
FOR FIN 8DA1 (PROBE-R STATIC, 1), 7DA1 (PROBE-L STATIC, 1)			
49VU	ANTI ICE/PROBES/PHC/1	2DA1	D03
FOR FIN 8DA2 (PROBE-R STATIC, 2), 7DA2 (PROBE-L STATIC, 2)			
122VU	ANTI ICE/PROBES/PHC/2	2DA2	Y12

SUBTASK 34-10-00-440-054-A

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

C. Reactivation of the Air Data Probes

WARNING: BEFORE YOU CLOSE THE PROBE HEATER CIRCUIT-BREAKERS, CLOSE THE LGCIU, EIU AND PHC CIRCUIT BREAKERS.
IF YOU DO NOT OBEY THIS SEQUENCE:
- THE PROBES WILL BECOME TOO HOT.
- THIS CAN CAUSE DAMAGE TO EQUIPMENT AND INJURY TO MAINTENANCE PERSONNEL.

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

SUBTASK 34-10-00-170-054-A

D. After the Flushing Procedure

WARNING: IF ONE OR MORE QUICK DISCONNECT COUPLINGS ARE DISCONNECTED IN ONE SYSTEM, MAKE SURE THAT A SECOND QUALIFIED MECHANIC DOES A VISUAL INSPECTION OF THE QUICK-DISCONNECT COUPLING CONNECTIONS. THE TWO MECHANICS MUST SIGN OFF THE JOB.

IF ONE OR MORE QUICK-DISCONNECT COUPLINGS ARE DISCONNECTED IN TWO OR MORE SYSTEMS, MAKE SURE THAT A SECOND QUALIFIED MECHANIC DOES A VISUAL INSPECTION OF THE QUICK-DISCONNECT COUPLING CONNECTIONS AND DOES THE LEAK TEST. THE TWO MECHANICS MUST SIGN OFF THE JOB.

- (1) Refer to the table that follows to know if you must do two checks of the quick-disconnect couplings and/or the leak test:

Condition	Two Checks of the Quick-Disconnect Couplings	Leak Test
One static circuit flushing on ADR 1 or ADR 2 circuit	Yes	No
Two static circuit flushing on ADR 1 and ADR 2 circuits	Yes	Yes
Total and static circuit flushing on ADR 3 and ISIS circuits	Yes	Yes

- (a) If you must do two checks of the quick-disconnect coupling:

- Tell a second qualified mechanic to do a visual inspection of the quick-disconnect coupling (the signature of the two mechanics is mandatory).
- Make sure that the quick-disconnect coupling is correctly engaged (the pin located on the quick-disconnect male part must be fully engaged into the groove in the quick-disconnect female part).

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

- (b) If you must do the leak test, do the leak test of the principal static and total air-data system [Ref. AMM TASK 34-13-00-790-002.](#)

- (2) Install the aircraft protection equipment, if necessary [Ref. AMM TASK 10-11-00-555-013.](#)

5. Close-up

SUBTASK 34-10-00-410-060-A

A. Close Access

- (1) Make sure that the work area is clean and clear of tools and other items.
- (2) Close access door 824 [Ref. AMM TASK 52-41-00-410-002.](#)
- (3) Remove the access platform(s).

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					

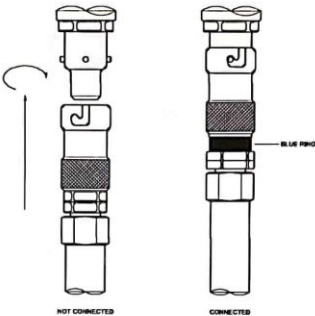
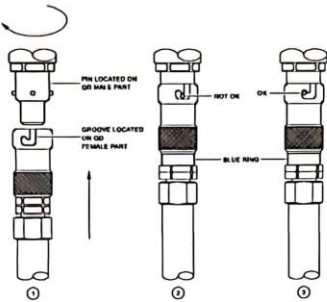


Figure 34-10-00-991-00300-00-A (SHEET 1) - Connection of the Quick-Disconnect Coupling
** ON A/C FSN ALL

