

Scratch, Dent dan *Damage* adalah problem yang seringkali ditemukan pada saat pesawat di handling. Banyak sekali potensi yang dapat menyebabkan terjadi hal-hal tersebut, misalnya FOD, *miss-handling*, dsb. Hal tersebut sangat merugikan perusahaan dikarenakan dapat menyebabkan pesawat delay bahkan AOG. Dampak dari problem *Scratch, Dent* dan *Damage* dapat diminimalisir dengan kita melaksanakan proses *inspection* atau *check* kondisi pesawat dengan seksama pada *Walk Around Check during Transit, BD Check* dan *Night Stop Inspection*.



Pada tahun 2017-2018, sudah terjadi banyak event terkait dengan *scratch, dent*, dan *dent*, sehingga menjadi concern kita agar dampak dari event tersebut dapat diminimalisir sedini mungkin. Dalam aktivitas handling pesawat, sebagai seorang *aircraft technician* dan *aircraft engineer* kita pasti mengenal metode pengecekan terhadap LDMA (*Leak, Damage, Missing, Abnormality*). Dalam SBS ini akan kami sampaikan juga beberapa tips yang efektif untuk meminimalisir dampak dari *damage, scratch*, dan *dent*. Berikut ini tips yang dimaksud :

1. **Engineer** berkoordinasi dengan **Ramp Coordinator** melaksanakan **initial walk around** pada saat pesawat tiba di stasiun dan **final walk around** sebelum pesawat berangkat **secara cermat dan teliti**, untuk melakukan pengecekan kondisi pesawat dan memastikan pesawat **ready to depart** dan tidak ditemukan adanya *damage, scratch*, dan *dent* pada badan pesawat.
2. Apabila ditemukan *damage, scratch*, dan *dent*, **Engineer** harus segera melakukan **damage assessment**.
3. Apabila pada *aircraft handling* dilakukan oleh *Technical Assistant* (ADTH Personnel), jika ditemukan *damage, scratch*, dan *dent* harus segera melaporkannya kepada **Engineer** agar **Engineer** dapat segera melakukan **damage assessment**.
4. **Wajib mendokumentasikan aircraft condition** pada saat *Walk Around Check during transit, BD Check* dan *Night Stop Inspection* berupa foto sebagai **evidence** bahwa pesawat dirilis dalam kondisi *without abnormality*.
5. **Memberikan kronologis ditemukannya damage / scratch** tersebut serta inisiasi penyebab terjadinya *damage / scratch* tersebut. Bila menemukan *damage, scratch*, dan *dent*, segera laporkan kepada **leader** terkait temuan tersebut. Laporan disampaikan dalam bentuk kronologis, agar informasi awal dapat segera dilaporkan kepada unit terkait yang melaksanakan **corrective action**.
6. **"PASTIKAN"** untuk **me-record** setiap **damage** yang ditemukan ke dalam ASDCS, agar **immediate action** untuk **recovery/rectification** dapat segera dilakukan.

Pada proses *aircraft handling during* transit dan BD check, item pengecekan terhadap *abnormality* seperti *damage, scratch, dan dent* sudah tertuang di dalam *check list* Walk Around Check dan BD Check. Berikut ini item yang dimaksud:

Check List Walk Around Check

WAC	1	ARRIVAL	<ul style="list-style-type: none"> - Ensure that wheel chocks are in position. - Do walk around check after airplane completely stop. - Make sure pitot and static port are not damage and obstructed. - Make sure flight controls are in normal position. - Make sure frost, snow, ice or volcanic ash is not present on critical surfaces. - Make sure aircraft structure or structural components are not damaged. - Make sure aircraft have no damage, leakage, and tire flat. - Visual Check Static dischargers from ground level for obvious damage and minimum number for dispatch. - Check AML and CML book for rectification of Pilot Report or deferred to night stop per applicable DDG. - Perform refueling as required in the fueling order. - Ensure oil quantity of Engine, refill to full mark if indication 60% or 12 Qrt and check Hydraulic quantity, refill to full mark if indicate 'RF'. <p>NOTE: If any servicing record in AML. Contact GA Authorized holder to record in AML.</p>
WAC	2	PRE DEPARTURE	<ul style="list-style-type: none"> - Ensure water services and toilet waste service is performed, check for proper function. - Ensure fueling station door is secured. - Ensure all cargo door seal for condition before closing, do rectification if any defect found refer to AMM (QAR 2007-06). - Do walk around check to verify that all doors and service panel are properly closed and locked. <p>CAUTION: ALL EQUIPMENT INCLUDING LANDING GEAR PIN OR OTHER EQUIPMENT NOT ACTUALLY INVOLVED IN MAINTENANCE ARE REMOVED, THIS CAN CAUSE THE RELATED SYSTEM TO MALFUNCTION</p> <ul style="list-style-type: none"> - Ensure all equipment are removed and departure area are clear. <p>WARNING: ENSURE ALL PERSONS AND EQUIPMENT ARE CLEAR FOR GROUND SUPPORT EQUIPMENT, AVIOBRIDGE MOVEMENT, ENGINES RUNNING AND AIRCRAFT MOVEMENT THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.</p> <ul style="list-style-type: none"> - After all maintenance work performed and all pax and cargo doors closed, ground engineer reported to Flight Crew that : "FINAL WALK AROUND CHECK COMPLETED, ALL DOORS CLOSED, ALL LANDING GEAR LOCK PINS REMOVED AND AIRCRAFT CLEAR FOR HYDRAULIC PRESSURIZÉ." - Assist Flight Crew for engine start and push back by ground to cockpit communication for departure. <p>WARNING: DO NOT CONNECT A HEADSET AND DO NOT TOUCH CONNECTIONS TO THE AIRPLANE DURING ATMOSPHERIC ELECTRICAL ACTIVITY OR STRONG RADIATIVE FIELDS. LIGHTNING STRIKE AND HIGH DISCHARGE CURRENTS CAN CAUSE SEVERE INJURY. USE HAND SIGNALS FOR COMMUNICATION WITH FLIGHT CREW.</p>

Check List Before Departure Check

CAMP 0510010300

This BEFORE DEPARTURE CHECK shall be accomplished by person holder of GA Authorization.

- NOTES :** Even though not noted individually, the Airplane and its visible Components must be checked for the following:
- Proximate area is free of potential FOD items. Ensure proper clearance of all Flight Control surfaces, from all GSE or other obstructions.
 - Pay particular attention to any evidence of fluid leaks from Components, Drains, Panels, Airplane Skin and Ground Vicinity, **damaged, defect/worn and missing part.**
 - All Vents, Ports, Intakes and Exhausts are unobstructed.
 - All Access Panels and Doors, not actually involved in maintenance, are secured.

Nah, dengan kita melaksanakan dan memahami *role & function* kita sebagai *maintenance personnel* khususnya untuk mendeteksi setiap *damage* yang terjadi, hal-hal tersebut dapat kita minimalisir, sehingga operation dapat berjalan dengan lancar.