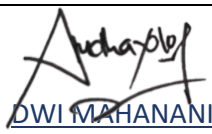
MAINTENANCE PROGRAM

CESSNA 208/208B

DOCUMENT NUMBER	REVISION NUMBER	DATE
SCA/TEK/1-001	Issued: 01	15 December 2022
PT. Smart Cakrawala Aviation		

PREPARED BY	 DWI MAHANANI TECHNICAL SUPPORT
REVIEWED BY	 YANUAR ABDUL FATTAH CHIEF INSPECTOR
APPROVED BY	 ISTIONO TECHNICAL MANAGER

PT.SCA

MAINTENANCE

ISSUED: 01

MP CESSNA 208/208B

PROGRAM

MASTER

PT.SCA

MAINTENANCE

Issued: 01

MP CESSNA 208/208B

PROGRAM

MASTER

MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

Jalan Medan Merdeka Barat No. 8
Jakarta 10110

No. Phone Central :
(021) 350550 - (021) 3505006
No. Phone DKPPU :
(021) 22566288 - (021) 25608887

No. Phone Central :
(021) 3505136 - (021) 3505139
No. Fax DKPPU :
(021) 2256 6399

Our Ref : AU.010/48/19/DKPPU-2022

Jakarta, 27 December 2022

To : Mr. Istiono
Maintenance Manager
PT SMART CAKRAWALA AVIATION
Smart Building 4th Floor
Jl. Cideng Timur No.16A, Petojo Utara, Gambir
Jakarta Pusat 10130 - Indonesia

Tel : +62 21 6305210
Fax : +62 21 6324 873
Email :

Subject : **REVIEW FOR THE APPROVAL OF MAINTENANCE PROGRAM ISSUED 01, DATED DECEMBER 2022**

Dear Mr. Istiono

I refer to the submission of the above mentioned document for review and approval on December 2022.

The document submitted has been reviewed and found in compliance with the Civil Aviation Safety Regulation Part 135 Amdt. 12 and is **Approved**.

Sincerely Yours,
On Behalf of Director of Airworthiness and Aircraft Operations

KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

SOKHIB AFROKHMAN
Deputy Director of Airworthiness

Cc : Director of Airworthiness and Aircraft Operations

MINISTRY OF TRANSPORTATION
DIRECTORATE GENERAL OF CIVIL AVIATION

Jalan Medan Merdeka Barat No. 8
Jakarta 10110

No. Phone Central :
(021) 350550 - (021) 3505006
No. Phone DKPPU :
(021) 22566288 - (021) 25608887

No. Phone Central :
(021) 3505136 - (021) 3505139
No. Fax DKPPU :
(021) 2256 6399

CONTROL PAGE

TITLE	PAGE	ISSUED	DATE
CONTROL PAGE	CP	01	December 2022
LIST OF EFFECTIVE PAGES	LEP.3	01	15 December 2022
LIST OF EFFECTIVE PAGES	LEP.4	01	15 December 2022
LIST OF EFFECTIVE PAGES	LEP.5	01	15 December 2022
LIST OF EFFECTIVE PAGES	LEP.6	01	15 December 2022

The Maintenance Program (MP) of Cessna 208/208B with reference to Manufacture Maintenance Manual Revision 38 Date 20 October 2022 has been reviewed and found to meet all applicable requirements set forth in the Aviation Act No.1 Years 2009 and Civil Aviation Safety Regulation (CASR). This Maintenance Program (MP) Cessna 208/208B is approved for use by PT. Smart Cakrawala Aviation with the understanding that Director General of Civil Aviation (DGCA) may require further revision to this manual as regulatory requirements or airworthiness standards are amended.

Any change to these manual shall be reported to Director General of Civil Aviation (DGCA) for approval.

Jakarta, 27 December 2022

On Behalf of Director of Airworthiness and Aircraft Operations

KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN UDARA

SOKHIB AL ROKHMAN
Deputy Director of Airworthiness

DISTRIBUTION LIST OF MAINTENANCE PROGRAM CESSNA 208/208B

This Cessna 208/208B Grand Caravan Maintenance Program shall be distributed to all personnel involved.

DISTRIBUTION	REMARK
Head Office	Master
DGCA	Update to Portal
Chief Inspector	Soft Copy
Technical Manager	Soft Copy
Base Tarakan	Soft Copy
Base Singkawang	Soft Copy
Base Nabire	Soft Copy
Base Malinau	Soft Copy
Base Timika	Soft Copy
Station Tanah Merah	Soft Copy
Station Dekai	Soft Copy

1. Printed Format Distribution List

   Any Printed-Format (Copy) of this Maintenance Program is UNCONTROLLED, includes availability printed document from head office for certain needs to be distributed to any bases/station.

2. Electronic Format Distribution List

   PT. Smart Cakrawala Aviation utilizes an electronic system for the management and control of this Maintenance Program. This document will be available and distributed throughout the organization in Portable Document Format (PDF) / Soft Copy.

   The updated documents can be downloaded also by AMS. Any revision information will be supplied to email technic_aoc@smartaviation.co.id that is accessible for all technical personnel.

RECORD OF REVISION

This record of revision shall be retained in this Maintenance Program Cessna 208/208B. Revisions shall be inserted to replace the superseded pages in this document with the revision date, insertion date and name of person incorporating the revision annotated in the appropriate block below.

REVISION NUMBER	REVISION DATE	INSERTION DATE	INSERTED BY
Issued: 00	April 2018	April 2018	ANDREAS
Issued: 01	December 2022	December 2022	HANI

HIGHLIGHT OF REVISION

REVISION NO.	REVISION DATE	CHAPTER	PAGE	DESCRIPTION OF CHANGED
Issued 01	15 December 2022	Distribution List	DL.1	- Remove responsible of inspection unit as the copy's controller - Add information of Electronic Format Distribution List
		Record of Revision	RoR.1	- Add Issue 01 information
		Highlight of Revision	HoR.1	- Insert new Highlight of Revision
		List of Effective Pages	LEP.1 – LEP.6	- Insert new List of Effective Pages
		Table of Contents	TOC.1 – TOC.6	- Insert new Table of Contents
		Chapter 1 – General	1.4	- Add STC Graviemeter PK-SNK
			1.4	- Add APE STOL applicability for PK-SNS
			1.4	- Add PK-SNN and PK-SNT
			1.5	- Revise AMM C208B - Revise EMM PT6A-114A and PT6A-140
			1.5	- Add the reference of ACL on STE
			1.5	- Add AMS description
		Chapter 2 – Airworthiness Limitation	2.1	- Add information about Severe Area
			2.1	- Add informaton about Inspection Time Limitation based on Severe Area
			2.2	- Add statement of reference specific components are described in the applicable chapters of the Manufacture Maintenance Manual
		Chapter 3 - Inspections	3.1	- Add reference of Appendix E01
			3.1	- Add reference of Appendix E03

REVISION NO.	REVISION DATE	CHAPTER	PAGE	DESCRIPTION OF CHANGED
			3.2	- Add reference of Appendix E04
			3.3	- Add information of Task Based Inspection Program
			3.5	- Add information for task based inspection program - Add information for component limitation for Task Based Inspection Program - Add SID as inspection of document "M" replacement
			3.15	- Add information of Out of Phase Maintenance refference
			3.15	- Add PK-SNN and PK-SNT on OOPM List
			3.16	- Add reference as remark of OOP61001
			3.17	- Revise the reference Appendix on ATC Transponder Inspection
			3.18	- Add reference Appendix B
			3.18	- Add information of RII identification on scheduled task card
		Chapter 4 – Detail Inspection on Appendix	4.1 – 4.4	- Insert new contents of Chapter 4, and removed Chapter 5 thru Chapter 56 - Move all inspection chapter (4-56) as Detail Inspection on Appendix as Chapter 4 - Add a list of inspection appendixes
		Appendix A – Unscheduled Inspection	A01 thru A26	- Compile Unscheduled Inspection to be Appendix A - Revise template of signature and RTS similar with AMS
		Appendix B – Calendar Requirement Inspection and Form Run Up	B01 thru B08	- Compile CASR requirement / Calendar Inspection as CASR Requirement to be Appendix B - Revise template of signature and RTS similar with AMS for B01 thru B06 - Move Appendix for Form Engine Run Up to B07 and B08

REVISION NO.	REVISION DATE	CHAPTER	PAGE	DESCRIPTION OF CHANGED
		Appendix C – Scheduled Inspection (Task Based Inspection Program)	C01 thru C02	- Move Preflight and Daily Inspection to Appendix C, revise typo of Preflight 2 hours before to be 1 hour before
			C03 thru C32	- Revise template of signature and RTS similar with AMS - Revise the inspection document name to be interval as Task Based Inspection Program identification
		Appendix D – Engine Inspection	D01 thru D07	- Compile the PT6A-114A engine inspection appendixes - Revise template of signature and RTS similar with AMS - Add inspection for firewall mounted fuel filter servicing on 100 Hours inspection
			D08 thru D13	- Compile the PT6A-140 engine inspection appendixes - Revise template of signature and RTS similar with AMS
		Appendix E – Aircraft Storage and Additional Information	E01 thru E02	- Revise inspection document to interval - Remove the not applicable inspection
			E03	- Compile the Aircraft Storage inspection appendixes - Revise template of signature and RTS similar with AMS
			E04	- Compile the Weather Mooring inspection appendixes - Revise template of signature and RTS similar with AMS
			E05	- Compile the out of phase maintenance appendixes - Revise template of signature and RTS similar with AMS

LIST OF EFFECTIVE PAGES

Chapter	Page	Issued/ Rev No.	Date
Cover	Cover	01	15 Dec 2022
Distribution List	DL.1	01	15 Dec 2022
Record of Revision	ROR-1	01	15 Dec 2022
Highlight of	HOR.1	01	15 Dec 2022
	HOR.2	01	15 Dec 2022
	HOR.3	01	15 Dec 2022
List of Effective	LEP.1	01	15 Dec 2022
	LEP.2	01	15 Dec 2022
	LEP.3	01	15 Dec 2022
	LEP.4	01	15 Dec 2022
	LEP.5	01	15 Dec 2022
	LEP.6	01	15 Dec 2022
Table of Contents	TOC.1	01	15 Dec 2022
	TOC.2	01	15 Dec 2022
	TOC.3	01	15 Dec 2022
	TOC.4	01	15 Dec 2022
	TOC.5	01	15 Dec 2022
	TOC.6	01	15 Dec 2022
1	1.1	01	15 Dec 2022
	1.2	01	15 Dec 2022
	1.3	01	15 Dec 2022
	1.4	01	15 Dec 2022
	1.5	01	15 Dec 2022
2	2.1	01	15 Dec 2022
	2.2	01	15 Dec 2022
	2.3	01	15 Dec 2022
	2.4	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
	2.5	01	15 Dec 2022
	2.6	01	15 Dec 2022
	2.7	01	15 Dec 2022
	2.8	01	15 Dec 2022
	2.9	01	15 Dec 2022
3	3.1	01	15 Dec 2022
	3.2	01	15 Dec 2022
	3.3	01	15 Dec 2022
	3.4	01	15 Dec 2022
	3.5	01	15 Dec 2022
	3.6	01	15 Dec 2022
	3.7	01	15 Dec 2022
	3.8	01	15 Dec 2022
	3.9	01	15 Dec 2022
	3.10	01	15 Dec 2022
	3.11	01	15 Dec 2022
	3.12	01	15 Dec 2022
	3.13	01	15 Dec 2022
	3.14	01	15 Dec 2022
	3.15	01	15 Dec 2022
	3.16	01	15 Dec 2022
	3.17	01	15 Dec 2022
	3.18	01	15 Dec 2022
	3.19	01	15 Dec 2022
	3.20	01	15 Dec 2022
	3.21	01	15 Dec 2022
4	4.1	01	15 Dec 2022
	4.2	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
	4.3	01	15 Dec 2022
	4.4	01	15 Dec 2022
Detail Inspection on Appendix			
Appendix A	A01.1 – A01.6	01	15 Dec 2022
	A02.1 – A02.5	01	15 Dec 2022
	A03.1 – A03.2	01	15 Dec 2022
	A04.1 – A04.7	01	15 Dec 2022
	A05.1 – A05.3	01	15 Dec 2022
	A06.1	01	15 Dec 2022
	A07.1 – A07.2	01	15 Dec 2022
	A08.1 –	01	15 Dec 2022
	A09.1 – A09.3	01	15 Dec 2022
	A10.1	01	15 Dec 2022
	A11.1	01	15 Dec 2022
	A12.1 – A12.2	01	15 Dec 2022
	A13.1	01	15 Dec 2022
	A14.1 – A14.5	01	15 Dec 2022
	A15.1 – A15.3	01	15 Dec 2022
	A16.1 – A16.3	01	15 Dec 2022
	A17.1 – A17.3	01	15 Dec 2022
	A18.1 – A18.3	01	15 Dec 2022
	A19.1	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
	A20.1 – A20.2	01	15 Dec 2022
	A21.1 – A21.4	01	15 Dec 2022
	A22.1 – A22.2		
	A23.1 – A23.2	01	15 Dec 2022
	A24.1 – A24.2	01	15 Dec 2022
	A25.1	01	15 Dec 2022
	A26.1 – A26.3	01	15 Dec 2022
Appendix B	B01.1	01	15 Dec 2022
	B02.1	01	15 Dec 2022
	B03.1	01	15 Dec 2022
	B04.1	01	15 Dec 2022
	B05.1	01	15 Dec 2022
	B06.1 – B06.2	01	15 Dec 2022
	B07.1	01	15 Dec 2022
	B08.1	01	15 Dec 2022
Appendix C	C01.1 – C01.6	01	15 Dec 2022
	C02.1 – C02.4	01	15 Dec 2022
	C03.1 – C03.2	01	15 Dec 2022
	C04.1	01	15 Dec 2022
	C05.1 – C05.2	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
	C06.1 –	01	15 Dec 2022
	C07.1	01	15 Dec 2022
	C08.1	01	15 Dec 2022
	C09.1 – C09.2	01	15 Dec 2022
	C10.1 – C10.2	01	15 Dec 2022
	C11.1	01	15 Dec 2022
	C12.1	01	15 Dec 2022
	C13.1	01	15 Dec 2022
	C14.1	01	15 Dec 2022
	C15.1 – C15.2	01	15 Dec 2022
	C16.1	01	15 Dec 2022
	C17.1	01	15 Dec 2022
	C18.1	01	15 Dec 2022
	C19.1	01	15 Dec 2022
	C20.1	01	15 Dec 2022
	C21.1	01	15 Dec 2022
	C22.1	01	15 Dec 2022
	C23.1	01	15 Dec 2022
	C24.1	01	15 Dec 2022
	C25.1	01	15 Dec 2022
	C26.1	01	15 Dec 2022
	C27.1 – C27.2	01	15 Dec 2022
	C28.1	01	15 Dec 2022
	C29.1	01	15 Dec 2022
	C30.1	01	15 Dec 2022
	C31.1	01	15 Dec 2022
	C32.1	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
Appendix D	D01.1 – D01.4	01	15 Dec 2022
	D02.1	01	15 Dec 2022
	D03.1	01	15 Dec 2022
	D04.1	01	15 Dec 2022
	D05.1	01	15 Dec 2022
	D06.1	01	15 Dec 2022
	D07.1	01	15 Dec 2022
	D08.1 – D08.4	01	15 Dec 2022
	D09.1	01	15 Dec 2022
	D10.1	01	15 Dec 2022
	D11.1	01	15 Dec 2022
	D12.1	01	15 Dec 2022
	D13.1	01	15 Dec 2022
Appendix E	E01.1	01	15 Dec 2022
	E02.1	01	15 Dec 2022
	E03.1.1	01	15 Dec 2022
	E03.2.1	01	15 Dec 2022
	E03.3.1	01	15 Dec 2022
	E03.4.1	01	15 Dec 2022
	E03.5.1 – E03.5.3	01	15 Dec 2022
	E03.6.1	01	15 Dec 2022
	E03.7.1– E03.7.2	01	15 Dec 2022
	E03.8.1 – E03.8.3	01	15 Dec 2022
	E03.9.1 – E03.9.2	01	15 Dec 2022
	E04.1.1 – E04.1.3	01	15 Dec 2022
	E04.2.1 – E04.2.3	01	15 Dec 2022
	E05.1.1	01	15 Dec 2022