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-10-00-170-002-A - Flushing of the Principal Static Pressure-Lines
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 05:20:21					



- NOTE:
- ① NOT CONNECTED
 - ② NOT CORRECTLY CONNECTED THE PIN IS NOT FULLY ENGAGED IN ITS GROOVE
 - ③ CORRECTLY CONNECTED YOU CAN SEE THE BLUE RING THE PIN IS CORRECTLY ENGAGED IN ITS GROOVE

14_184_341000_3_A321_01_20

Figure 34-10-00-991-00500-00-A (SHEET 1) - Check of the Quick-Disconnect Coupling
** ON A/C FSN ALL

[illegible]

Lampiran 12 Bite Test of the Radio Altimeter 1 and 2

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-42-00-740-002-A - BITE Test of the Radio Altimeter

ORGANIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
IAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-00-740-002-A - BITE Test of the Radio Altimeter

MAIL NUMBER - MSN - FSN:

Print date: 2024-06-03 05:12:35

ON A/C FSN ALL

TASK 34-42-00-740-002-A
BITE Test of the Radio Altimeter

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

- Reason for the Job
Self explanatory

- Job Set-up Information

A. Work Zones and Access Panels

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

B. Referenced Information

REFERENCE	DESIGNATION
Ref. 24-41-00-861-002-A	Energize the Aircraft Electrical Circuits from the External Power
Ref. 24-41-00-861-002-A01	Energize the Aircraft Electrical Circuits from the APU
Ref. 24-41-00-861-002-A02	Energize the Aircraft Electrical Circuits from Engine 1(2)
Ref. 24-41-00-862-002-A	De-energize the Aircraft Electrical Circuits Supplied from the External Power
Ref. 24-41-00-862-002-A01	De-energize the Aircraft Electrical Circuits Supplied from the APU
Ref. 24-41-00-862-002-A02	De-energize the Aircraft Electrical Circuits Supplied from the Engine 1(2)
Ref. 31-32-00-860-010-A	Procedure to Get Access to the SYSTEM REPORT/TEST NAV Page
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

- Job Set-up

SUBTASK 34-42-00-860-054-A

A. Aircraft Maintenance Configuration

- Energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-861-002](#).
- Do the EIS start procedure (PFDs only) [Ref. AMM TASK 31-60-00-860-001](#).
- Do the ADIRS Start Procedure [Ref. AMM TASK 34-10-00-860-002](#).
- On the center pedestal, on one MCDU, get the SYSTEM REPORT/TEST/NAV page [Ref. AMM TASK 31-32-00-860-010](#).

SUBTASK 34-42-00-865-056-A

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

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RAD ALTM/2	1SA2	K12
121VU	COM NAV/RAD ALTM/1	1SA1	K11

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ORGANIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-00-740-002-A - BITE Test of the Radio Altimeter
PART NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:12:35					

Procedure

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

SUBTASK 34-42-00-740-051-A

A. BITE Test

NOTE: - During the test, you can hear auto call-out announcements 40 or 41 or 42.
- It is necessary to open the RA1 circuit breaker to hear auto call-out announcements during the RA2 ARINC TEST.

ACTION	RESULT
On the MCDU:	
- Get access to the LRRA1 (LRRA2) page. Then push the line key adjacent to the ARINC TEST indication.	On the CAPT PFD (F/O PFD): - The bottom sector line moves down from the horizon line - The radio altitude indication is 40 feet. At the end of the test, on the MCDU, the TEST OK message comes into view.
- Push the line key adjacent to the RETURN indication.	On the CAPT PFD (F/O PFD): - The bottom sector line moves up to the horizon line - The radio altitude indication is 0 feet. On the MCDU, the LRRA1 (LRRA2) page comes into view.

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

SUBTASK 34-42-00-740-051-E

A. BITE Test

NOTE: - During the test, you can hear auto call out announcements 40 or 41 or 42
- You must open the RA1 circuit breaker to hear auto call out announcements during the RA2 SYSTEM TEST.

