


Melakukan Proses Rektifikasi dengan Lengkap sesuai Prosedur SBS No. TQY-SBS-023-2018

Pada beberapa waktu yang lalu pesawat airbus A330 mengalami Engine #2 Oil Leak (2 qrts/hrs), yang termasuk dalam kategori High Oil Consumption (HOC). Setelah pesawat landing di station tujuan, terlihat adanya tetesan kebocoran Oil di Engine #2. Dari hasil investigasi diketahui bahwa personnel Engineer on Duty (EOD) melakukan rektifikasi secara incomplete karena **beberapa faktor** yang timbul antara lain adanya keterbatasan jaringan internet untuk akses troubleshooting manual, keterbatasan tools & equipment, time pressure, hingga suhu udara lingkungan yang mencapai 40-49 derajat. Dalam kondisi tersebut, berikut tips yang dapat dilakukan:

1. Apabila Engineer / maintenance personnel mengalami time pressure saat melaksanakan pekerjaan, jangan mengabaikan langkah-langkah pekerjaan yang ada dalam maintenance instruction dari Trouble Shooting Manual (TSM), Fault Isolation Manual (FIM), dll.
2. Dikarenakan akses maintenance manual secara online memerlukan waktu yang cukup lama, pastikan manual atau dokumen standalone (offline) yang ada tetap current.
3. Berdasarkan instruksi dari Authority DKPPU dalam proses release pesawat harus mengacu pada AMOM 2.16 Release To Service Procedure.

 <p>GMFAeroAsia GARUDA INDONESIA GROUP</p>	AMO MANUAL
PART: 2 MAINTENANCE PROCEDURES	SECTION: 2.16

2.16 RELEASE TO SERVICE PROCEDURE
(Ref: CASR-145.157; 201; 213)

2.16.1 Procedure for Releasing to Service A/C & A/C Components - General

Certifying Staff, as authorized per AMO Manual 3.4 will decide to release or not to release to service an A/C or A/C component. The release to service procedure will consist of a final inspection of the work and the issuance of a formal CRS when appropriate.

The certifying staff **will not** issue a CRS if:

- a) Discrepancies found, until those discrepancies have been corrected and accepted;
- b) The work has not been performed per approved and current maintenance data; and
- c) There are any serious defects known to certifying staff, which could hazard flight safety.

No person will issue CRS and Maintenance Release Statement unless he is the holder of a valid certifying staff authorization appropriate for the article and scope of the work performed.

CRS of A/C and A/C components will be issued using the applicable maintenance release certificates as dictated by the Authority of A/C registration below:

- For DGCA regulations and Indonesian registered A/C, follow the AMO Manual 2.16.4
- For any other NAA, as required by its regulations.

Dengan adanya kejadian tersebut dan mempertimbangkan Safety dan Airworthy, sangat ditekankan kepada seluruh authorized personel untuk selalu mengikuti prosedur dalam merelase pesawat.
[Author: Safety Action Group (SAG) TF-CGK]