Chapter	Page	Issued/ Rev No.	Date
	E05.3.1	01	15 Dec 2022
	E05.4.1	01	15 Dec 2022
	E05.5.1	01	15 Dec 2022
	E05.6.1	01	15 Dec 2022

	E05.2.1		
Chapter	Page	Issued/ Rev No.	Date

PT. SMART CAKRAWALA AVIATION	DGCA
ISTIONO Technical Manager	HILMAN NUGRAHA SSI.T. Principal Airworthiness Inspector

TABLE OF CONTENT

CHAPTER	SUBJECT		PAGE
	APPROVAL OF MAINTENANCE PROGRAM		
	CONTROL PAGE		CP-1
	DISTRIBUTION LIST		DL.1
	RECORD OF REVISION		RoR.1
	HIGHLIGHT OF REVISION		HOR.1
	LIST OF EFFECTIVE PAGES		LEP.1
	TABLE OF CONTENTS		TOC.1
1	**GENERAL**		
	1.1	PREFACE	1.1
	1.2	INTRODUCTION	1.1
	1.3	USE OF APPROVED AIRCRAFT INSPECTION PROGRAM	1.1
	1.4	MANUAL CONTROL SYSTEM	1.2
	1.4.1	Policy	1.2
	1.4.2	Page Control System	1.2
	1.5	MANUAL REVISION AND PROCEDURE	1.2
	1.6	GENERAL INFORMATION	1.3
	1.7	AFFECTED AIRCRAFT	1.4
	1.8	REFERENCES	1.4
	1.9	GRACE PERIOD FOR NEW/REVISED TASK	1.5
	1.10	SHORT TERM ESCALATION	1.5
	1.11	AIRCRAFT MANAGEMENT SYSTEM (AMS)	1.5
2	**AIRWORTHINESS LIMITATION**		
	2.1	SCOPE	2.1
	2.2	INSPECTION LIMITATIONS	2.1
	2.3	REPLACEMENT TIME LIMIT	2.6
3	**INSPECTIONS**		
	3.1	LINE MAINTENANCE PROGRAM	3.1
	3.2	AIRCRAFT STORAGE	3.1
	3.3	AIRCRAFT MOORING	3.2
	3.4	SCHEDULED INSPECTIONS	3.3
	3.5	SUPPLEMENTAL INSPECTIONS	3.6
	3.6	ENGINE AND PROPELLER INSPECTIONS	3.9
	3.6.1	Engine PT6A-114A	3.9
	3.6.2	Engine PT6A-140	3.11
	3.6.3	Propeller McCauley	3.13

CHAPTER	SUBJECT		PAGE
	3.7	UNSCHEDULED MAINTENANCE CHECKS	3.14
	3.8	OUT OF PHASE MAINTENANCE	3.15
	3.9	CASR REQUIREMENTS	3.17
	3.10	REQUIRED INSPECTION ITEM (RII)	3.18
	3.11	LIST OF REQUIRED INSPECTION ITEM	3.18
	3.12	INSTRUCTIONS FOR CONTINUES AIRWORTHINESS	3.20
4	**DETAIL INSPECTION ON APPENDIX**		
	4.1	GENERAL	4.1
	APPENDIX A – UNSCHEDULED INSPECTION		A.1
	APPENDIX B – CALENDAR REQUIREMENT INSPECTION & RUN UP FORM		B.1
	APPENDIX C – SCHEDULED INSPECTION (TASK BASED INSPECTION PROGRAM)		C.1
	APPENDIX D – ENGINE INSPECTION		D.1
	APPENDIX E – AIRCRAFT STORAGE AND ADDITIONAL INFORMATION		E.1

1.1. PREFACE

PT. Smart Cakrawala Aviation is engaged in the carriage of air charter under the terms and conditions of CASR Part 135. The Maintenance Program for Cessna C208/C208B Grand Caravan has been prepared in accordance with Maintenance Manual and Civil Aviation Safety Regulations, Parts 135.367 and is not contrary to any applicable Regulation, or the Company's Operations Specifications.

The Maintenance Program has been compiled for the use and guidance of all personnel responsible for performing maintenance and/or overhaul on aircraft, engine and appliances. Each manual is controlled and assigned to specific individual's aircraft type as necessary.

This manual is to be used in conjunction with other manuals, manufactures' maintenance and overhaul manuals and in accordance with applicable Aviation Regulations. The Maintenance Program will provide direction for use with aircraft, engine, and component maintenance and overhaul manuals. It also provides guidelines on how to fulfill requirements outlined in CASR's, AD's, SB's, etc. and the proper completion of the forms related to and distribution of the necessary reports in conjunction with the CASR's. If any material described in this Manual is in conflict with the CASR, the CASR will take priority. Manufacturer's manuals are also included and are considered part of the Company manual.

All maintenance employees are required to adhere to the instructions contained in this manual and follow the procedures outlined. In the event procedures in the manufacturers' publications differ from this manual, the manufacturer's manual prevails.

All personnel are encouraged to submit suggestions and recommendations to improve utilization and Maintenance quality of the manual.

1.2. INTRODUCTION

The purpose of this Maintenance Program is to provide guidance regarding the schedule, un-schedule maintenance, proper procedures and practices to be followed in conducting maintenance of Cessna 208/208B Grand Caravan under the Air Operator Certificate issued by Directorate General of Civil Aviation in compliance with Civil Aviation Safety Regulation (CASR) Part 135 and related Parts.

It will be the responsibility of Technical Manager and Chief Inspector to assure that all engineers, supervisors and inspectors are formally trained, kept current and familiar with the contents of this manual.

This Maintenance Program will be subjected to revision as necessary. It will be the responsibility of the person to whom this manual is issued to maintain it and insert all amendments and revisions. Such amendments and revisions will be issued by whom this manual is issued in the form of new revised pages.

1.3. USE OF MAINTENANCE PROGRAM MANUAL

This Maintenance Program Manual gives the necessary information required to help maintenance personnel to know the maintenance program, required inspection item and hard time components. It's designed to satisfy safety requirements, to avoid deterioration and to optimize aircraft availability with the reasonable costs in labor, material and facilities.

1.4. MANUAL CONTROL SYSTEM

1.4.1. Policy

Manuals are distributed on a required basis to the DGCA Office, PT. Smart Cakrawala Aviation Office and/or Maintenance Contract Agencies and should be used accordingly.

1. The manuals are not transferable. Holder shall retain the manuals originally issued regardless of change of station or location.
2. Text within a section (subject matter) should not be taken out of context. The reader should read the entire section for a complete understanding of the policies and procedures regarding a specific subject. If question arise, contact the Chief Inspector for clarification. A written response shall be made to clarify the matter in question.

1.4.2. Page Control System

1. Record of Revision
   Designed to quickly identify the current revision status of the manual.
2. List of Effective Pages
   Designed to provide a summary listing of all applicable pages and the revision date for the entire manual.

1.5. MANUAL REVISION AND PROCEDURE

1. Manual Revision

   All amendments, revisions, and / or alterations to the Maintenance Program must be approved by DGCA. The changes shall be recorded through incorporation in a Record of Revision.

   This Maintenance Program is amended as necessary to keep the information contained therein up to date in accordance with CASR's, Manufacture's Manual, AD's and SB's.

   Changes shall not be introduced through written notation on the documents but through the removal of expired pages and insertion of revised pages. The bottom of each page shall indicate the issue and amendment status (dates and numbers).

2. Procedures
   a. Each Maintenance Program will have control number and assignment entry on the manual cover page. Master list containing the manual number, location and revision status will be kept.
   b. Chief Inspector will periodically review the Maintenance Program with all relevant manufacture's manual, this review will either confirm that manual still current and valid for the Air Operator Certificate use or will be identified needed change.
   c. This manual and revision will be approved by Chief Inspector, and forward to DGCA for Approval. Upon acceptance and approved by DGCA, sufficient copies will be made and distributed the revision page to each manual holder.
   d. A list effective pages will be issued with each revision so each manual can be checked and kept current.

e. Revision shall be numbered consecutively. The revised pages shall replace the earlier issued pages with the same part page number. Revision index shall be up dated; the revision status in the bottom left hand corner must have been adjusted. The removed pages must be deleted / destroyed. The changes on the revised pages with respect to the preceding ones shall be indicated with one vertical line.

f. In case a new issue to be published, the respective issue number shall be one higher than the preceding manual. The revision number of all pages shall become zero. The preceding issued manual shall now be deleted / destroyed.

g. Whenever revisions are made, either by the company or the manufacturer, Chief Inspector shall route them to the holders of the manuals. The responsibility for inserting revisions is the direct responsibility of the manual holder.

h. The portion of text which has been revised by the addition of, or a change in, information is shown by yellow highlighting of the text. Each revised page will only show revision highlight for text changed by revision. There will be no highlight if text was deleted from the page.

1.6. GENERAL INFORMATION

1. Company Address

PT. Smart Cakrawala Aviation is authorized by the Indonesia Directorate General of Civil Aviation (DGCA) under the Civil Aviation Safety Regulations (CASRs) as a Commercial Aircraft Operator.

The company office is in Jakarta, mailing address is as follows:

PT. SMART CAKRAWALA AVIATION
Head Office
Gedung Smartdeal lt.4
Jalan Cideng Timur No.16A
Jakarta Pusat 11310
Indonesia
Phone Number : +62 216305210
Fax : +62 216324873
Email : info@smartaviation.co.id

2. Aircraft General Specification:

a. Aircraft

Model	: Cessna C208 / C208B
Manufacturer	: Cessna Aircraft Company

b. Engine

Model	: PT6A – 114A / 140
Manufacturer	: Pratt & Whitney Canada

c. Propeller

Model	: 3GFR34C703 / 4HFR34C778
Manufacturer	: McCauley

d. Others

1) Rudder Gust Lock STC No SA3649NM
2) Sunvisor STC No SA01944SE
3) GT-2 Airborne Graviemeter Electrical DGCA Approval No. 21/D01/073/2022 (PK-SNK)
4) APE STOL STC No SA01805SE (PK-SNM, PK-SNK, PK-SNP, PK-SNV, PK-SNH, PK-SNW, PK-SNG, PK-SNA, PK-SNJ, PK-SNS, PK-SNN, PK-SNT)

1.7. AFFECTED AIRCRAFT

This Maintenance Program is applicable to the following aircraft:

NO.	Make and Model	Serial Number	Reg. Mark
1	Cessna Caravan 208B	208B2341	PK-SNS
2	Cessna Caravan 208B	208B5495	PK-SNP
3	Cessna Caravan 208	20800655	PK-SNM
4	Cessna Caravan 208	20800658	PK-SNK
5	Cessna Caravan 208B	208B5551	PK-SNV
6	Cessna Caravan 208B	208B5587	PK-SNH
7	Cessna Caravan 208B	208B5579	PK-SNW
8	Cessna Caravan 208B	208B5543	PK-SNG
9	Cessna Caravan 208B	208B5634	PK-SNA
10	Cessna Caravan 208B	208B5640	PK-SNJ
11	Cessna Caravan 208	20802375	PK-SNO
12	Cessna Caravan 208B	208B5068	PK-SNI
13	Cessna Caravan 208B	208B5706	PK-SNN
14	Cessna Caravan 208B	208B5707	PK-SNT

1.8. REFERENCES-

This Maintenance Program is the basic document, which provides and specifies all scheduled and unscheduled inspection program for the Cessna Caravan 208/208B aircrafts and the related components in order to meet the minimum standard of airworthiness, which is required by the Civil Aviation Safety Regulations (CASRs) and manufacturers.

The Maintenance Program is prepared in accordance with the following Manufacturer's Technical Publications and Documents for maintenance:

a. Cessna Caravan C208/C208B Manufacture's Maintenance Manual Revision 38, 20 October 2022

b. Pratt & Whitney Model(s) PT6A-114A, Manual No. 3043512 Engine Maintenance Manual Revision 43, 11 July 2022.
c. Pratt & Whitney Model(s) PT6A-140, Manual No. 3075742 Engine Maintenance Manual Revision 16, 5 September 2022.
d. McCauley Propeller Owner's Manual MPC 26, Revision 4, 19 October 2015.
e. Instruction for Continuous Airworthiness (ICAs) from STCs may applied to the aircrafts.
f. AD, SB, SL and other Information Concerning Airworthiness.
g. Indonesian Civil Aviation Safety Regulation.
h. Other documents concerning this Aircraft Maintenance Program.

1.9. GRACE PERIOD FOR NEW/REVISED TASK

For Task introduced in CAMP as a result of Airworthiness Limitation and Inspection Requirement, SB or SIL revision without any specific grace periods, the initial accomplishment of the task may be deferred to the nearest down time or aircraft inspection.

1.10. SHORT TERM ESCALATION

Smart Aviation has privilege to escalate the inspections. The escalation is only applicable to Chapter 5, Inspection Time Limits, in the Aircraft Maintenance Manual, but does not apply to documents beginning with the letter M and interval items required by CASR 91.411, CASR 91.413, or CASR 91.207.
Detail procedure of the escalation found in Smart Aviation Company Maintenance Manual Chapter 3.16.
The reference of margin or tolerance escalation can be found on ACL D76.