REVISION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
01	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-00-740-002-A - BITE Test of the Radio Altimeter
NUMBER - MSN - FSN: Date: 2024-06-03 05:12:35					
ACTION			RESULT		
1. On the MCDU:			On the MCDU:		
- Get the RA1 (RA2) page then push the line key adjacent to the SYSTEM TEST indication.			- The INITIAL CONDITIONS are shown (page 1 to 2).		
- Push the line key adjacent to the START TEST indication.			- The TEST IN PROGRESS 5S indication comes into view.		
			After 5 seconds, the indication that follows comes into view:		
			- MAKE SURE THAT THE RADIO ALTITUDE DISPLAYED ON THE CAPTAIN (F/O) PFD WAS 40 FT.		
2. On the CAPT (F/O) PFD:			On the CAPT (F/O) PFD:		
- Make sure that the condition is correct.			- The bottom sector line moves down from the horizon line		
			- The radio altitude indication is 40 ft.		
3. On the MCDU:			On the MCDU:		
- Push the line key adjacent to the YES indication.			- The TEST OK indication comes into view.		
			On the CAPT (F/O) PFD:		
			- The bottom sector line moves up to the horizon line		
			- The radio altitude indication is 0 ft.		
4. On the MCDU:			On the MCDU:		
- Push the line key adjacent to the RETURN indication until the MCDU MENU page comes into view.			- The MCDU goes back to the main menu.		

**** ON A/C FSN 001-050, 401-500**

SUBTASK 34-42-00-740-051-F

A. BITE Test

NOTE: - During the test, you can hear auto call out announcements 40
 - You must open the RA1 circuit breaker to hear auto call out announcements during the RA2 SYSTEM TEST.

ACTION		RESULT	
1. On the MCDU:		On the CAPT (F/O) PFD:	
- Get the RA1 (RA2) page then push the line key adjacent to the SYSTEM TEST indication.		- The bottom sector line moves down from the horizon line	
		- The radio altitude indication is 40 ft.	
- Push the line key adjacent to the YES indication.		The TEST OK message comes into view.	
- Push the line key adjacent to the RETURN indication.		On the CAPT (F/O) PFD:	
		- The bottom sector line moves up to the horizon line	
		- The radio altitude indication is 0 ft. On the MCDU, the RA1 (RA2) page comes into view.	

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

5. Close-up

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BUS

COMBINATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-00-740-002-A - BITE Test of the Radio Altimeter
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:12:35					

SUBTASK 34-42-00-860-055-A

- A. Put the aircraft back to its initial configuration.
- (1) If you opened the RA 1 circuit breaker (1SA1), close it.
 - (2) Do the ADIRS stop procedure [Ref. AMM TASK 34-10-00-860-005](#).
 - (3) Do the EIS stop procedure
[Ref. AMM TASK 31-60-00-860-002](#).
 - (4) In the cockpit, on the center pedestal, on the MCDU:
 - Push the line key adjacent to the RETURN indication until the MCDU MENU page comes into view.
 - (5) De-energize the aircraft electrical circuits
[Ref. AMM TASK 24-41-00-862-002](#).
 - (6) Make sure that the work area is clean and clear of tools and other items.

Lampiran 13 Failure of the Radio Altimeter Transceiver 1

03/06/24, 11:20

BAV - A318 / A319 / A320 / A321 - TSM - FSN: 401 - 01-May-2024 - 34-42-00-810-801-A - Failure of the Radio Altimeter (RA) T...

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-42-00-810-801-A - Failure of the Radio Altimeter (RA) Transceiver 1
TAIL NUMBER - MSN - FSN: VN-A586 - 02934 - 401					
Print date: 2024-06-03 05:20:29					

** ON A/C FSN ALL

TASK 34-42-00-810-801-A

Failure of the Radio Altimeter (RA) Transceiver 1

1. Possible Causes:



- XCVR-RA, 1 (2SA1)
- short to ground at the wiring between the circuit breaker (1SA1) and the RA transceiver 1 (2SA1).
- C/B-COM NAV/RAD ALTM/1

