ABSTRAK

Passenger Information Sign adalah sistem yang terdiri *no-smoking sign, return to seat, fasten seat belt sign,* yang berfungsi sebagai penunjang aspek keamanan saat terjadinya *bad weather* dimana seluruh penumpang harus tetap di tempat duduk dan harus menggunakan *safety belt* dan saat di masa *critcical eleven* terjadi para penumpang harus di pastikan di tempat duduk masing-masing dengan kondisi yang aman.

Metode yang di gunakan dalam penyelesaian masalah pada sistem *Passenger information sign* dengan *troubleshooting* berdasarkan AMM Boeing 777-200/300, dimulai dari pemeriksaan pada komponen *Passenger information sign* yaitu: (1) CSMU atau *Cabin System Management Unit* yang mendapat input dari ARINC 629 dan ARINC 628 dan di *cabin* pesawat terbagi menjadi tiga zona yang mana CSMU memberikan output kepada,(2) ZMU atau *Zone Management Unit* yang berfungsi untuk mengatur *Passenger compartment light* di tiap zona di teruskan ke,(3) OEU atau *Overhead Electronics Unit* yang memberikan power untuk *Passenger information sign* di tiap *seat* dan OEU menerima output dari PCU atau *Passenger Control Unit* untuk memberikan perintah menyalakan *reading light* atau *attendant call.*

Cabin compartment light khususnya terdapat di sistem *Passenger information sign* yang mana *no-smoking sign* tidak dapat menyala di zona satu saat dilaksanakan *operational check.* Dapat kita indentifikasi masaslah terdapat pada ZMU dimana komponen ini yang berfungsi pengontrol tiap zona. Setelah temuan masalah ditemukan pada ZMU, dan di lakukan ZMU *instalation*, setelah proses *installation* selesai di laksanakan harus diikuti dengan testing pada sistem info sign dan *no-smoking sign* dapat menyala kembali.

Kata kunci : *CSMU(Cabin System Management Unit), ZMU(zone management unit), OEU(overhead electronics unit).*

.

ABSTRACT

Passenger Information Sign is a system that consists of a no-smoking sign, return to seat, fasten seat belt sign, which serves as a support for safety aspects when bad weather occurs where all passengers must remain in their seats and must use safety belts and during critical eleven due on board, all of passengers must be ensured in their seats with safe conditions.

The method used in solving problems involving the Passenger information sign system by troubleshooting is based on the AMM Boeing 777-200/300, starting from examining the passenger information sign components, namely: (1) CSMU or Cabin System Management Unit which gets input from ARINC 629 and ARINC 628 and in the aircraft cabin is divided into three zones where CSMU provides output to, (2) ZMU or Zone Management Unit which functions to foster passenger compartment lights in each zone, forwarded to, (3) OEU or Overhead Electronics Unit which provides power for Passenger information signs on each seat and the OEU receives output from the PCU or Passenger Control Unit to give reading light assistance or call attendant commands.

Cabin compartment light, especially in the Passenger information sign where no-smoking does not comes on in zone one when an operational check is carried out. We can identify the problem in the ZMU where this component functions as a controller for each zone. After the problem is found in the ZMU, and the ZMU installation is done, after the installation process is complete, it must be followed by testing on the info sign system and the no-smoking sign can be operate normally
***Keywords** : CSMU(cabin service management unit), ZMU(zone management unit), OEU(overhead electronics unit).*