1.11. AIRCRAFT MANAGEMENT SYSTEM (AMS)

PT. Smart Cakrawala Aviation uses internal system for controlling the maintenance records, component status, aircraft inspection, and related technical documents update. Every scheduled and some unscheduled Inspection is also conducted by AMS program, which indicates as the dirty finger of its inspection. Every engineer has account to log in and perform the inspection by draft work order package that has been issued by Technical Support. The information of the draft inspection is reminded also by internal group and official email. Work package is transformed on AMS as the adopted on this MP format of inspection sheet.

PPC-Engineering will download frequently the work order package that has been completed for keeping on internal SCA server (Maintenance server) and can be printed out as official true copy for certain requirement requisition if any.

2.1. SCOPE

This chapter gives the mandatory replacement times and inspection intervals for components and structures that are life-limited. The section also gives the scheduled inspection requirements for structural and fatigue components that are considered a part of the certification process.

The Airworthiness Limitations is DAAO approved and specifies maintenance required by Parts 43.16 and 91.409 of the Civil Aviation and Safety Regulation. The following Airworthiness Limitations related to life or inspection of the airplane and its components have been established with respect to the 04-10-01 Severe Inspection Time Limit and 04-11-00 Replacement Time Limit of latest revision of Cessna Caravan 208 Maintenance Manual, PT6A-114A and PT6A-140 Maintenance Manual, MPC-26 McCauley Propeller Manual. These data are based on airplane utilization, operation and maintenance in a category of service for which the airplane was originally designed.

There are three types of time limit:

1) Typical Inspection Time Limits (4-10-00). This section gives the systems and components that must be inspected at specified intervals for typical operations. The intervals are the maximum time permitted between inspections.
2) Severe Inspection Time Limits (4-10-01). This section gives the systems and components that must be inspected at specified intervals for severe operations. The intervals are the maximum time permitted between inspections.
3) Replacement Time Limits (4-11-00) This section gives the life limited components which must be replaced at a specific time.

Smart Aviation considers using the severe inspection time limitations (4-10-01) and replacement time limitations (4-11-00). Examples of severe environments would include Aerial Survey operations, flight operations at low altitude (i.e., less than 5,000 ft. above ground level) such as pipeline patrol, sightseeing, training flights, traversing mountainous terrain or flying near coastal areas identified in section 51-12-00. Kind of corrosion severity for Indonesia is mapped on Figure 6: Sheet 1 (MM Chap. 4 - Page 8 of 8).

2.2. INSPECTION TIME LIMITATIONS

Any inspection time limit found in Chapter 5 and also required in Chapter 4 shall not be extended. Any expanded interval might be checked for the certain applicability, which mentioned before forbidden to escalate inspection on letter “M”.

Inspection item time limits can be extended for maintenance scheduling purposes only as provided in Company Maintenance Manual (CMM) Document No SCA/TEK/2-001 sub part Short Term Escalation point scheduled maintenance table. The severe inspection time limit can be found below table:

CHAPTER	ITEM	INSPECTION
27	Flap Bell Crank P/N 2622281-2, - 12	**Inspect at the first 4000 landings**, and every 500 landing thereafter in accordance with the latest revision of CAB02-1.
	Flap Bell Crank P/N 2692001-2	**Inspect at the first 4000 landings**, and every 500 landing thereafter in accordance with the latest revision of CAB02-1

CHAPTER	ITEM	INSPECTION
	Note: Total Landing includes the accumulated landings of 2622281-2 prior to modification by SK208-123 to the 2692001-2 configuration.	
	Aileron Trim Tab Actuator Part Number 2661615-1, -9	Disassemble, inspect and lubricate. Every 1600 hours or 5 years which occurs first Refer to Chapter 27, Aileron Trim- Maintenance Practice
	Elevator Trim Tab Actuator Part Number 2661215-1, -9	Disassemble, inspect and lubricate. Every 1600 hours or 5 years which occurs first. Refer to Chapter 27, Elevator Trim system - Maintenance Practice
32	Main Landing Gear Axles P/N 2641011-1, -3, - 4	**Inspect at the first 5000 landings**, then every 1000 landings thereafter refer to task 32-10- 00-240, SID 32-10-01 (NDI - Magnetic Particle Inspection)
35	Oxygen Cylinder (DOT-E-8162)	Perform hydrostatic test every 5 years
	Oxygen Cylinder (DOT-SP-8162)	Perform hydrostatic test every 5 years
	Fuselage (Part Numbers 2610000-1, -2 and 2610001-1, -2)	
53	Fuselage to Strut Attach Fitting and Lugs, refer to Task 53-20-07-250, SID 53-20-07 (NDI – Eddy Current).	**Inspect at the first 5000 hours**, and then 1) Every 1200 hours thereafter for lugs with nominal/standard bolt size (Part Number S3461-74) 2) Every 500 hours thereafter for lugs with a 1/64 inch oversize bolt (Part Number S3461-159) 3) Every 400 hours thereafter for lugs with a 1/32 inch oversize bolt (Part Number S3461-160)
	Fuselage to Wing Carry-Thru Attach Fitting, refer to Task 53-10-00-252, SID 53-20-02 (NDI – Eddy Current)	**Inspect at the first 20,000 hours**, and every 5000 hours thereafter (Supplemental Inspection Number 53-20-02)
57	**Wing (Part Numbers 2622000-1, -2, -101, -102, -119, -120, -123, -124)**	
	Center Flap Track (NDI – Eddy Current)	**Inspect at the first 15,000 landings**, then every 3000 landings thereafter. refer to task 57-10- 00-254 (Supplemental Inspection Number 57- 50-01)
	Inboard Flap Track (NDI – Eddy Current)	**Inspect at the first 15,000 landings**, then every 3000 landings thereafter. Refer to Task 57- 10-00-254 (Supplemental Inspection Number 57-50-01)
	Outboard Flap track (NDI – Eddy Current)	**Inspect at the first 15,000 landings**, then every 3000 landings thereafter. Refer to Task 57- 10-00-255 (Supplemental Inspection Number 57-50-01)
	Front Spar Lower Cap Inspection Inboard of WS 141.20 (NDI – Eddy Current)	**Inspect at the first 20,000 hours**, then every 5000 hours thereafter. Refer to Task 57-10- 00-252 (Supplemental Inspection Number 57- 20-02)

CHAPTER	ITEM	INSPECTION
	Rear Spar Lower Cap Inspection Inboard of WS 141.20 (NDI – Eddy Current)	**Inspect at the first 20,000 hours**, then every 5000 hours thereafter. Refer to Task 57-10- 00-253 (Supplemental Inspection Number 57- 20-03)
	Wing/Strut Attachment to Front Spar (NDI – Eddy Current)	**Do the Inspection at the first 20,000 hours**, (Supplemental Inspection Number 57-60-02),and then - 1) Every 5000 hours thereafter for lugs with a nominal/standard bolt size - Part Number S3461-77. Refer to Task 57-10-01-253 2) Every 4400 hours, for lugs with a 1/64 inch oversize bolt size - Part Number S3461-163. Refer to Task 57-10-01-254 3) Every 3600 hours, for lugs with 1/32 inch oversize bolt size - Part Number S3461-164. Refer to Task 57-10-01-255
	Wing to Carry-thru front Spar Attachment Fittings (NDI – Eddy Current)	**Inspect at the first 20,000 hours**, then every 5000 hours thereafter. Refer to Task 57-10- 00-250 (Supplemental Inspection Number 57- 20-01)
	Wing to Carry-thru Rear Spar Attachment Fittings (NDI – Eddy Current)	**Inspect first 20,000 hours**, and every 5000 hours thereafter. Refer to Task 57-10-00-251 (Supplemental Inspection Number 57-20-01)
	Wing Strut (Part Numbers 2621000-5, -6, -11, -12, -19, -20, -21, -22, -23, -24)	
	Wing Strut attach Fitting (NDI – Eddy Current)	**Inspect at the first 5000 hours**, and every 3600 hours thereafter. Refer to Task 57-10- 01-251 (Supplemental Inspection Number 57-60-01)
61	**Propeller McCauley**	• McCauley Propeller, Refer to McCauley MPC-26 owner's manual. Overhaul, refer to McCauley Propeller Service Bulletin 137AE or latest version. ⇒ 3GFR34C703 – 4000 Hours / 72 Months ⇒ 4HFR34C778 – 3500 Hours / 72 Months
	Governor (Woodward)	**Overhaul:** • Installed on PT6A-114A ⇒ 3600 Hours; refer to Pratt & Whitney Service Bulletin number 1703. • Installed on PT6A-140 ⇒ 4000 Hours ; refer to P&W Engine Maintenance Manual P/N: 3075742
	Overspeed Governor (Woodward)	**Overhaul:** • Installed on PT6A-114A ⇒ 6500 Hrs; refer to Service Bulletin 33580. • Installed on PT6A-140 ⇒ 4000 Hours ; refer to Service Bulletin 33580.
72A	**Power Plant**	PT6A-114A Operating Time Between Overhaul (3600 Hrs) and Hot Section Inspection (1800 Hrs)

CHAPTER	ITEM	INSPECTION
	PT6A-114A	Refer to latest revision of Pratt & Whitney Service Bulletin No PT6A-72-1703 **NOTE**: Engine components, such as standby alternator, etc., should be inspected for condition at time of engine overhaul, as it may be cost effective to overhaul or replace marginal components at that time. A determination is to be made during engine overhaul such that if components have less hours in service than the engine, or have not accumulated sufficient hours for economic reasons, these components may not require overhaul or replacement concurrent with engine overhaul. It is recommended that the overhaul or replacement interval for these components not exceed the engine overhaul interval. **NOTE**: Inspect the engine compartment for structural damage when engine is removed for overhaul, and make the necessary repairs. **NOTE**: Inspect the engine exhaust, as it may be cost effective to replace marginal components at engine overhaul. **NOTE**: Inspect electrical harnesses for damage, which would be cost effective to replace at engine overhaul.
72B	**Power Plant** PT6A-140	PT6A-140 Operating Time Between Overhaul (4000 Hrs) and Hot Section Inspection (2000 Hrs) Refer to latest revision of Pratt & Whitney Service Bulletin No PT6A-72-1903 **NOTE**: Engine components, such as standby alternator, etc., should be inspected for condition at time of engine overhaul, as it may be cost effective to overhaul or replace marginal components at that time. A determination is to be made during engine overhaul such that if components have less hours in service than the engine, or have not accumulated sufficient hours for economic reasons, these components may not require overhaul or replacement concurrent with engine overhaul. It is recommended that the overhaul or replacement interval for these components not exceed the engine overhaul interval. **NOTE**: Inspect the engine compartment for structural damage when engine is removed for overhaul, and make the necessary repairs.

CHAPTER	ITEM	INSPECTION
		NOTE: Inspect the engine exhaust, as it may be cost effective to replace marginal components at engine overhaul. **NOTE**: Inspect electrical harnesses for damage, which would be cost effective to replace at engine overhaul.

2.3. REPLACEMENT TIME LIMIT

The following life-limited components are to be replaced at the specified time. It is recommended that the components be scheduled for replacement during the airplane's inspection interval coinciding with, or occurring just before, the expiration of the specified time limit. Procedures for replacement of the components are described in the applicable chapters of the Manufacture Maintenance Manual.

CHAPTER	ITEM	REPLACED AT
25	Emergency Locator Transmitter (ELT) Battery Pack	Replacement due date **NOTE**: Replace battery if transmitter has been in use for more than one cumulative hour or when 50 percent of the useful life of the battery has expired. Refer to Task 25-60-00-960
27	Flap bell crank Part Number 2622083-18	2250 landings
	Flap bell crank Part Number DDA00028-4	2250 landings
	Flap bell crank Part Number 2622281-2, -12	7000 landings
	Flap Bell Crank Part Number 2692001-2	7000 landings
	Note: *Total Landing includes the accumulated landings of 2622281-2 prior to modification by SK208-123 to the 2692001-2 configuration.*	
	Flap Bell Crank P/N 2622311-7, -16	40,000 Landings
	Flap Bell Crank P/N 2622311-7 attaching parts: Bearing (P/N. MS27641-5 or S3952-5 and Bolt (P/N. AN5-77)	10,000 Landings
	Flap Bell Crank P/N 2622311-16 attaching parts: Bearings P/N KP5A – H or S3952-5 and Bolt P/N AN5-77	10,000 landings
	Elevator Forward Pushrod P/N 2613440-1; 2613414-1 and 2660034-1	9500 landings
	Elevator Forward Pushrod P/N 2613440-3; 2613414-5 and DDA05946-1	40,000 landings
	Elevator Aft Pushrod P/N 2634009-1,2634027-1 and 2634027-3	40,000 landings
30	TKS Metering Pumps Part number 9514A-1 – replace or complete a restoration.	5000 flight hours

CHAPTER	ITEM	REPLACED AT
31	Flight Data Recorder Underwater Locator Beacon Battery Discard	6 Years Refer to Task 31-31-00-960
32	**1.1 Main Landing Gear** Note: *Attaching hardware (bolts, bearings, bushings, and trunnion pins related to the installation of the components below) is to be replaced whenever the associated component is replaced.* Note: *The attaching hardware can be used again if a rental component is to be installed for no more than 100 landings. The attaching hardware can also be used again if the original gear is to be installed again. If a replacement gear is installed, all of the attachment hardware must be replaced.*	
	Main Landing Gear Center Spring P/N 2641014-2, -3, -4, -5, -6,-7, 8,- 9, -12, -13, 2694007-9, 2694008-9	31,500 landings
	Main Landing Gear Trunnion Assembly P/N 2641012-1, -2, -8, - 9, -13, -14, -15, -16	31,500 landings
	Main Landing Gear Spring P/N 2641013-1, -2, -3, -4, -5 ,-6,-7, -8, -9, -10, -17, -19, -200, -201, DDA06280-1, DDA06280-2, 2694007-8, -10, 2694008-8	31,500 landings
	Main Landing Gear Attach Pin P/N 2641008-1,-2,-200	31,500 landings
	Main Landing Gear Axles P/N 2641011-1, -3, -4	10,000 landings
	Main Landing Gear Axles P/N 2641011-5	31,500 landings
	Main Landing Gear Axle Fittings P/N 2641010-1, -3, -6, -7	31,500 landings
	1.2 Nose Landing Gear Note: *Attaching hardware (bolts, bearings, bushings, and axle components related to the installation of the components below) is to be replaced whenever the associated component is replaced.* Note: *The attaching hardware can be used again if a rental component is to be installed for no more than 100 landings. The attaching hardware can also be used again if the original gear is to be installed again. If a replacement gear is installed, all of the attachment hardware must be replaced.*	
	Nose Gear Drag Link Spring Part Number 2643062-1, -2, -3, -4, -200, DDA06381-1, DDA06382-1	15,000 landings
	Note: *For nose gear drag link springs repaired per CEB 96-24 or per Chapter 32, Nose Landing Gear – Cleaning/Painting with damage repaired between 0.050 inch and 0.062 inch (1.270 mm and 1.575 mm), the life limit is an additional 12,000 landing after repair, not to exceed 15,000 landings. For nose gear drag link springs repaired per CAB96-24 or per Chapter 32, Nose Landing Gear - Cleaning/Painting with*	