2. Job Set-up Information



A. Referenced Information

REFERENCE	DESIGNATION
Ref. 31-32-00-810-934-A	Failure of the Digital Links
Ref. AMM 34-42-00-740-002	BITE Test of the Radio Altimeter
Ref. ASM 34-42-01	
Ref. AMM 34-42-33-000-001	Removal of the Radio Altimeter Transceiver
Ref. AMM 34-42-33-400-001	Installation of the Radio Altimeter Transceiver

3. Fault Confirmation

SUBTASK 34-42-00-865-050-A

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

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/RAD ALTM/1	1SA1	K11

SUBTASK 34-42-00-740-050-A

B. Test

- (1) If the circuit breaker (1SA1) trips, refer to Para. 4. C. of this trouble shooting procedure.
- (2) Do the BITE test of the radio altimeter [Ref. AMM 34-42-00-740-002](#).
 - If the BITE test is not possible, refer to Para. 4. B. of this trouble shooting procedure.

4. Fault Isolation

** ON A/C FSN 001-050, 351-500

SUBTASK 34-42-00-810-050-B

A. If the circuit breaker (1SA1) is closed, and if the BITE test gives the maintenance message RA 1 (2SA1).

- Replace the XCVR-RA, 1 (2SA1) [Ref. AMM 34-42-33-000-001](#) and [Ref. AMM 34-42-33-400-001](#).

** ON A/C FSN ALL

SUBTASK 34-42-00-810-051-A

B. If the circuit breaker (1SA1) is closed and if the BITE test is not possible

- do a check for 115VAC at pin AC/8 of the RA transceiver 1.
- (1) If there is no 115VAC:
 - do a check of the wiring of the 115VAC signal from circuit breaker (1SA1) to RA transceiver 1 (2SA1) [Ref. ASM 34-42-01](#).
- (a) If there is no continuity:
 - repair the above wiring.
- (b) If there is continuity:

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AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	TSM	01-May-2024	20	34-42-00-810-801-A - Failure of the Radio Altimeter (RA) Transceiver 1
TAIL NUMBER - MSN - FSM: VN-A586 - 02934 - 401					
Print date: 2024-06-03 05:20:29					

- replace the C/B-COM NAV/RAD ALTM/1 (1SA1).

(2) If there is 115VAC:

- do a check of the wiring of the ground signal at RA transceiver 1 pin AC/3.

(a) If there is no continuity:

- repair the above wiring.

(b) If there is continuity:

- do the trouble shooting procedure [Ref. TSM TASK 31-32-00-810-934](#) related to:
- the output Bus signal ALTITUDE BUS 1 (2) [Ref. ASM 34-42-01](#)

SUBTASK 34-42-00-810-082-A

C. If the circuit breaker (1SA1) is open:

- close this circuit breaker.

(1) If the circuit breaker (1SA1) trips:

- remove the XCVR-RA, 1 (2SA1) [Ref. AMM 34-42-33-000-001](#).
- close the circuit breaker (1SA1).

(a) If this circuit breaker stays closed:

- install the RA transceiver 1 [Ref. AMM 34-42-33-400-001](#)

1 If the circuit breaker trips again:

- replace the RA transceiver 1 [Ref. AMM 34-42-33-000-001](#) and [Ref. AMM 34-42-33-400-001](#).

(b) If this circuit breaker trips again:

- do a check for a short to ground at the wiring between the circuit breaker (1SA1) and the RA transceiver 1 (2SA1). [Ref. ASM 34-42-01](#).

1 If there is a short to ground:

- repair the above wiring.

2 If there is no short to ground:

- replace the C/B-COM NAV/RAD ALTM/1.

3 Install the RA transceiver 1

- [Ref. AMM 34-42-33-400-001](#).

