

# **ANALISIS KEUNTUNGAN DAN KERUGIAN PADA *BURNING HOURS* YANG DILAKUKAN OLEH PIHAK *PRODUCTION PLANNING CONTROL* DALAM MENETAPKAN WAKTU PELAKSANAAN KEGIATAN PERAWATAN**

**Humaid Iswahyu Hafizh Rakha'**  
**NIM: 15050104**

## **ABSTRAK**

*Fenomena Burning Hours pada penjadwalan kegiatan perawatan adalah hal yang sering terjadi. Burning Hours sendiri memang menguntungkan bagi operator penerbangan untuk menjaga stabilitas keamanan pesawat yang digunakan dan kondisi pesawat dapat terus airworthy saat digunakan dalam operasional bisnis perusahaan.*

*Menggunakan Metode Analisis Kuantitatif dengan penggunaan data sample dari dua pesawat yaitu PK-ABS dan PK ABG. Hasil penghitungan berupa Burning hours dan Burning Hours Cost loss masing-masing pesawat berbeda. Untuk pesawat PK-ABS memiliki total Burning Hours sebesar 81 Flight Hours, dan untuk PK-ABG sebesar 76 Flight Hours. Dari total Burning Hours diketahui juga bahwa nilai kerugian operator dalam investasi biaya perawatan pesawat, dimana PK-ABS sebesar 4374 USD dan untuk PK-ABG sebesar 4104 USD. Dari angka kerugian ini, perlu diterapkannya batasan untuk jadwal perawatan selanjutnya yang bisa disebut Potential Lost per Day. Dimana, untuk PK-ABS PLD yang diterapkan sebesar 1755 USD/Day sedangkan untuk PK-ABG sebesar 1620 USD/Day.*

*Nilai Burning Hours Cost Loss dan Potential Lost per Day perlu menjadi pertimbangan bagi operator dalam penjadwalan kegiatan perawatan. Karena tidak menutup kemungkinan bahwa Burning Hours tidak dapat dihindari bahkan untuk operator penerbangan yang memiliki skala yang besar.*

**Kata Kunci :** Perencanaan, *Burning Hours*, *Burning Hours Cost Lost*

# ADVANTAGES AND LOSSES ANALYSIS ON BURNING HOURS DONE BY THE PRODUCTION PLANNING CONTROL IN DETERMINING THE TIME OF IMPLEMENTATION OF MAINTENANCE ACTIVITIES

Humaid Iswahyu Hafizh Rakha'  
15050104

## ABSTRACT

*The Burning Hours phenomenon in scheduling maintenance activities is a common thing. Burning Hours itself is indeed beneficial for flight operators to maintain the stability of the safety of the aircraft used and the condition of the aircraft to continue to be airworthy when used in company business operations. However, Burning Hours also incurred losses for operator companies because the maintenance costs incurred were not fully absorbed.*

*Using the Quantitative Analysis Method with the use of sample data from two planes, namely PK-ABS and PK ABG. The calculation results are in the form of Burning hours and Burning Hours Cost loss for each aircraft is different. PK-ABS aircraft have a total Burning Hours of 81 Flight Hours, and for PK-ABG it is 76 Flight Hours. From the total Burning Hours it is also known that the value of operator losses in aircraft maintenance costs, where PK-ABS is USD 4374 loss and PK-ABG is USD 4104 loss. From this loss figure, it is necessary to apply a limit for the next treatment schedule which can be called Potential Lost per Day. Where, for PK-ABS PLD which is applied it is 1755 USD / Day while for PK-ABG it is 1620 USD / Day*

*The value of Burning Hours Cost Loss and Potential Lost per Day needs to be considered by operators in scheduling maintenance activities. Because it is possible that Burning Hours cannot be avoided even for flight operators that have a large scale*

**Keywords:** *Planning, Burning Hours, Burning Hours Cost Lost*