CHAPTER	ITEM	REPLACED AT
	damage repaired between 0.063 inch and 0.075 inch (1.600 mm and 1.905 mm), the life limit is an additional 10,000 landings after repair, not to exceed 15,000 landings.	
	Nose Gear Assembly (Part Numbers 2643045, 2643100, and 2643095 Series part Numbers)	40,000 landings
	Note: *For an illustration of the Nose Gear assembly to be replaced, refer to chapter 32, section 32-20-00, Nose Landing Gear-Maintenance Practices*	
	Support Assembly, Nose Gear Spring (Part Numbers 2643030, 2643055, 2643099, and 2643103 Series Part Numbers)	40,000 landings
	Note: *For an illustration of the Nose Gear assembly to be replaced, refer to chapter 32, section 32-20-00, Nose Landing Gear-Maintenance Practices*	
	Fork Assembly, Nose Gear Spring (Part Numbers 26443031-1, -7)	40,000 landings
	Note: *For an illustration of the Nose Gear assembly to be replaced, refer to chapter 32, section 32-20-00, Nose Landing Gear-Maintenance Practices*	
34	Pitot and static hoses	Replace after 10 years in services.
35	The airplane may be equipped with a two-port oxygen system incorporating a 50.67 cubic foot capacity oxygen cylinder (Part Numbers C166001-1101 and C166001-1201) or a ten port oxygen system incorporating a 116.95 cubic foot capacity oxygen cylinder (Part Numbers C166001- 1102 and C166001-1103). Both cylinders have a life limit	15 years Refer to Task 35-01-00-960
	Scott 359 Series Oxygen Mask All Components Including Regulator	Overhaul/replace 6 years Refer to Task 35-15-00-960
37	Vacuum hoses	Replace after 10 years in services.
	Filter Element: 1) Part Number: C294502-0201 alt. AAD9-18-1 2) Part Number: C482001-0202 alt. B3-5-1	Replace every 400 hours or 12 calendar months, whichever comes first
71	**Fuel Hose** From firewall fuel filter to engine fuel heater. From fuel control unit motive flow return to firewall fitting:	Replace rubber hoses, base number S2495, (Purchased through Cessna) every 5 years or 3600 hours, whichever occurs first. Replace Teflon hoses, base number S2808, (Purchased through Cessna), every 10 years from date of installation.

CHAPTER	ITEM	REPLACED AT
72	PT6A-114A and PT6A-140 Airworthiness Limitation Rotor Components – Life Limit, Refer to latest revision of Pratt & Whitney Service Bulletin No 1002	
79	**Oil Hose** Oil cooler supply from engine external scavenge pump to oil cooler inlet. From oil cooler return outlet to engine oil tank. Torque indicating pressure hose, Engine oil pressure indicating hose from engine to firewall. Torque indicating vent hose.	Replace Teflon engine compartment flexible fluid carrying hoses, base number S2808/AE3663 (Purchased through Cessna), every 10 years or at engine TBO, whichever occurs first.
	Engine-Oil Breather Vent-Hose (Part number S51-xx) NOTE: For the Engine-Oil Breather Vent-Hose part number, the "-xx" is replaced with the hose length. There are two lengths of S51 hose installed on the engine oil breather vent line.	Remove and replace every 10 years or at engine TBO, whichever occurs first.
	Remove and discard the oil filter element.	Install a new oil filter element every 1000 hours.
	Oil Cooler Check Valve Airplanes MSN 208B2197, and 208B5000 and ON	Every 1800 Hours Refer to CAL-79-01 Oil Cooler System Check Valve Assembly Repair Kit Installation for alternative to replacement of the C100490-1 Check Valve Assembly
80	APC XL or Skurka Aerospace, inc.	1) 200SGL119Q – Overhaul or replace every 1600 hours 2) 200SGL119Q-2 – Overhaul or replace every 2000 hours 3) 200SGL153Q – Overhaul or replace every 2000 hours 4) 300SGL145Q – Overhaul or replace every 1000 hous

3.1. LINE MAINTENANCE PROGRAM

1. Preflight Inspection

This inspection must be performed at least 1 hour before first flight, and/or 6 hours after aircraft on ground before next flight schedule, signed by an authorized engineer on Cessna Caravan 208/208B in accordance with CASR's, 208/208B Maintenance Manual, Pratt & Whitney PT6A Series and other reference.

Pre-flight Inspection is carried out and released by authorized engineer, before the first flight of the day of applicable inspections. This inspection including: visual "walk around check" and cockpit preparation.

2. Daily Inspection

This Inspection must be performed after the last flight of each day, signed by an authorized engineer on the Cessna 208/208B in accordance with CASR's, 208/208B Maintenance Manual, Pratt & Whitney PT6A Series and other reference.

3. Specific Scheduled Inspections

Some scheduled inspections were possible to be performed at line of operation (non – hangarage). Prior to DGCA approval, it must be evaluated by Chief Inspector based on the difficulties, availability tools and equipment that must be complied, and also environment of the area.

List of Inspections that can be possible to perform in Line Maintenance (non-hangarage) available in Company Maintenance Manual Chapter 3.9.4.

Type of inspection can be also found for the location capability limitation on Appendix E01, with detail base characteristic information on Appendix E02.

4. Authorization to Perform Pre-flight Check and Post-Flight Check

Authorized engineer will perform and sign The Pre-flight and Post flight check.

Note:

In special circumstances whenever engineer not available on site the PIC may perform the Pre-Flight or Post Flight provided upon the operation manual Part A, as noted they have received the training / familiarization to do so, referring also their AFM/POH.

3.2. AIRCRAFT STORAGE

Smart Aviation under certain condition may put the aircrafts in storage. The following definitions apply to storage times:

1) Flyable Storage - Flyable storage is defined as a maximum of 28 days nonoperational storage and/or the first 25 hours of intermittent engine operation.
2) Temporary Storage - Temporary storage is defined as a maximum of 90 days nonoperational status.
3) Indefinite Storage - Indefinite storage is defined as more than 90 days nonoperational status.

Instruction / inspection criteria to perform aircraft storage are in Appendix E03 in this manual.

3.3. AIRCRAFT MOORING

Mooring procedures must be utilized when the airplane is to be parked for an extended period of time or during existing or expected bad weather.

CAUTION

Any time the airplane is loaded heavily, the footprint pressure (pressure of the airplane wheels upon the contact surface of the parking area or runway) will be extremely high, and surfaces such as hot asphalt or damp sod may not adequately support the weight of the airplane. Precautions should be taken to avoid airplane parking or movement on such surfaces.

The best protection against storm damage is to fly the airplane out of the impending storm area, provided there is sufficient time. The next best procedure is to secure the airplane in a storm-proof hangar or shelter. The last alternative is to adequately tie down the airplane.

Three fixed mooring points are provided on the airplane. Two are located on the underside of the wings at the wing-strut intersect, and the third is located on the underside of the tailcone. On the Model 208, the tail skid serves as the mooring point; on the Cargomaster, 208B Super Cargomaster and 208B Passenger, a ring is furnished.

Detail procedure of mooring the aircraft are in Appendix E04 in this manual.

3.4. SCHEDULED INSPECTIONS

The aircraft and its component parts, accessories, and appliances shall be maintained in an airworthy condition in accordance with the maximum time limits, which have Direct Inclusion, hereinafter set forth for the accomplishment of the overhaul, periodic inspections, and its components parts, accessories, and appliances. Maintenance program of Caravan 208/208B will be referred to Manufacturer's Approved Maintenance program - Maintenance of Technical Publication from Aircraft Manufacturer. The CPCPs are incorporated into the tasks and incorporated into the task-based program (Supplemental Inspection Document).

PT. Smart Cakrawala Aviation categorized inspection is covered by Task Based Inspection Program (TBIP) which is required the inspection referring the MM as detail table below:

Inspection Intervals	Inspection Document
Interval gives a list of item(s), which are completed during the Annual Inspection. (DELETED)	5-15-0A (DELETED)
Interval item(s), which are completed every 12 calendar months.	5-15-01
Interval item(s), which are completed every 24 calendar months.	5-15-02
Interval item(s), which are completed every 48 calendar months.	5-15-03
Interval item(s), which are completed every 72 calendar months.	5-15-04
Interval item(s), which are completed every 144 calendar months.	5-15-05
Interval item(s), which are completed every 200 Hours or 12 calendar months, whichever occurs first.	5-15-06
Interval item(s), which are completed every 400 Hours or 12 calendar months, whichever occurs first.	5-15-07
Interval item(s), which are completed every 400 Hours or 24 calendar months, whichever occurs first.	5-15-08
Interval item(s), which are completed every 800 Hours or 12 calendar months, whichever occurs first.	5-15-09
Interval item(s), which are completed every 800 Hours or 24 calendar months, whichever occurs first.	5-15-10
Interval item(s), which are completed every 1600 Hours or 24 calendar months, whichever occurs first.	5-15-11
Interval item(s), which are completed every 1600 Hours or 60 calendar months, whichever occurs first.	5-15-12
Interval AD item(s), which are completed at the first 20,000 hours and every 5000 hours thereafter.	5-15-13 (INSP. DOC.13 AMM - APP.C15)
Interval AE item(s), which are completed at the first 5000 hours and every 2500 hours thereafter.	5-15-14 (INSP. DOC.14 AMM - APP.C16)
Interval AF item(s), which are completed at the first 7500 hours and every 2500 hours thereafter.	5-15-15 (INSP. DOC.15 AMM - APP.C17)
Interval AG item(s), which are completed at the first 12,500 hours and every 2500 hours thereafter.	5-15-16 (INSP. DOC.16 AMM - APP.C18)

Interval AH item(s), which are completed at the first 16,500 hours and every 5000 hours thereafter.	5-15-17 (INSP. DOC.17 AMM - APP.C19)
Interval AI item(s), which are completed at the first 17,500 hours and every 1000 hours thereafter.	5-15-18 (INSP. DOC.18 AMM - APP.C20)
Interval AJ item(s), which are completed at the first 25,000 landings and every 5000 landings thereafter.	5-15-19 (INSP. DOC.19 AMM - APP.C21)
Required CASR 91.207 interval item(s), which are completed every 12 calendar months (No grace period).	5-15-20 (INSP. DOC.20 AMM - APP.B03)
Required CASR 91.411 certification interval item(s), which are completed every 24 calendar months (No grace period).	5-15-21 (INSP. DOC.21 AMM - APP.B02)
Required CASR 91.413 certification interval item(s), which are completed every 24 calendar months (No grace period).	5-15-22 (INSP. DOC.22 AMM – APP.B01)
Interval AK item(s), which are completed every 100 flight hours for airplanes incorporating CAB-32-02 that operate in "Severe" corrosion environments. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation.	5-15-23 (INSP.DOC.23 / APP. C22)
Interval AL item(s), which are completed every 200 flight hours for airplanes incorporating CAB-32-02 that operate in "Mild" or "Moderate" corrosion environments. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation.	5-15-24 (N/A)
Interval AM item(s), which are completed at the first 20,000 hours and every 6000 hours thereafter.	5-15-25 (INSP.DOC.25 / APP.C23)
Interval AN item(s), which are completed at the at 800 Flight Hours/12 Months, whichever occurs first. Note: Available only for Concord Battery lead acid	5-15-26 (INSP.DOC.26)
Interval MA item(s), which are completed at 10,000 hours and every 5000 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MA (N/A)
Interval MB item(s), which are completed at 5000 landings and every 1000 landings thereafter, up to 10,000 landings. Replace at 10,000 landings. (Chapter 4 requirement - No grace period) Note: Depends Part Number installed for the effectivity	5-15-MB (APP.C24)
Interval MD item(s), which are completed at 15,000 landings and every 3000 landings thereafter. (Chapter 4 requirement - No grace period)	5-15-MD (APP.C25)
Interval ME item(s), which are completed at 5000 hours and every 3600 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-ME (APP.C26)
Interval MF item(s), which are completed at 20,000 hours and every 5000 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MF (APP.C27)
Interval MG item(s), which are completed at 5000 hours and every 1200 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MG (APP.C28)

Interval MH item(s), which are completed at 10,000 hours and every 2500 hours thereafter. (Chapter 4 requirement - No grace period)	5-15-MH (DELETED)
Interval MI item(s), which are completed at 5000 hours and every 500 hours thereafter. (Chapter 4 requirement - No grace period) Note: Depends on bolt size, applicable with the specific bolt size	5-15-MI (APP.C29)
Interval MJ item(s), which are completed at 5000 hours and every 400 hours thereafter. (Chapter 4 requirement - No grace period) Note: Depends on bolt size, applicable with the specific bolt size	5-15-MJ (APP.C30)
Interval MK item(s), which are completed at 20,000 hours and every 4400 hours thereafter. (Chapter 4 requirement - No grace period) Note: Depends on bolt size, applicable with the specific bolt size	5-15-MK (APP.C31)
Interval ML item(s), which are completed at 20,000 hours and every 3600 hours thereafter. (Chapter 4 requirement - No grace period) Note: Depends on bolt size, applicable with the specific bolt size	5-15-ML (APP.C32)

Note:

- Touch-and-go landings are to be considered identical to full-stop landings and must therefore be included in the count of accumulated landings for all inspections and maintenance. Both full-stop landings and touch-and-go landings must be tracked.
- Inspection Document intervals that begin with the letter M are those inspections that match Chapter 4. These were added because there is no grace period for these inspections.
- If a component or system is moved or changed (because of maintenance done) after a required operational or functional test is done, then it must be tested again before the system or component is returned to service. Refer to the appropriate chapter in the Caravan 208/208B Maintenance Manual for removal, installation, operational tests, and functional tests of components and/or systems.

Task Based Inspection Program is conducted by interval identification, this inspection category is not required to perform completed inspection document include task chapter 5-10-02 (Doc. 0A), nevertheless the component time limits detail description keep maintained according with Chapter 4 – Airworthiness Limitation of this Maintenance Program, and for inspection document “M” is still identified by SID interval that should be conducted with no escalation.

3.5. SUPPLEMENTAL INSPECTIONS

A. Supplemental Inspection Procedures

Each of the Supplemental Inspections listed in this section are now incorporated into Task based inspections. This document provides a cross reference between the Supplemental Inspections. The Supplemental Inspection Number corresponds to the section of the Model 208/208B Nondestructive Testing Manual section number and is also referenced in the tasks.