SUBTASK 34-42-00-740-051-A

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

Lampiran 14 Removal The Radio Altimeter Transceiver

03/06/24, 11:17

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-42-33-000-001-A - Removal of the Radio Altimeter Transceiver

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-000-001-A - Removal of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:17:08					

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

TASK 34-42-33-000-001-A
Removal of the Radio Altimeter Transceiver
FIN: [2SA1](#) [2SA2](#)

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

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
152	AFT CARGO COMPARTMENT
152GW, 826	

C. Referenced Information

REFERENCE	DESIGNATION
Ref. 24-42-00-861-001-A	Energize the Ground Service Network from the External Power
Ref. 25-55-11-000-003-A	Removal of the Sidewall Panels From the Aft Cargo Compartment
Ref. 52-30-00-860-001-A	Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump

**** ON A/C FSN 051-100, 151-250, 401-500**

Ref. Fig. Radio Altimeter Transceiver

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

Ref. Fig. Radio Altimeter Transceiver

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

Ref. Fig. Radio Altimeter Transceiver

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

3. Job Set-up

SUBTASK 34-42-33-861-050-A

- A. Aircraft Maintenance Configuration
 - (1) Energize the ground service network
[Ref. AMM TASK 24-42-00-861-001.](#)

SUBTASK 34-42-33-865-050-A

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

BUS

IDENTIFICATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-000-001-A - Removal of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:17:08					

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 2SA1(XCVR-RA, 1)			
121VU	COM NAV/RAD ALTM/1	1SA1	K11
FOR FIN 2SA2(XCVR-RA, 2)			
121VU	COM NAV/RAD ALTM/2	1SA2	K12

SUBTASK 34-42-33-010-050-A

C. Get Access

- (1) Open aft cargo-compartment door 826 [Ref. AMM TASK 52-30-00-860-001](#).
- (2) Remove access panel 152GW [Ref. AMM TASK 25-55-11-000-003](#).

4. Procedure

**** ON A/C FSN 051-100, 151-250, 401-500**

[Ref. Fig. Radio Altimeter Transceiver](#)

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

[Ref. Fig. Radio Altimeter Transceiver](#)

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

[Ref. Fig. Radio Altimeter Transceiver](#)

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

SUBTASK 34-42-33-020-051-A

A. Removal of the Radio Altimeter Transceiver

- (1) Loosen the knurled nuts (3) and lower the fasteners.
- (2) Carefully remove the radio altimeter transceiver (1) from the rack (2).
- (3) Make sure that you do not damage the electrical connector pins.
- (4) Put the CAP - BLANKING on each disconnected electrical connector and receptacle.

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
83V	A318 A319 A321 A320	AMM	01-May-2024	36	34-42-33-000-001-A - Removal of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 06:13:19					

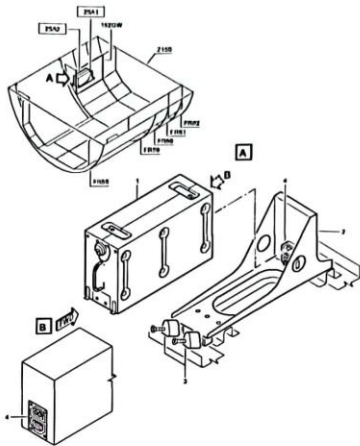


Figure 34-42-33-991-00100-00-B (SHEET 1) - Radio Altimeter Transceiver
** ON A/C FSN 051-055, 057-100, 201-250, 401-500
PRE SB 34-1380 for A/C 053-053

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
83V	A318 A319 A321 A320	AMM	01-May-2024	36	34-42-33-000-001-A - Removal of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 06:13:19					

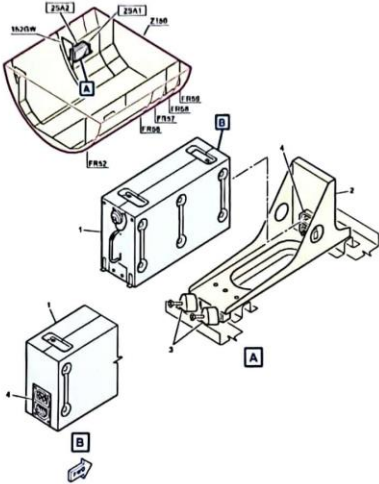


Figure 34-42-33-991-00100-00-A (SHEET 1) - Radio Altimeter Transceiver
** ON A/C FSN 002-050, 151-200, 251-304, 306-350, 501-550

Lampiran 15 Installation of The Radio Altimeter Transceiver

03/06/24, 11:17

BAV - A318 / A319 / A320 / A321 - AMM - 01-May-2024 - 34-42-33-400-001-A - Installation of the Radio Altimeter Transceiver

