

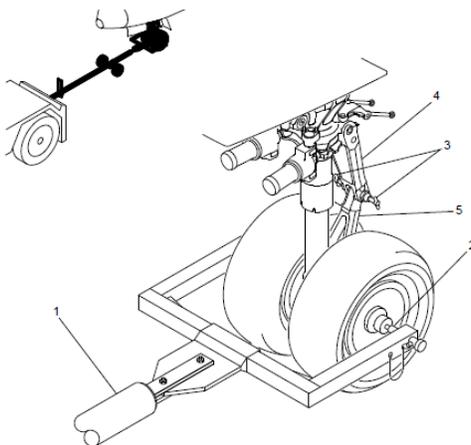
Perhatikan Procedure Saat Towing

SBS No. TQY-SBS-03-2018

Pada penghujung bulan Januari tahun 2018 telah terjadi incident dimana sebuah pesawat GA tipe CRJ1000 mengalami kejadian towbar detached dari nose wheel dan terlindas nose wheel saat proses towing untuk reposisi pesawat.



Kejadian tersebut karena kegagalan *locking system* di *axle engagement pin* pada *towing bar*. Akibat dari kejadian itu pesawat tersebut menghadapi resiko yang berat yaitu harus dilakukan penggantian *nose landing gear*.



LEGEND
1. Towbar.
2. Axle engagement pin.
3. Quick-disconnect handle.
4. Upper torque link.
5. Lower torque link.

Melihat kejadian tersebut serta besarnya cost untuk melakukan perbaikan, maka dihimbau kepada seluruh maintenance personnel agar selalu mengikuti prosedur terkait Towing baik *Work Instruction (WI)* WI-PG-002, *AMM Chapter 9* maupun *Company Maintenance Manual (CMM)* dari setiap maskapai.

Perhatikan Procedure Saat Towing

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Ref CMM Chapter XV-4 "Towing & Push Back" milik maskapai tersebut, terdapat beberapa hal yang harus diperhatikan sebelum melakukan proses *towing* dan pada saat proses *towing*, yaitu:

I. Preparation of Towing

- 1) Towing car driver should be qualified (hold the government license).
- 2) Tractor or towing vehicle power and tow bar must be proportional to the Aircraft Type, in a good condition and serviceable.
- 3) Check for correct installation of shear bolt, including the part number.
- 4) Check for installation of the tow bar to the nose gear strut.
- 5) A qualified person should be stationed in flight compartment to observe hazardous condition and operate radio communication for standby to tower frequency in case of entering area that required ground control clearance.
- 6) If APU is unserviceable, contacts ground control that aircraft is ready for towing by using emergency-powered radio communication.
- 7) All landing gear pins shall be installed correctly during towing.
- 8) Make sure that aircraft brake pressure is available.
- 9) Tractor driver or ground mechanic concerned must be able to communicate with cockpit man during towing using the headset.
- 10) All doors have to be closed before aircraft start to move.
- 11) Refer to applicable aircraft Maintenance Manual Chapter 9 for detail correct procedure.

II. Towing Procedures

- 1) Towing speed should be kept down to safe speed (5 Km/ hrs).
- 2) Ensure smooth acceleration and deceleration towing speed to prevent excessive snatch loads on the nose gear.
- 3) Ensure that the maximum permitted angle on the nose gear for degrees on turn is not exceeded. Make radius of turns as large as possible, to minimize tire scrubbing and twisting loads on the main landing gear legs.
- 4) Apply the aircraft brakes immediately, if the tow bar broken or become uncouple from the aircraft or the towing vehicle. This is the responsibility of tractor driver and ground engineer concerned must to give information in this case.
- 5) Use communication by radio to contact ground control when crossing runway and waiting for ground control order.
- 6) A person who seating on the pilot seat shall not to leave out the seat during towing occurred.
- 7) After confirmed by towing driver that aircraft towing have been completed stopped on the end of towing, this action should be done :
 - a) Apply the aircraft parking brake.
 - b) Close cockpit windows.
 - c) If necessary, shut off the APU.
 - d) Check the aircraft wheels and install the wheel chocks.
 - e) Remove tow bar from aircraft.

Selain itu, kami sampaikan beberapa tips saat pemasangan axle engagement pin untuk menghindari kejadian serupa, yaitu:

1. Perhatikan kondisi fisik tow bar dan pastikan tidak ada bagian dari tow bar yang missing, bend, damage, dan spring lock weak.
2. Komunikasikan dengan personil GSE terkait dengan serviceability dari tow bar yang akan digunakan.
3. Lakukan pengecekan pemasangan tow bar yang dilakukan oleh personil GSE dengan cara memastikan axle engagement pin (sliding pin) sudah properly lock dengan memperhatikan posisi spring lock pin dalam kondisi flush.

Dengan selalu *aware* terhadap prosedur tersebut diharapkan *hazard* yang membahayakan proses *towing* maupun *pushback* dapat di-mitigasi sehingga personil maupun pesawat selalu dalam kondisi aman.