1) Each supplemental inspection is assigned an independent item code in Chapter 5 and Task number in the applicable ATA chapters.
2) The item codes are in Chapter 5, Inspection Time Limits and in the Inspection Documents. The item codes for the supplemental inspections below have not changed but for editorial reasons, the letter A was added.
3) Inspections that are also necessary for Chapter 4, Airworthiness Limitations, are done at intervals that start with M to help you keep records. The intervals for these inspections are specified in Chapter 4. It is necessary to complete the Chapter 4 inspections on or before the specified interval. Chapter 4 inspections do not have a grace period.

B. Supplemental Inspections to Task Matrix

DETAILS FOUND IN TASK	SUPPLEMENTAL INSPECTION NUMBER	INSPECTION COMPLIANCE TITLE	INSPECTION DOCUMENT
32-10-00-240	32-10-01	Main Landing Gear Axle Special Detailed Inspection	05-15-MB
53-10-00-250	53-10-01	Fuselage Engine Mount Fittings Special Detailed Inspection	05-15-13
53-10-00-251	53-20-01	Cargo and Passenger Door Doublers Special Detailed Inspection	05-15-15
53-20-07-250	53-20-07	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Typical Inspection Compliance) Special De- tailed Inspection	05-15-MH
53-20-07-251	53-20-07	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (Part Number S3461-74)	05-15-MG .
53-20-07-252	53-20-07	Fuselage to Strut Attach Fitting Lugs (Oversize 1/64 - Inch Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (Part Number S3461- 159)	05-15-MI
53-20-07-253	53-20-07	Fuselage to Strut Attach Fitting Lugs (Oversize 1/32- Inch Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (Part Number S3461- 160)	05-15-MJ
53-10-00-253	53-20-03	Lower Forward Carry-Thru Bulkhead Special Detailed Inspection	05-15-16

DETAILS FOUND IN TASK	SUPPLEMENTAL INSPECTION NUMBER	INSPECTION COMPLIANCE TITLE	INSPECTION DOCUMENT
53-10-00-254	53-20-04	Main Landing Gear Fitting Special Detailed Inspection	05-15-19
53-10-00-255	53-20-05	Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead	05-15-16
53-10-00-252	53-20-02	Fuselage to Wing Attach Fitting Lugs Special Detailed Inspection	05-15-MF
53-10-00-223	53-20-11	Firewall Brace and Doubler Assemblies Detailed Inspection	05-15-13
53-10-00-220	53-20-08	Carry-Through Root Rib Detailed Inspection	05-15-13
53-10-00-221	53-20-09	Crew Door Frames Detailed Inspection	05-15-13
53-10-00-222	53-20-10	Passenger and Cargo Door Frames Detailed Inspection	05-15-13
53-25-00-220	53-10-07	Seat Rails and Attachment Structure Detailed Inspection	05-15-15
53-25-00-221	53-20-12	Bulkheads and Stiffeners Below the Seat Rail Attachments at FS 143.00 and FS 158.00 Detailed Inspection	05-15-15
53-10-00-224	53-20-13	Stringers at Intersections with For- ward and Aft Carry - Thru Bulkheads Detailed Inspection	05-15-16
53-10-00-225	53-20-14	Fuselage Skin Doubler at Main Landing Gear Cut-out Detailed Inspection	05-15-14
53-10-00-257	53-50-01	Fuselage to Horizontal Stabilizer Attach Fittings Special Detailed Inspection	05-15-13
53-10-00-258	53-50-02	Vertical Stabilizer Attach Points Special Detailed Inspection (Typical Inspection Compliance)	05-15-13
53-10-00-259	53-50-02	Vertical Stabilizer Attach Points Special Detailed Inspection (Severe Inspection Compliance)	05-15-17
55-10-00-250	55-10-01	Horizontal Stabilizer Forward and Aft Attach Points Special Detailed Inspection	05-15-13
55-10-00-251	55-10-02	Horizontal Stabilizer Spars Special Detailed Inspection (Typical Inspection Compliance)	05-15-13
55-10-00-252	55-10-02	Horizontal Stabilizer Spars Special Detailed Inspection (Severe Inspection Compliance)	05-15-18
53-10-00-256	53-20-06	Fuselage to Wing Carry-Thru Attach Fitting and Bulkhead Special Detailed Inspection	05-15-16
55-30-00-250	55-30-01	Vertical Stabilizer Spars Special De- tailed Inspection (Typical Inspection Compliance)	05-15-13
55-30-00-251	55-30-01	Vertical Stabilizer Spars Special De- tailed Inspection (Severe Inspection Compliance)	05-15-17
56-00-01-220	56-30-01	Windshield and Attachment Structure Detailed Inspection	05-15-13

DETAILS FOUND IN TASK	SUPPLEMENTAL INSPECTION NUMBER	INSPECTION COMPLIANCE TITLE	INSPECTION DOCUMENT
57-10-00-250	57-20-01	Wing to Carry - Thru Front Spar Attachment Fittings Special Detailed Inspection	05-15-MF
57-10-00-251	57-20-01	Wing to Carry - Thru Rear Spar Attachment Fittings Special Detailed Inspection	05-15-MF
57-10-00-252	57-20-02	Front Spar Lower Cap Inboard of WS 141.20 Special Detailed Inspection	05-15-MF
57-10-00-253	57-20-03	Rear Spar Lower Cap Inboard of WS 141.20 Special Detailed Inspection	05-15-MF
57-10-00-254	57-50-01	Center Flap Track and Inboard Flap Track Special Detailed Inspection	05-15-MD
57-10-00-255	57-50-01	Outboard Flap Track Special Detailed Inspection	05-15-MD
57-10-01-250	57-60-01	Wing Strut Fittings Special Detailed Inspection (Typical Inspection Compliance)	05-15-MA
57-10-01-251	57-60-01	Wing Strut Fittings Special Detailed Inspection (Severe Inspection Compliance)	05-15-ME
57-10-01-252	57-60-02	Wing Strut Attachment to Front Spar Special Detailed Inspection (Typical Inspection Compliance)	05-15-MF
57-10-01-253	57-60-02	Wing Strut Attachment to Front Spar Special Detailed Inspection (Nominal/Standard Bolt Size) (Severe Inspection Compliance) (Part Number S3461-77)	05-15-MF
57-10-01-254	57-60-02	Wing Strut Attachment to Front Spar Special Detailed Inspection (1/64 Inch Oversize Bolt Size) (Severe Inspection Compliance) (Part Number S3461-163)	05-15-MK
57-10-01-255	57-60-02	Wing Strut Attachment to Front Spar Special Detailed Inspection (1/32Inch Oversize Bolt Size) (Severe Inspection Compliance) (Part Number S3461-164)	05-15-ML
71-20-00-240	71-20-01	Engine Truss and Ring Assembly Special Detailed Inspection	05-15-13

3.6. ENGINE AND PROPELLER INSPECTIONS

3.6.1. Engine PT6A-114A

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
E710001	Do a check of the FCU manual override system for static operation.	100 Hours	
E710002	Download ECTM	Weekly	EI No. 006/TEK-TS/IV/2020
E710002	Do a compressor and turbine desalination wash	Weekly	EI No. 005/TEK-TS/IV/2020
E710003	Do a compressor performance recovery wash.	100 Hours	
E710004	Inspect all accessible connections, clamps and brackets for attachment. Inspect accessible lockwire and safety cable for security and installation.	100 Hours	
E710005	Inspect of wear, chafing, cracks and corrosion for tubing, wiring, control linkage, hose assemblies. **NOTE:** Visually inspect insulated air tubes for signs of swelling, cracking, bulging of rubber sheath material. Refer to repair section and SB1687. Replace as necessary.	100 Hours	
E710006	Examine linkages. Pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings. Disconnect rod ends and clean using solvent (PWC11-027) or (PWC11-031). Lubricate with light grease (PWC04-001) after engine external wash. Examine rod end for corrosion, roughness in rotation, side play and radial play. After lubrication reinstall rod ends and torque to specified value (Ref 76-10-00). Check free movement of linkage.	100 Hours	
E710007	Inspect attachment and linkages, air, oil and fuel lines (Ref. 73-10-07/-08). **NOTE:** Visually inspect insulated air tubes for signs of swelling, cracking, bulging of rubber sheath material. Refer to repair section and SB1687. Replace as necessary.	100 Hours	
E710011	Performed Deceleration Check	100 Hours	72-00-00
E720001	Do a visual inspection of the engine exhaust duct welds.	100 Hours	
E720002	Do a visual inspection of the engine exhaust duct for cracks.	100 Hours (25 Hours if crack is identified)	
E720003	External surfaces, and fire seal mount ring brackets for cracks, distortion, and corrosion of gas generator case (Ref. 72-30-04).	100 Hours	

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
E722001	Do a visual inspection of the air inlet screen.	100 Hours	
E722004	Cracks and attachment of brackets and seals of fire seal mount rings. (Ref. 72-30-01/-02)	100 Hours	
E723000	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion	100 Hours	
E724000	Do borescope inspection of hot section components.	400 Hours	
E726001	Do an inspection of the starter-gear shaft splines for wear.	At starter generator removal/replacement only.	
E731002	Do a visual inspection of the fuel pump (in-situ inspection only) for installation and leakage	100 Hours	
E731003	Check oil-to-fuel heater installation	100 Hours	
E731004	Do a leak test and a functional test of the fuel manifold adapter and nozzle assemblies. **Note:** Engines ON fuel nozzle in-situ cleaning program (Ref. Task 71-00-00- 160-808). Test fuel nozzles and refurbish as necessary.	400 Hours	
E731014	Check starting flow control/flow divider for installation and leaks.	100 Hours	
E731005	Check inlet screen for foreign matter or distortion, clean and reinstall, or install new screen.	600 Hours	
E731015	Check outlet filter for foreign matter or distortion (Ref. 73-10-02).	100 Hours	
E731006	Check drain valve for installation and leaks	100 Hours	
E731008	Do a visual inspection of the P3 filter and drain valve.	100 Hours	
E731018	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.	100 Hours	
E731028	Replace the P3 filter.	1000 Hours	
E732001	Check FCU for installation, linkages and pneumatic tubes	100 Hours	
E732002	Examine the FCU for bearing wash-out, shown by blue dye (grease and fuel mixed) at FCU vent	100 Hours	

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
E741001	Do a visual inspection of the ignition exciter.	400 Hours	
E741011	Do a visual inspection of the ignition cables.	400 Hours	
E742002	Do a visual inspection of the spark igniter/glow plugs.	400 Hours	
E753001	Do a visual inspection of the compressor bleed valve.	600 Hours	
E792001	Remove and discard the oil filter element. Install a new oil filter element.	1000 Hours	
E792002	Oil filter elements and secondary screen (coarse hat-type screen attached to the inner end of the filter).	100 Hours	
E792003	Examine the forward oil transfer elbow installation on the Flange A. Make sure that the bolts tighten correctly	100 Hours	
E793000	Do a visual inspection of the AGB internal scavenge oil pump inlet screen	200 Hours or 6 Months	
E793001	Check magnetic chip detector(s) for continuity, open circuit must exist indicating no contamination at pole tips.	200 Hours	
E793002	Bridge the chip detector(s) magnetic bar with correct jumper and use an applicable ohmmeter to make sure that continuity between connector pins.	600 Hours or one year	

3.6.2. Engine PT6A-140

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
F710001	Do a check of the FCU manual override system for static operation. For the engines installed with a manual override system only.	100 Hours	
F710003	Do a compressor performance recovery wash	100 Hours	
F710002	Do a compressor and turbine desalination wash	Weekly	EI No. 005/TEK-TS/IV/2020
F720000	Do a visual inspection of the Control Linkages and wiring	100 Hours	
F720001	Do a visual inspection of the engine exhaust duct welds.	100 Hours	
F720002	Do a visual inspection of the engine exhaust duct for cracks.	100 Hours (25 Hours if crack is identified)	
F720003	Do a visual inspection of the gas generator case and the center fire seal.	100 Hours	

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
F720004	Do a visual inspection of the rear fire seal mounting ring.	100 Hours	
F722001	Do a visual inspection of the air inlet screen.	100 Hours	
F723000	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion	100 Hours	
F724000	Do borescope inspection of hot section components.	400 Hours / Initially at 200 Hours	
F725000	Replace the CT blades.	12000 Hours	
F725001	Replace the PT blades.	12000 Hours	
F725002	Do an inspection of the CT disk and blade set	TBO	
F725005	Do a detailed inspection of the turbine exhaust duct.	100 Hours	
F726001	Do an inspection of the starter-gear shaft splines for wear.	At starter generator removal/replacement only.	
F731002	Do a check for the fuel pump installation and leaks.	100 Hours	
F731003	Do a check of the oil-to- fuel heater installation	100 Hours	
F731004	Do a leak test and a functional test of the fuel manifold adapter and nozzle assemblies. **Note:** Engines ON fuel nozzle in-situ cleaning program (Ref. Task 71-00-00- 160-808). Test fuel nozzles and refurbish as necessary.	400 Hours / Initially at 200 Hours	
F731005	Do a visual inspection of the fuel pump inlet screen.	600 Hours	
F731006	Do a check of the drain valve for installation and leaks	100 Hours	
F731007	Do a check of the flow divider for installation and leaks.	100 Hours	
F731008	Do a visual inspection of the P3 filter and drain valve.	100 Hours	
F731015	Do a visual inspection of the fuel filter.	100 Hours	

ITEM CODE NUMBER	TASK	INTERVAL	TASK DETAIL
F731018	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosion are found, replace filter.	100 Hours	
F731028	Replace the P3 filter.	1000 Hours	
F732001	Do a check of the FCU for installation, linkages and pneumatic tubes.	100 Hours	
F741001	Do a visual inspection of the ignition exciter.	400 Hours	
F741011	Do a visual inspection of the ignition cables.	400 Hours	
F742001	Do a functional check of the ignition cable.	400 Hours	
F742002	Do a visual inspection of the spark igniter/glow plugs. **Note:** Examine initially at 200 Hours.	400 Hours / Initially at 200 Hours	
F753001	Do a visual inspection of the compressor bleed valve.	600 Hours	
F792000	Inspect and clean oil filter for debris.	100 Hours	
F792001	Remove and discard the oil filter element. Install a new oil filter element.	1000 Hours	
F793000	Do a visual inspection of the AGB internal scavenge oil pump inlet screen	200 Hours or 6 Months	
F793001	Do a visual inspection of the chip detector for debris.	200 Hours	
F793002	Do a functional check of the chip detector.	600 Hours	

3.6.3. Propeller McCauley

ITEM CODE NUMBER	TASK	INTERVAL	CH-SE-SU
P610000	Propeller Inspection	400 Hours	61-00-40
Note: This inspection is conducted on Inspection 400 Hours/12 Months or every 400 Hrs interval of AMM Item code B611101.			