AIRBUS

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-400-001-A - Installation of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:17:39					

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

TASK 34-42-33-400-001-A
Installation of the Radio Altimeter Transceiver
FIN: [2SA1](#) [2SA2](#)

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

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	CAP - BLANKING
No specific	AR	SAFETY CLIP - CIRCUIT BREAKER

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
152	AFT CARGO COMPARTMENT
152GW, 826	

C. Referenced Information

REFERENCE	DESIGNATION
Ref. 22-97-00-710-001-A	Operational Test of the LAND CAT III Capability
Ref. 24-42-00-861-001-A	Energize the Ground Service Network from the External Power
Ref. 24-42-00-862-001-A	De-energize the Ground Service Network Supplied from the External Power
Ref. 25-55-11-000-003-A	Removal of the Sidewall Panels From the Aft Cargo Compartment
Ref. 25-55-11-400-003-A	Installation of the Sidewall Panels in the Aft Cargo Compartment
Ref. 34-42-00-740-002-A	BITE Test of the Radio Altimeter
Ref. 34-42-00-750-001-A	Operational Check and Detailed Inspection for Contamination of Radio Altimeter Fan
Ref. 52-30-00-860-001-A	Open the Forward or Aft Cargo-Compartment Door With the Yellow Electric Pump
Ref. 52-30-00-860-002-A	Close the FWD or Aft Cargo-Compartment Door with the Yellow Electric Pump

**** ON A/C FSN 051-100, 151-250, 401-500**

Ref. Fig. Radio Altimeter Transceiver
** ON A/C FSN 351-400
Ref. Fig. Radio Altimeter Transceiver
** ON A/C FSN 001-050
Ref. Fig. Radio Altimeter Transceiver

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

3. Job Set-up

SUBTASK 34-42-33-860-050-A

A. Aircraft Maintenance Configuration

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RBUS

COMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-400-001-A - Installation of the Radio Altimeter Transceiver

FILE NUMBER - MSN - FSN:

Print date: 2024-06-03 05:17:39

- (1) Make sure that the ground service network is energized
[Ref. AMM TASK 24-42-00-861-001.](#)
- (2) Make sure that aft cargo-compartment door 826 is open [Ref. AMM TASK 52-30-00-860-001.](#)
- (3) Make sure that access panel 152GW is removed [Ref. AMM TASK 25-55-11-000-003.](#)

SUBTASK 34-42-33-865-051-A

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

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 25A1 (XCVR-RA, 1)			
121VU	COM NAV/RAD ALTM/1	1SA1	K11
FOR FIN 25A2 (XCVR-RA, 2)			
121VU	COM NAV/RAD ALTM/2	1SA2	K12

4. Procedure

**** ON A/C FSN 051-100, 151-250, 401-500**[Ref. Fig. Radio Altimeter Transceiver](#)**** ON A/C FSN 351-400**[Ref. Fig. Radio Altimeter Transceiver](#)**** ON A/C FSN 001-050**[Ref. Fig. Radio Altimeter Transceiver](#)**** ON A/C FSN ALL**

SUBTASK 34-42-33-420-050-A

- A. Installation of the Radio Altimeter Transceiver

- (1) Clean the component interfaces and the adjacent area.
- (2) Do an inspection of the component interfaces and the adjacent area.
- (3) Remove the CAP - BLANKING from each electrical connector and receptacle.
- (4) Make sure that all the electrical connections are clean and in the correct condition.
- (5) Carefully install the radio altimeter transceiver (1) into the rack (2).
- (6) Make sure that the radio altimeter transceiver (1) is correctly aligned to prevent damage to the electrical connectors (4).
- (7) Lift the fasteners and tighten the knurled nuts (3) until the radio altimeter transceiver (1) is correctly attached.

