ABSTRAK

Pneumatic system adalah suatu sistem untuk meneruskan *Bleed air* (Udara bertekanan) ke *Stage* 5 dan *Stage* 9 yang di ambil dari *Engine compressor* atau dari *APU* atau dari *Ground cart*. Udaranya didistribusikan dari *Pneumatic manifold* untuk digunakan pada *Air conditioning* pack,wing dan *Cowl thermal anti ice (TAI),Engine starting* system, Potable *water system* dan untuk *Hydraulic reservoar*. Suplai utama *Bleed* air ke *Manifold* didapatkan langsung dari *Engine stage 5 compressor*.

Cara mengatasi adanya *low duct pressure* pada *Pnuematic* pesawat B 737-300 adalah dengan menghidupan *electrical* pada pesawat dan melakukan *operational test*. Setelah dilakukannya *operational test*, ditemukan permasalahan yaitu terjadinya getas pada *Flexible House*. Menurut *Aircraft Manual Maintenance* untuk mengatasi masalah tersebut adalah dengan cara mengganti *Flexible House*.

Setelah *Flexible House* diganti dan dilaksanakannya pembersihan pada *Flexible House* dan *installation test*, diharuskan untuk melaksanakan *operational test* kembali. Pada saat melakukan *operational test*, tidak terjadi getas. Hal ini menunjukan sistem dan komponen sudah *serviceable* dan dapat digunakan kembali.

Kata kunci: *Pnuematic, Low Duct Pressure Pnuematic, Flexible House.*

ABSTRACK

Pneumatic system is a system for passing Bleed air (compressed air) to Stage 5 and Stage 9 which is taken from the Engine compressor or from the APU or from the Ground cart. The air is distributed from the Pneumatic manifold for use in air conditioning packs, wings and thermal anti-ice (TAI),Engine starting systems, Potable water systems and for hydraulic reservoirs. The main supply of Bleed air to the Manifold is obtained directly from the Engine stage 5 compressor.

A failure in the process pnuematic system can be seen by identifying and testing it. Normally the pressure is on the indicator bleed trip of 18 psi, but the pressure on the indicator is 10 psig. This results in a low duct pressure pnuematic which can interfere with theprocess pneumatic system. The result of the low duct pressure is the reducedpressure air conditioning to cool the cabin to be not optimal.

There is a brittle part of the braided flex sense line / flexible house on the precooler control valve and when viewed from the schematic of the pnuematic system on the flexible house, it experiences leakage. So that the pressure that passes through the precrooler control valve results in low duct pressure. After knowing the problem, do the troubleshooting, according to the procedure of the AMM Boeing 737-300 /(Aircraft Maintenance Manual400/500) with reference number 32-11-05 page 117. Efforts are made to overcome problems that cause low duct pressure pnuematic by replacing it withcomponents flexible house to return toconditions serviceable.

Kata kunci: *Pnuematic, Low Duct Pressure Pnuematic, Flexible House.*