3.7. UNSCHEDULED MAINTENANCE CHECKS

Unscheduled maintenance which is listed in Caravan 208/208B Maintenance manual Ch 05-50-00 and Engine Maintenance Manual Ch 72-00-00 section 12 will be carried out when any of the events occur.

NO.	UNSCHEDULED MAINTENANCE CHECK	REFERENCE
1.	Hard/Overweight/Hard Landings	AMM 05-50-00 A
2.	Overspeed/Engine Overspeed	AMM 05-50-00 B
3.	Severe Air Turbulence or Severe Manoeuvres	AMM 05-50-00 C
4.	Aircraft Lightning Strike	AMM 05-50-00 D
5.	Foreign Object Damage	AMM 05-50-00 E
6.	High Drag/Side Loads due to Ground Handling	AMM 05-50-00 F
7.	Inadvertent Cut-Off and Relight During Taxi	EMM 72-00-00-12D
8.	Overtemperature	EMM 72-00-00-12E
9.	Over torque	EMM 72-00-00-12F
10.	Immersion in Water	EMM 72-00-00-12G
11.	Dropped Engine or Component During Handling	EMM 72-00-00-12H
12.	Bird Strike/Soft Material Ingestion	EMM 72-00-00-12J
13.	Chip Detector Circuit Completion and/or Debris in Oil Filter	EMM 72-00-00-12K
14.	Propeller Sudden Stoppage or Strike	EMM 72-00-00-12L
15.	Propeller Electrical Leads Shorting	EMM 72-00-00-12N
16.	Aircraft Flown Through Volcanic Ash or Smoke	EMM 72-00-00-12P
17.	Sustained Running at Oil Temperature Outside Limits	EMM 72-00-00-12Q
18.	Loss of Oil/Oil Pressure or Low Oil Pressure	EMM 72-00-00-12R
19.	Oil Pressure Follows Throttle	EMM 72-00-00-12S
20.	Contamination by Fire Extinguishing Agents	EMM 72-00-00-12T
21.	Audible Rubbing, Binding or Scraping	EMM 72-00-00-12U
22.	Propeller Wind milling after In-flight Shutdown	EMM 72-00-00-12V
23.	Contamination of Oil with Non-metallic Foreign Material	EMM 72-00-00-12W
24.	Starter-Generator Replacement	EMM 72-00-00-12X
25.	Engine that Exhibit Crack	EMM 72-50-05
26.	Propeller Lightning Strike	EMM 79-20-00

3.8. OUT OF PHASE MAINTENANCE

There are some specific maintenance based on component specification separated with AMM that can be performed in conjunction with routine inspection, detail is available on Appendix E05, detail list as follow:

Item Code	Inspection Requirement	Interval	Reference	Remark
OOP34001	Update Navigation Database	28 Days	• G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G • G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3	• PK-SNS & PK-SNO embodied G1000 • PK-SNH, PK-SNP, PK-SNM, PK-SNK, PK-SNW, PK-SNG, PK-SNA, PK-SNJ, PK-SNI, PK-SNN, PK-SNT embodied G1000NXi
OOP34002	GRS 77 Earth Magnetic Field Updates	Once every 5 Years	G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G	
OOP34003	Conduct visual inspection for GSA 80/81 Servos	1000 hours or annually	G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G	
OOP34004	Conduct visual inspection and check slip clutches of GSM 85A/86	500 hours or annually	G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G	
OOP34005	G1000 Redundant Connection Check: • Verify PRI and SEC power sources for PFD, GIA 1, and GSU. • Verify secondary paths for ADAHRS, engine parameters and GPS data. • Verify the operation of PFD and MFD Ethernet connections. • Verify ARINC connection between GSU 1 and MFD. • Verify DISPLAY BACKUP button function.	24 Months	G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3	

Item Code	Inspection Requirement	Interval	Reference	Remark
OOP34006	Electrical Bonding Test: Perform the electrical bonding resistance check of G1000 equipment.	24 Months	G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3	
OOP61001	Propeller Dynamic Balance	Ref. 61-11-00	MM 61-11-00	On certain condition

3.9. CASR REQUIREMENTS

1. Weight and Balance

Re-Weighing of the aircraft should be accomplished when:

1) Every 5 (Five) years.
2) After Paint stripping and repainting.
3) After any modification which significantly affecting empty weight.
4) If there is any complaint from the pilot flying the aircraft regarding the aircraft stability.
5) DELETED
6) Specially required by the Directorate General of Civil Aviation (DGCA).

Accomplishment of the Weight and Balance must be supervised by a person appointed and authorized by PT. SMART CAKRAWALA AVIATION. Weight and balance, aircraft weight and c.g determination (Form No SCA/MTC/025) should be issued.

2. Magnetic Compass Calibration

Compass swing (calibration) is to be accomplished at the following times or any of the following reasons:

1) Whenever required by Cessna 208 Aircraft Maintenance Manual after component replacement
2) Whenever the accuracy of a Compass is suspect (more than ± 5 degree)
3) Every 5 (Five) Years
4) After Hard or Overweight Landing
5) After any modification is carried out which may affect the compass system
6) After engine replacement
7) After lightning strike
8) Fixed parking in one direction more than 12 months

Accomplishment of the Compass Swing must be supervised by a person appointed and authorized by PT. SMART CAKRAWALA AVIATION. After accomplishment of the Compass Swing, the maintenance release in the Aircraft Flight & Maintenance Log should be signed and the Compass Swing report should be issued.

(see form: SCA/MTC/026).

3. ATC Transponder Inspection

The inspection should be completed every 24 calendar months (No grace period).

This Inspection must be performed and released by an authorized person. After accomplishment of this Inspection and its discrepancies rectification, the maintenance release in the Aircraft Flight & Maintenance Log and the appropriate form should be signed. Task Card B01 (see appendix B).

4. Altimeter and Pitot Static Test

The inspection should be completed every 24 calendar months (No grace period).

This Inspection must be performed and release by an authorized person. After accomplishment of this Inspection and its discrepancies rectification, the maintenance release in the Aircraft Flight & Maintenance Log and the appropriate form should be signed.

Task Card B02 (see appendix B).

5. Emergency Locator Transmitter

The inspection should be completed every 12 calendar months (No grace period).

This Inspection must be performed and release by an Authorized person. After accomplishment of this Inspection and its discrepancies rectification, the maintenance release in the Aircraft Flight & Maintenance Log and the appropriate form should be signed.

6. VOR Equipment Check for IFR

This inspection must be carried out when the Aircraft is operated under Instrument Flight Rule (IFR). VOR equipment inspection is required by CASR 91.171, which states that VOR equipment should be checked within the preceding 1 calendar month or 30 days.

3.10. REQUIRED INSPECTION ITEM (RII)

vIf as a result of the application of this program, any part of either the main or any associated system is dismantled, adjusted, repaired or renewed, that part of the system(s) which has been disturbed shall be designated as a REQUIRED INSPECTION ITEM, (RII). Throughout this program, as far as possible all inspections which would require an RII have been identified but as a further guide work which disturbs the following systems would require RII. The RII must be carried out by a qualified person who holds RII authorization in accordance with the Smart Aviation CMM and must be other than the person who performed the work. RII item is indicated by the "RII" statement that put on the "ITEM CODE NO./NO." of related scheduled and/or unscheduled task card.

3.11. LIST OF REQUIRED INSPECTION ITEM

ATA REQUIRED INSPECTION ITEM

21 AIR CONDITIONING

a. Air conditioning Installation.

22 AUTO FLIGHT

Installation and adjustment following maintenance of servo mechanism system were primary cable disturbed.

27 FLIGHT CONTROL

Major repair, rigging/adjustment, replacement/reinstallation of flight controls including related components e.g. cables, pulleys, linkages and hinges.

a. Primary control surfaces: aileron, elevator and rudder, actuators and dampers.
b. Trailing edge flaps or actuating system
c. Replacement / reinstallation of leading edge flaps, actuators.

28 FUEL SYSTEM

Replacement / reinstallation or repair of internal tanks components (does not included internal or external mounted boost pumps)

32 LANDING GEAR

Major repair, rigging / adjustment, test, replacement / reinstallation of the components in the landing gear system.

a. Nose and main gear assy.

Note: Wheel and brake changes do not require inspection buy off.

34 NAVIGATION

Replacement, reinstallation or repair of components in the pitot/ static system. It also includes lines pneumatic airspeed indicators, pneumatic altimeter, compass swing.

51 DOORS

Major repair, replacement / reinstallation, rigging of passenger entry doors, exit doors and hatches, cargo compartment doors, (replacement / reinstallation of doors and handles are excluded if rigging is not required).

Note: Emergency exit doors and hatches that have only been opened or removed to gain access or egress do not require inspection buy off for closing / reinstallation no repair or adjustment have been made to the latching mechanism.

53 FUSELAGE
54 NACELLE/PYLONS
55 STABILIZER
57 WINGS

} Major, repair, major alteration, replacement / reinstallation of primary structure components.

61 PROPELLER

Installation of Propeller

71 POWER PLANT

Installation of engine assembly.

72 ENGINE

Major repair as defined in the Engine Maintenance Manual.

73 ENGINE FUEL AND FUEL CONTROL

a. Replacement/reinstallation repair of powerplant controls.

b. Rigging or adjustment of powerplant controls excluding idle and economy trim adjustments.

79 OIL

Replacement / reinstallation of main oil pump, scavenge pump, or press regulator.

3.12. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA)

1. AIRCRAFT PAYLOAD EXTENDER STOL SYSTEM (STC NO. SA01805SE)

Refer to Document AA1976 – Installation and Maintenance Manual for Aeroacoustics Aircraft Systems, Inc. Aircraft Payload Extender STOL System for the Cessna Caravan 208B.

Performed a complete inspection of AASI APE STOL System components in accordance with below:

a. Perform an inspection of the AASI interior and exterior placards at every inspection interval defined in the Cessna 208 Maintenance Manual for the interior and exterior placards and decal Detailed inspection task. Refer to Section 3.3 of this document. No repairs allowed, Replacement only.

b. Perform an inspection of the AASI APE Stall Fence and APE STOL Main Wing Trailing Edge Treatment at every inspection interval defined in the Cessna 208 Maintenance Manual for the Cessna Caravan 208 Wing inspection task. Inspect for loose fasteners, corrosion, cracks, wrinkles, dents and attach point for condition and security of installation. No repairs allowed, Replacement Only.

c. The main landing gear axle AASI P/N C208023-1 was substantiated as equivalent to the Cessna axle P/N 2641011-5. Use the inspection guidance for Cessna axle P/N 2641011-5 provided in The Cessna Maintenance Manual (Chapter 5-13-00 and 5-14-00) without modification.

   Use the replacement time limit specific in the replacement schedule of the Cessna Maintenance Manual (Chapter 4-11) without modification. No repairs allowed, Replacement only.

d. Perform regular on-aircraft inspection as follows: Visually inspect the main landing gear wheel bolts for corrosion, cracks or other visible damage. Check wheel nuts to ensure proper installation and ensure they have not loosened. Bolt threads should be flush 1 ½ threads extending beyond the nut. Nuts should be on the side of wheel opposite the brake disc (outboard side of wheel).

2. RAIN MAKING FLARE SYSTEM (DGCA STC NO. SA142)

Refer to Document No. CF208-5300-2-020-03 – Instruction for Continued Airworthiness Supplement of Rain Making Flare System Installation on Cessna 208 Caravan.
Description of each ICA supplement is as follow:

- AMM-S document describes the maintenance and removal/installation procedures that should be done on all parts and equipment which are necessary to configure modification of Cessna 208 Caravan Passenger to Rain Making Flare System Installed Aircraft Configuration.

- IPC-S document describes the illustrated part number which are necessary to configure modification of Cessna 208 Caravan Passenger to Rain Makin Flare System Installed Aircraft Configuration.

Other required information not contained in those supplements, referred to the related basic manuals.

4.1 GENERAL

The Inspection of Cessna Caravan 208/208B can be defined on Appendix, which indicates the detail scope of works each inspection that is applicable to PT. Smart Cakrawala Aviation and should be conducted on certain intervals as described on Chapter 3 of this Maintenance Program manual.

The Appendix can be revised in any circumstances, and the revision should be informed to Principle of Airworthiness Inspector (PAI) only for the general item of change, which is not critical item or revision from Manufacture Maintenance Manual. Affected appendix that has revision referring Manufacture Maintenance Manual must perform the revision of its Maintenance Program.

The following are Appendix list, as the inspection that is officially used under control of AMS, and for the template format that is not illustrated by AMS, still can be officially used manually, such as Preflight and/or Daily inspection checklist, Aircraft Storage Checklist, Ground Run form, etc.