SUBTASK 34-42-33-865-052-A

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

PANEL	DESIGNATION	FIN	LOCATION
FOR FIN 25A1 (XCVR-RA, 1)			
121VU	COM NAV/RAD ALTM/1	1SA1	K11
FOR FIN 25A2 (XCVR-RA, 2)			
121VU	COM NAV/RAD ALTM/2	1SA2	K12

SUBTASK 34-42-33-740-050-A

- C. Test

- (1) Do the BITE test of the radio altimeter [Ref. AMM TASK 34-42-00-740-002.](#)
- (2) If the aircraft is in actual CAT 3 conditions, you must also do the LAND CAT III capability test [Ref. AMM TASK 22-97-00-710-001.](#)
- (3) Do the functional test of the radio altimeter fan [Ref. AMM TASK 34-42-00-750-001.](#)

AIRBUS

COMBINATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
BAV	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-400-001-A - Installation of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-03 05:17:39					

5. Close-up

SUBTASK 34-42-33-410-052-A

A. Close Access

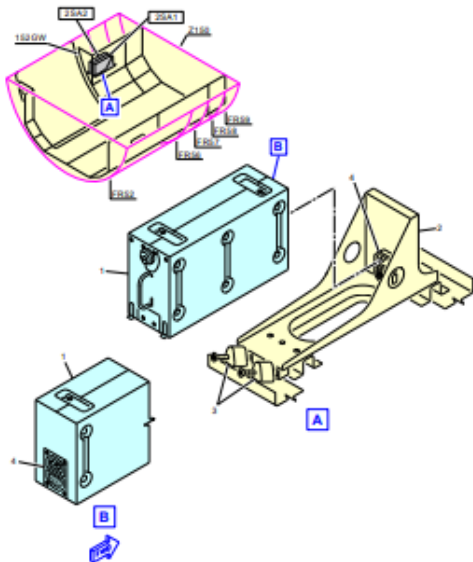
- (1) Make sure that the work area is clean and clear of tools and other items.
- (2) Install access panel 152GW [Ref. AMM TASK 25-55-11-400-003](#).
- (3) Close aft cargo-compartment door 826 [Ref. AMM TASK 52-30-00-860-002](#).

SUBTASK 34-42-33-862-050-A

B. Aircraft Maintenance Configuration

- (1) De-energize the ground service network
[Ref. AMM TASK 24-42-00-862-001](#).

CUSTOMIZATION	AIRCRAFT TYPES	DOCTYPES	REVISION DATE	REVISION NUMBER	TITLE
MKR	A318 A319 A321 A320	AMM	01-May-2024	20	34-42-33-400-001-A - Installation of the Radio Altimeter Transceiver
TAIL NUMBER - MSN - FSN:					
Print date: 2024-06-26 06:21:53					



34-42-33-991-00100-00-A

Figure 34-42-33-991-00100-00-A (SHEET 1) - Radio Altimeter Transceiver
** ON A/C FSN ALL

Lampiran 16 Daily Activity Report

DAILY ACTIVITY REPORT

NAME : Barcelha Naviedkuzeta Kusumadewa
 N.I.T : 30421005
 COURSE : D3 TPU 7A
 Competency : RADIO (AVIONICS)

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Selasa, 02-04-24	Change Mode S Registration Code		
2	Jumat, 05-04-24	Installation of HF Transceiver & Coupler		
3	Selasa, 30-04-24	DME Antenna Installation		
4	Senin, 13-05-24	Visual Inspection CVR FDR		
5	Jumat, 24-5-24	CIDS Director Installation		
6	Senin, 27-5-24	Radio Altimeter Antenna Installation		
7	Rabu, 29-5-24	ADS-B Installation		
8	Kamis, 30-5-24	VHF Antenna Installation		
9	Jumat, 31-5-24	Terminal Plug Galley Installation		
10	Rabu, 5-6-24	Replacement Display Monitor and Control box		
11	Kamis, 6-6-24	Replacement weather radar Antenna		
12	Selasa, 11-6-24	ADS-B Modification Installation		
13	Rabu, 19-6-24	Remove Install DME and Marker Beacon Antenna		
14	Selasa, 25/6/24	VHF Antenna Replacement		
15	Rabu, 26-6-24	ATC Antenna Replacement		
16	Jumat, 28-6-24	Radio Altimeter Antenna Installation		
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DAILY ACTIVITY REPORT