NO	APPENDIX PAGE	DESCRIPTION	PAGE
APPENDIX A – UNSCHEDULED INSPECTION			
1	A01	Hard/Overweight/Hard Landings	A01.1 – A01.6
2	A02	Overspeed/Engine Overspeed	A02.1 – A02.5
3	A03	Severe Air Turbulence or Severe Maneuvers	A03.1 – A03.2
4	A04	Aircraft Lightning Strike	A04.1 – A04.7
5	A05	Foreign Object Damage	A05.1-A05.3
6	A06	High Drag/Side Loads due to Ground Handling	A06.1
7	A07	Inadvertent Cut-Off and Relight During Taxi	A07.1 – A07.2
8	A08	Overtemperature	A08.1 – A08.2
9	A09	Overtorque	A09.1 – A09.3
10	A10	Immersion in Water	A10.1
11	A11	Dropped Engine or Component During Handling	A11.1
12	A12	Bird Strike/Soft Material Ingestion	A12.1 – A12.2
13	A13	Chip Detector Circuit Completion and/or Debris in Oil Filter	A13.1
14	A14	Propeller Sudden Stoppage or Strike	A14.1 – A14.5
15	A15	Propeller Electrical Leads Shorting	A15.1 – A15.3
16	A16	Aircraft Flown Through Volcanic Ash or Smoke	A16.1 – A16.3
17	A17	Sustained Running at Oil Temperature Outside Limits	A17.1 – A17.3
18	A18	Loss of Oil/Oil Pressure or Low Oil Pressure	A18.1 – A18.3
19	A19	Oil Pressure Follows Throttle	A19.1
20	A20	Contamination by Fire Extinguishing Agents	A20.1 – A20.2
21	A21	Audible Rubbing, Binding or Scraping	A21.1 – A21.4
22	A22	Propeller Wind milling after In-flight Shutdown	A22.1 – A22.2

NO	APPENDIX PAGE	DESCRIPTION	PAGE
23	A23	Contamination of Oil with Non-metallic Foreign Material	A23.1 – A23.2
24	A24	Starter-Generator Replacement	A24.1 – A24.2
25	A25	Engine that Exhibit Crack	A25.1
26	A26	Propeller Lightning Strike	A26.1 – A26.3
APPENDIX B – CALENDAR REQUIREMENT INSPECTION AND RUN UP FORM			
1	B01	24M ATC Transponder Inspection	B01.1
2	B02	24M Altimeter and Pitot Static Test	B02.1
3	B03	12M ELT Test	B03.1
4	B04	Weight and Balance	B04.1
5	B05	Magnetic Compass Calibration	B05.1
6	B06	CVDR Read Out	B06.1 – B06.2
7	B07	PT6A-114A Engine Ground Run	B07.1
8	B08	PT6A-140 Engine Ground Run	B08.1
APPENDIX C – SCHEDULED INSPECTION (TASK BASED INSPECTION PROGRAM)			
1	C01	Pre-Flight Inspections	C01.1 – C01.6
2	C02	Daily Inspections	C02.1 – C02.4
3	C03	200 Hours/12 Months	C03.1 – C03.2
4	C04	400 Hours/24 Months	C04.1
5	C05	400 Hours/12 Months	C05.1 – C05.2
6	C06	800 Hours/24 Months	C06.1 – C06.2
7	C07	800 Hours/12 Months	C07.1
8	C08	1600 Hours/60 Months	C08.1
9	C09	1600 Hours/24 Months	C09.1 – C09.2
10	C10	12 Months	C10.1 – C10.2
11	C11	24 Months	C11.1
12	C12	48 Months	C12.1
13	C13	72 Months	C13.1
14	C14	144 Months	C14.1
15	C15	Initial 20,000 Hours, Repetitive 5000 Hours	C15.1 – C15.2
16	C16	Initial 5000 Hours, Repetitive 2500 Hours	C16.1
17	C17	Initial 7500 Hours, Repetitive 2500 Hours	C17.1
18	C18	Initial 12,500 Hours, Repetitive 2500 Hours	C18.1
19	C19	Initial 16,500 Hours, Repetitive 5000 Hours	C19.1

NO	APPENDIX PAGE	DESCRIPTION	PAGE
20	C20	Initial 17,500 Hours, Repetitive 1000 Hours	C20.1
21	C21	Initial 25,000 Landing, Repetitive 5000 Landing	C21.1
22	C22	100 Hours CAB-32-02	C22.1
23	C23	Initial 20,000 Hours, Repetitive 6000 Hours	C23.1
24	C24	SID 5000 Landing Initial, 1000 Landing Repetitive	C24.1
25	C25	SID 15,000 Landing Initial, 3000 Landing Repetitive	C25.1
26	C26	SID 5000 Hours Initial, 3600 Hours Repetitive	C26.1
27	C27	SID 20,000 Hours Initial, 5000 Hours Repetitive	C27.1 – C27.2
28	C28	SID 5000 Hours Initial, 1200 Hours Repetitive	C28.1
29	C29	SID 5000 Hours Initial, 500 Hours Repetitive	C29.1
30	C30	SID 5000 Hours Initial, 400 Hours Repetitive	C30.1
31	C31	SID 20,000 Hours Initial, 4400 Hours Repetitive	C31.1
32	C32	SID 20,000 Hours Initial, 3600 Hours Repetitive	C32.1
APPENDIX D – ENGINE INSPECTION			
1	D01	Engine PT6A-114A 100 Hours/Minor Inspection	D01.1 – D01.4
2	D02	Engine PT6A-114A 200 Hours Inspection	D02.1
3	D03	Engine PT6A-114A 200 Hours/6 Months Inspection	D03.1
4	D04	Engine PT6A-114A 400 Hours Inspection	D04.1
5	D05	Engine PT6A-114A 600 Hours Inspection	D05.1
6	D06	Engine PT6A-114A 600 Hours/12 Months Inspection	D06.1
7	D07	Engine PT6A-114A 1000 Hours Inspection	D07.1
8	D08	Engine PT6A-140 100 Hours Inspection	D08.1 – D08.4
9	D09	Engine PT6A-140 200 Hours Inspection	D09.1
10	D10	Engine PT6A-140 200 Hours/6 Months Inspection	D10.1
11	D11	Engine PT6A-140 400 Hours Inspection	D11.1
12	D12	Engine PT6A-140 600 Hours Inspection	D12.1
13	D13	Engine PT6A-140 1000 Hours Inspection	D13.1
APPENDIX E – AIRCRAFT STORAGE AND ADDITIONAL INFORMATION			
1	E01	Inspection Capability Limitations	E01.1 – E01.3

NO	APPENDIX PAGE	DESCRIPTION	PAGE
2	E02	Base Characteristic Requirement	E02.1
3	E03	Flyable Storage (5 Days)	E03.1.1
		Flyable Storage (After 2 Weeks)	E03.2.1
		Flyable Storage (Planned Storage)	E03.3.1
		Flyable Storage (Return to Service)	E03.4.1
		Temporary Storage (29 to 90 Days)	E03.5.1
		Temporary Storage (30 Days)	E03.6.1
		Temporary Storage (Return to Service)	E03.7.1–E03.7.2
		Indefinite Storage (Greater 90 Days)	E03.8.1–E03.8.3
		Indefinite Storage (Return to Service)	E03.9.1–E03.9.2
4	E04	Temporary and Mild weather mooring	E04.1.1–E04.1.3
		Long Term and Severe weather mooring	E04.2.1–E04.2.3
5	E05	OOP34001 - Update Navigation Database	E05.1.1
		OOP34002 - GRS 77 Earth Magnetic Field Updates	E05.2.1
		OOP34003 - Conduct visual inspection for GSA 80/81 Servos	E05.3.1
		OOP34004 - Conduct visual inspection and check slip clutches of GSM 85A/86	E05.4.1
		OOP34005 - G1000 Redundant Connection Check	E05.5.1
		OOP34006 - Electrical Bonding Test	E05.6.1
		OOP61001 - Propeller Dynamic Balance	E05.7.1

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
LANDING GEAR				
01	130	Main gear struts - Inspect for security of attachment and permanent set. RESULT:_____		
02	130	Main gear attachments and supporting structure - Inspect for security, loose or failed fasteners, and any evidence of structural damage. RESULT:_____		
03	130	Main gear spring - Inspect for gear spread or wing low. RESULT:_____		
04	130	Nose gear trunnion supports and attaching structure - Inspect for security, loose or failed fasteners, and any evidence of structural damage. RESULT:_____		
05	130	Nose gear attachments and supporting structure - Inspect for security, loose or failed fasteners, and any evidence of structural damage. RESULT:_____		
WINGS				
06	130	Wing surface and lift strut - Inspect for skin buckles, loose or failed fasteners, and security of attach fittings and fuel leaks. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
07	130	Trailing edge - Inspect for any deformation affecting normal flap operation. RESULT:_____		
MAGNETIC COMPASS				
08	130	Check cardinal points for accuracy. RESULT:_____		
09	130	Check Magnetic Compass Correction Card for accuracy. RESULT:_____		
10	130	Magnetic Compass should be considered serviceable if the corrected heading is within 10 degrees (plus or minus) of heading indicated by avionics compass system. RESULT:_____		
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
11	130	Inspect for cracks or distortion at all engine casings and housings, especially at or near the flanges. RESULT:_____		
12	130	Remove the starter-generator and check all AGB pads and AGB mounted engine and airframe components. Look for shearing, cracks, distortion or mis-alignment, and loose/pulled fasteners. Similarly, inspect all other accessories and engine mounts. RESULT:_____		
13	130	Inspect fireseals for warping or buckling, and all external tubes for damage and/or fluid leaks.. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
14	130	Check all airframe/engine connections, including fuel inlet and oil cooler lines, air system, electrical, ignition and indicating systems, control linkages, and drains. RESULT:_____		
15	130	Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION. RESULT:_____		
16	130	Rotate the compressor by hand and listen for rubbing, scraping, interference of rotating components with stationary parts, or rapid/abrupt deceleration. Check for rear accessory case mounted accessory drag. Check for compressor turbine tip rub (Ref. 72-50-02, Inspection/Check). Rotate the propeller by hand and listen for any interference of rotating components with stationary parts or any other unusual noises coming from the gearbox or turbines (Ref. Para. A.(4)). Examine PT disk assembly and exhaust area through exhaust ports for evidence of distress. If damage is found, inspect (Ref. 72-50-04, Inspection/Check). RESULT:_____		
17	130	For casing or accessories damage, unusual noises that could indicate damage to the gears, bearings, seals or rotors, slow propeller acceleration on start or abrupt deceleration of compressor or power section on shutdown, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate heavy landing and discrepancies observed. RESULT:_____		
18	130	Operate the engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
19	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum). If no metallic debris is found, return to standard inspection schedule. RESULT:_____		
20	130	**NOTE 1**: Do the following checks in the event of a suspected heavy or hard landing. A landing must be considered hard if the aircraft incurred any airframe or landing gear damage. **NOTE 2**: If the heavy/hard landing involved a windmilling (inoperative) engine, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate heavy/hard landing of inoperative engine.		
FOR MODEL PT6A-140 (IF APPLICABLE)				
21	130	**NOTE:** 1. Do the following checks in the event of a suspected heavy or hard landing. A landing must be considered hard if the aircraft incurred any airframe or landing gear damage. 2. If the heavy/hard landing involved a windmilling (inoperative) engine, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate heavy/hard landing of inoperative engine.		
22	130	Do a visual inspection for cracks or distortion at all engine casings and housings, especially at or near the flanges. RESULT:_____		
23	130	Remove the starter-generator and check all AGB pads and AGB mounted engine and airframe components. Look for shearing, cracks, distortion or mis-alignment, and loose/pulled fasteners. Similarly, inspect all other accessories and engine mounts. RESULT:_____		
24	130	Inspect fireseals for warping or buckling, and all external tubes for damage and/or fluid leaks. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
25	130	Check all airframe/engine connections, including fuel inlet and oil cooler lines, air system, electrical, ignition and indicating systems, control linkages, and drains. RESULT:_____		
26	130	Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811. RESULT:_____		
27	130	Turn the compressor by hand and listen for rubbing, scraping, interference of rotating components with stationary parts, or rapid/abrupt deceleration. Check for rear accessory case mounted accessory drag. Check for compressor turbine tip rub (Ref. Task 72-50-02-210-801). Turn the propeller by hand and listen for any interference of rotating components with stationary parts or any other unusual noises coming from the gearbox or turbines (Ref. Task 05-50-00-210-801). Examine PT disk assembly and exhaust area through exhaust ports for evidence of distress. If damage is found, inspect (Ref. Task 72-50-04-210-801). RESULT:_____		
28	130	For casing or accessories damage, unusual noises that could indicate damage to the gears, bearings, seals or rotors, slow propeller acceleration on start or abrupt deceleration of compressor or power section on shutdown, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate heavy landing and discrepancies observed. RESULT:_____		
29	130	Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
30	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return to standard inspection schedule. RESULT:_____		
*** End of Hard/Overweight Landing Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
FUSELAGE				
01	130	Windshield and Windows - Inspect for buckling, dents, loose or failed fasteners, and any evidence of structural damage. RESULT:_____		
02	130	All hinged doors - Inspect hinges, hinge attach points, latches and attachments, and skins for deformation and evidence of structural damage. RESULT:_____		
COWLING				
03	130	Skins - Inspect for buckling, cracks, loose or failed fasteners, and indications of structural damage. RESULT:_____		
STABILIZERS				
04	130	Stabilizers - Inspect skins, hinges and attachments, movable surfaces, mass balance weights, and attaching structure for cracks, dents, buckling, loose or failed fasteners, and evidence of structural damage. RESULT:_____		
WINGS				
05	130	Flaps - Inspect for skin buckling, cracks, loose or failed fasteners, attachments and structure for damage. RESULT:_____		
06	130	Fillets and fairings - Inspect for buckling, dents, cracks, and loose or failed fasteners. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
Check engine/aircraft indicating system. If satisfactory, do the following:				
07	130	**Gas Generator Speed (Ng)** - If observed gas generator speed (Ng) is more than 101.6% but less than 102.6% for less than 2 seconds: a No action required. - If observed gas generator speed (Ng) is more than 101.6% but less than 102.6% for more than 2 seconds: a Return compressor turbine disk assembly for light overhaul (FPI and stretch check on CT Blades). - If observed gas generator speed (Ng) is more than 102.6% but less than 106%: a Return engine for light overhaul (FPI and stretch check on CT Blades). - If observed gas generator speed (Ng) is more than 106% return engine for light overhaul and discard compressor turbine disk and blades. RESULT:_____		
08	130	**Propeller Speed (Np)** If Np is more than 110%, find and correct the cause of overspeed. Send engine or power section to an approved P&WC overhaul facility for light overhaul, indicating Ng and Np observed. RESULT:_____		
09	130	If Np exceeded 100% for more than 20 seconds, but did not exceed 110%: - Inspect PT blades and check for rubs. - Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION.		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
		- Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Para. A. (4)). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate the maximum speed attained, the duration, and any inspection discrepancy. - Operate at 80 % TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). - Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
Check engine/aircraft indicating system. If satisfactory, do the following:				