NAME : Barrelha Naviedhazeta Kusumaetieva
 N.I.T : 30421005
 COURSE : D3 TPU 7A
 Competency : ELECTRICAL

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp
1	Senin, 01-04-24	Teflon sleeve Installation	
2	Rabu, 17-04-24	Teflon Sleeve Installation	
3	Kamis, 18-04-24	Assembly Cargo Fire extinguisher	
4	Jumat, 19-04-24	Installation Bonding Terminal kg	
5	Selasa, 23-04-24	Teflon Sleeve Installation	
6	Rabu, 24-04-24	Visual Inspection t. Compartment	
7	Kamis, 25-04-24	Teflon Sleeve Installation	
8	Jumat, 26-04-24	Teflon Sleeve Installation	
9	Senin, 29-04-24	Teflon Sleeve Installation	
10	Kamis, 02-05-24	Bonding wheel well door Installation	
11	Senin, 6-5-24	Troubleshooting Right Wing Scanning Light	
12	Kamis, 9-5-24	Bonding Elevator Installation	
13	Selasa, 14-5-24	Bonding Slats Installation	
14	Kamis, 16-5-24	Replacement Reading lights	
15	Jumat, 17-5-24	Bonding Fuel Tank Installation	
16	Selasa, 21-5-24	Cabin Pressure Test	
17	Rabu, 22-5-24	Remove and Install winglet Static discharges	
18	Selasa, 28-5-24	Power Supply lavatory Installation	
19	Senin, 10-6-24	Rudder Static discharger remove Install	
20	Rabu, 12-6-24	Bonding Elevator Installation	

DAILY ACTIVITY REPORT

NAME : Barrellha Naviedha Zeta Kusumdieva
 N.I.T : 30421005
 COURSE : D 3 TPU 7A
 Competency : ELECTRICAL

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Kamis, 13-6-24	Trouble shooting Sensor Fwd Cargo door	1	2
2	Kamis, 20-6-24	Replacement Fairing Bonding	3	4
3	Senin, 24-6-24	Static discharger rudder Installation	5	6
4	Kamis, 27-6-24	L/H Wing Fuel tank Bonding Installation	7	8
5			9	10
6			11	12
7			13	14
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DAILY ACTIVITY REPORT

NAME : Barrettha Naviedha Zeta Kusumadivya
 N.IT : 30421008
 COURSE : D3 TPU 7A
 Competency : INSTRUMENT

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Rabu, 03-04-24	Remove/Install Flight Attendant Panel	1	2
2	Kamis, 04-04-24	Trouble shooting CDS	3	4
3	Senin, 22-04-24	Cleaning Cockpit Instrument	5	6
4	Jumat, 10-5-24	Pitot Static tester	7	8
5	Selasa, 14-5-24	ADM Functional Test Accuracy	9	10
6	Senin, 20-5-24	RMP and DCDU System Test	11	12
7	Jumat, 21-6-24	Replacement Audio Control Panel	13	14
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DAILY ACTIVITY REPORT

NAME : Barrelha Naviedha Zela Kusumadewa
 N.I.T : 30421005
 COURSE : D3 TPU 7A
 Competency : LINE AND HEAVY MAINTENANCE

No.	Day and Date	Description of Activity	Supervisor Sign and Stamp	
1	Selasa, 16-04-24	Introduction Main wheel system	1	2
2	Jumat, 03-05-24	O Ring seal acces door panel EPU installation	3	4
3	Senin, 06-05-24	Replacement knob Parking brake	5	6
4	Selasa, 07-05-24	Remove lens Nav light leading edge	7	8
5	Senin, 13-06-24	Visual Inspection Flood Light	9	10
6	Selasa, 04-06-24	Visual Inspection Connector Cargo Compartment	11	12
7	Jumat, 07-06-24	Installation Logo light and Flood light	13	14
8	Jumat, 14-06-24	Remove Install Glaze Panel	15	16
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DAILY ACTIVITY REPORT

NAME
N.I.T
COURSE
Competency

: Barcelan Naviedkazeta Kusumadewa
: 30421005
: D3 TPU 7A
: MAINTENANCE PROCEDURE

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