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
10	130	**Gas Generator Speed (Ng)** - If observed gas generator speed (Ng) is more than 101.6% but less than 102.6% for less than 2 seconds: No action required. - If observed gas generator speed (Ng) is more than 101.6% but less than 102.6% for more than 2 seconds: Return compressor turbine disk assembly for inspection per the PT6A-140 CIR P/N 3075741 (FPI and stretch check on CT Blades). - If observed gas generator speed (Ng) is more than 102.6% but less than 106%: Return engine for inspection per the PT6A-140 CIR P/N 3075741 (FPI and stretch check on CT Blades). - If observed gas generator speed (Ng) is more than 106% return engine for light overhaul and discard compressor turbine disk and blades. RESULT:_____		
11	130	**Power Turbine Speed (Np)** - If Np exceeded 110%, determine and rectify cause of overspeed. Send engine or power section to an approved overhaul facility for Light Overhaul, Engine Overspeed, indicating Ng and Np observed. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
12	130	If Np exceeded 100% for more than 20 seconds, but did not exceed 110%: - Inspect PT blades and check for rub - Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. Task 79-30-01-000-801, 79-30-01-000-801 and 79-20-01-000-801). If metallic debris is found, refer to Task 72-00-00-810-806. - Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings. For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate the maximum speed attained, the duration, and any inspection discrepancy. - Run at 80 % TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. Task 79-30-01-000-801, 79-30-01-000-801 and 79-20-01-000-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). - Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-000-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
*** End of Overspeed Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
May be defined as atmospheric conditions producing violent buffeting of airplane. Severe maneuvers can be defined as any maneuvers exceeding Pilot's Operating Handbook and FAA Approved Airplane Flight Manual limits.				
STABILIZERS				
01	130	Horizontal stabilizer hinge fittings, actuator fittings and stabilizer center section - Inspect for security, loose or failed fasteners, and any evidence of structural damage. RESULT:_____		
02	130	Vertical stabilizer - Inspect for evidence of structural damage, skin buckles and security at primary attachments in tailcone, loose or failed fasteners, damage to hinges and actuator fittings. RESULT:_____		
03	130	Elevator and rudder balance weight supporting structure - Inspect for security, loose or failed fasteners, and evidence of structural damage. RESULT:_____		
WINGS				
04	130	Wing to body strut fittings and supporting structure - Inspect for security, loose or failed fasteners, and evidence of structural damage. RESULT:_____		
05	130	Trailing Edge - Inspect for any deformation affecting normal operation of flap and aileron. RESULT:_____		
*** End of Severe Air Turbulence or Severe Maneuver Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
01	130	As the following checks are performed, **complete Lightning Strike/Static Discharge Incident Reporting Form**. Completed form must be mailed to Cessna Contract Services, P.O. Box 7706, Wichita, KS 67277 Attn: Manager Contract Services.		
COMMUNICATIONS				
02	130	Antennas - Inspect all antennas for evidence of burning or eroding. If damage is noted, perform functional check of affected system. RESULT:_____		
NAVIGATION				
03	130	Radar reflector, feed horn, motor box assembly and mounting structure. Inspect for damage. If damage is noted, perform a bench check of system. If superficial pitting or burning of mount structure only is noted, perform a functional check of radar system. RESULT:_____		
04	130	Glideslope antenna - Inspect for burning and pitting. If damage is noted, perform a functional check of glideslope system. RESULT:_____		
05	130	Compass - Compass should be considered serviceable if the corrected heading is within plus or minus 10 degrees of heading indicated by the remote compass system. If remote compass is not within tolerance, remove, repair or replace. RESULT:_____		
FUSELAGE				
06	130	Skin - Inspect surface of fuselage skin for evidence of damage. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
07	130	Tailcone - Inspect tailcone and static dischargers for damage. RESULT:_____		
STABILIZERS				
08	130	Inspect surfaces of stabilizers for evidence of damage. RESULT:_____		
WINGS				
09	130	Skins - Inspect for evidence of burning and eroding. RESULT:_____		
10	130	Wing tips - Inspect for evidence of burning and pitting. RESULT:_____		
11	130	Flight surfaces and hinging mechanisms - Inspect for burning and pitting. RESULT:_____		
12	130	Radome - Inspect for evidence of burning or eroding. RESULT:_____		
PROPELLER				
13	130	**For a McCauley Propeller** - Inspect the blades and hub in accordance with McCauley Service Bulletin 177B. RESULT:_____		
14	130	**For a Hartzell Propeller** - Inspect the blades and hub in accordance with Hartzell Propellers Owner's Manual 146 Section 5 Inspection and Check, paragraph 5. B. Lightning Strike. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
15	130	If signs of arcing are found on the propeller blades, the propeller shaft and flange must be checked for magnetism. Check for magnetism using one of the following methods: Check propeller shaft, especially flange, using a magnetometer to make sure residual magnetism is within ± 3 gauss or 3 oersted of 2.38 A/cm. If reading is above limits, replace power section. RESULT:_____		
16	130	If propeller shaft or flange is magnetized: a. Ship power section to an approved overhaul facility for Light Overhaul. Indicate Lightning Strike. b. On the gas generator, check for evidence of electrical discharge (localized burn marks) at the C-flange or at the compressor turbine. Evidence of discharge requires sending the complete engine to an approved overhaul facility. c. Inspect the main oil filter (Ref. 79-20-02). If metallic debris is found, refer to FAULT ISOLATION. RESULT:_____		
17	130	If the propeller shaft or flange is not magnetized: a. Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION. b. Turn the propeller by hand and listen for unusual noises from the reduction gearbox or PT bearings (Ref. Para. A.(4)). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul and indicate lightning strike. c. Operate engine at 80% TO power for ten minutes. Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES).		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
(CONT)		If you did not find metallic debris, back the engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). d. Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
18	130	If signs of arcing are found on the propeller blades, the propeller shaft and flange must be checked for magnetism. Check propeller shaft, especially flange, using a magnetometer to make sure residual magnetism is within ± 3 gauss or 3 oersted of 2.38 A/cm. If reading is above limits, replace power section. RESULT:_____		
19	130	If propeller shaft or flange is magnetized: a. Ship power section to an approved overhaul facility for Light Overhaul. Indicate Lightning Strike. b. On the gas generator, check for evidence of electrical discharge (localized burn marks) at the C-flange or at the compressor turbine. Evidence of discharge requires sending the complete engine to an approved overhaul facility. c. Inspect the main oil filter (Ref. Task 79-20-01-000-801). If metallic debris is found, refer to Task 05-50-00-210-811. RESULT:_____		
20	130	If the propeller shaft or flange is not magnetized: a. Remove and inspect RGB chip detector, oil strainer, Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811.		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
(CONT)		b. Turn the propeller by hand and listen for unusual noises from the reduction gearbox or PT bearings (Ref. Task 05-50-00-210-801). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul and indicate lightning strike. c. Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return the engine to service and check RGB chip detector daily for one week (25 hours minimum). d. Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
*** End of Lightning Strike Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

A2902

LIGHTNING STRIKE/STATIC DISCHARGE INCIDENT REPORTING FORM
Part 1

1. Flight Crew must complete Part 1.

NOTE: Entire report must be filled out following any lightning strike incident. If lightning strike is discovered after the fact, complete as much of report as possible. Fileform immediately following incident. Attach additional sheet(s) to provide complete description.

A. Flight Information:
Flight Number _____ Date _____ Model _____ Unit/Serial Number _____

B. Airplane Orientation:
Takeoff _____ Climb _____ Level Flight _____
Descent _____ Approach _____ Other _____

C. At time of flight, airplane was:
Above Clouds _____ Within Clouds _____ Below Ceiling _____

D. Precipitation at Strike:
Rain _____ Sleet _____ Hail _____ Snow _____ None _____

E. Lightning in Vicinity:
Before _____ After _____ None _____

F. Static in Comm/Nav
Before _____ After _____ None _____

G. Was St. Elmo's fire (bluish electrical discharge or corona) visible before strike?
Yes _____ No _____

H. Interference/Outage report. Include any disturbances in avionics and/or electrical systems, such as dimming of cabin lights, total system outage, etc.

Engines	Interference ____	Out ____	Ok ____
Navigation	Interference ____	Out ____	Ok ____
Radar	Interference ____	Out ____	Ok ____
Communication	Interference ____	Out ____	Ok ____
Flight Control	Interference ____	Out ____	Ok ____
AC Power Systems	Interference ____	Out ____	Ok ____
DC Power Systems	Interference ____	Out ____	Ok ____

I. Additional Comments and descriptions:

Part 1 completed by: _____ Date _____ Phone _____

Mail completed report to Cessna Citation Customer Service, Attn: Citation Hot Line, P.O. Box 7706, Wichita, KS 67277

A9073

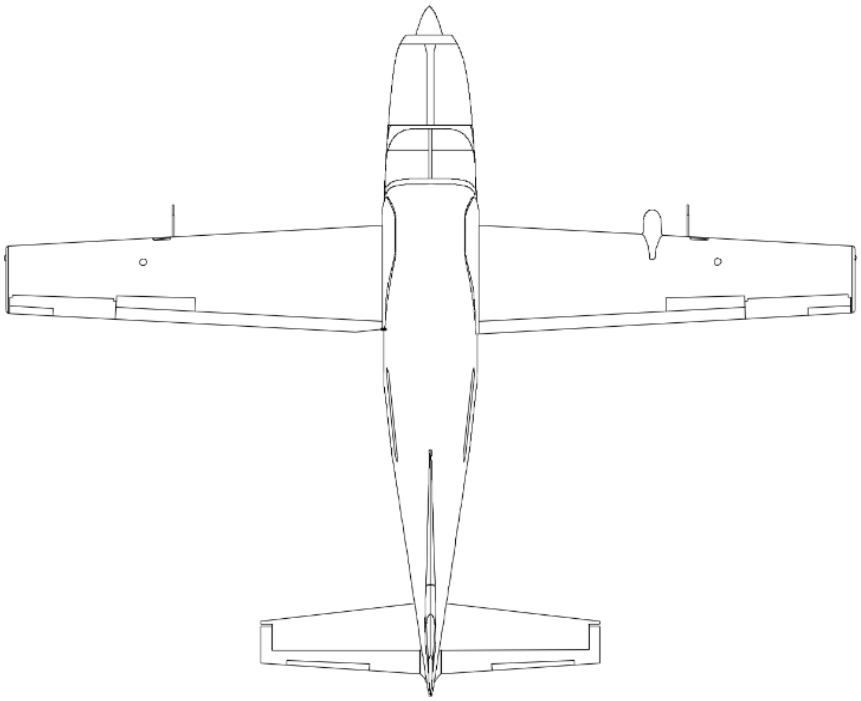
LIGHTNING STRIKE/STATIC DISCHARGE INCIDENT REPORTING FORM
Part 2

1. Ground Crew must complete Part 2.

NOTE: Attach additional sheet(s) to provide complete description. Photos and sketches of damage are recommended and must be itemized and referenced in their description.

NOTE: If damage is severe, please report the lightning strike as soon as possible. Inspection by Cessna Engineering Representative(s) may be required.

A. List any sweeping points, such as burn marks, divots, etc., and skin penetrations on airplane skin believed to be the result of the lightning strike. Itemize and reference location(s) of damage on drawing provided. Indicate top, bottom, left or right.



B. Describe damage to structure and external components caused by previously mentioned damage points. In the case of skin penetration(s), indicate hole diameter(s). List all damage to radome and any other composite structure, such as fairings, control surfaces, etc. If lightning diverter strips are damaged, include lightning diverter strip location(s) on radome. For damage to composite structure, paint thickness must be included in description.

C. List any damage to avionics and electrical components believed to be the result of the lightning strike, including damaged wiring, disengaged circuit breakers, etc. Include manufacturer, model number and serial number of damaged units where applicable.

D. Estimate cost of repair.

E. Mention severity of damage (light, moderate, heavy).

F. Additional comments and descriptions:

Part 2 completed by: _____ Date_____ Phone _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
LANDING GEAR				
01	130	Fairings - Inspect for dents, cracks, misalignment, and indication of structural damage. RESULT:_____		
FUSELAGE				
02	130	Skin - Inspect forward and belly areas for dents, punctures, cracks, and any evidence of damage. RESULT:_____		
COWLING				
03	130	Skins - Inspect for dents, punctures, loose or failed fasteners, cracks or indications of structural damage. RESULT:_____		
WINDOWS				
04	130	Windshield - Inspect for chipping, scratches, and cracks. RESULT:_____		
WINGS, STABILIZERS AND WING LIFT STRUTS				
05	130	Surface de-ice boots - Inspect for cuts, punctures, or tears. RESULT:_____		
06	130	Radome - Inspect for dents, cracks, punctures, scratches, etc. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
07	130	Leading edge skins - Inspect for dents, cracks, scratches, punctures, and evidence of possible structural damage. RESULT:_____		
08	130	TKS leading edge porous panels - Inspect for dents and impact damage. Porous panels must be replaced when damage exceeds a specific tolerance. Damage is typically limited to impact damage resulting in panel denting. A panel may be defined conditionally operational if: a. A dent does not exceed 1.00 inch (25.40 mm) in diameter. b. The depth of a dent does not exceed 0.625 inch (15.875 mm) in depth. **NOTE:** These limits apply only to the porous active area of the panels. c. If the subject panel(s) passes the above criteria, the panel must be flow tested. Do the porous panel flow operational test. Refer to TKS Anti-Ice Leading Edge Porous Panel - Adjustment/Test, Porous Panel Flow Operational Test. Damaged panels must still produce uniform fluid flow over the complete porous active area. If the damaged area is dry or high excess flow appears at or near the damage, the panel must be replaced. RESULT:_____		
ENGINE				
09	130	Examine each instance of foreign object damage to find the cause and circumstance. RESULT:_____		
10	130	The integrity of the complete engine should be considered when you make an analysis of the damage to the compressor (rotor and stator) or inlet. RESULT:_____		
11	130	Air inlet section - Inspect for dents, cracks, scratches, punctures, blood and feathers. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
12	130	Do a borescope inspection of the first-stage compressor blades (Ref. Task 72-00-00-280-807). RESULT:_____		
13	130	Propeller - Inspect for nicked, bent, broken, cracked, or rubbing blades. RESULT:_____		
14	130	Do an engine performance (Ref. Task 71-00-00-) or ground power check (Ref. Task 71-00-00-). RESULT:_____		
*** End of Foreign Object Damage Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
LANDING GEAR				
01	130	Main gear and fairings - Inspect for loose or failed fasteners, buckling, security, cracks, and evidence of structural damage. RESULT:_____		
02	130	Nose gear and fairing - Inspect for loose or failed fasteners, cracks, steering cables tension, security, buckling, and evidence of structural damage. RESULT:_____		
WINGS				
03	130	Wing to fuselage attach fittings and attaching structure - Inspect for security, loose or failed fasteners, and evidence of structural failure. RESULT:_____		
*** End of High Drag / Side Loads due to Ground Handling Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
ENGINE				
NOTE: An inadvertent cut-off and relight happens when the operator moves the fuel condition lever from Low Idle to Cut-off and immediately back to Low Idle. This may result in a short-term sub-idle overtemperature.				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	For operators WITH an engine monitor and have obtained a detailed recording of the overtemperature event: Refer to Chap. 71-00-00, ADJUSTMENT/TEST, Inadvertent Cut-off and Relight During Taxi figure. RESULT:_____		
02	130	For operators WITHOUT an engine monitor: Return the compressor turbine blade and disk assembly to an overhaul shop facility for stretch check, fluorescent penetrant inspection and a metallurgical analysis (cut-up) of two blades. RESULT:_____		
03	130	For operators WITH an engine monitor and have obtained a detailed recording of the overtemperature event: Refer to Task 05-10-00-990-802, Inadvertent Cut-off and Relight During Taxi. RESULT:_____		
04	130	For operators WITHOUT an engine monitor: Return the compressor turbine blade and disk assembly to an overhaul shop facility for stretch check, fluorescent penetrant inspection and a metallurgical analysis (cut-up) of two blades. RESULT:_____		
*** End of Inadvertent Cut-Off and Relighting During Taxi Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Check engine/aircraft indicating system. If satisfactory, refer to Chapter 71-00-00, ADJUSTMENT/TEST for required action. RESULT:_____		
02	130	When an overtemperature has occurred, and the maximum temperature reached and/or its duration cannot be established, or whenever an overtemperature is suspected to have occurred, send the engine to an overhaul facility for Light Overhaul. Indicate "Unknown Overtemperature". **NOTE:** Two compressor turbine blades must be sent for metallurgical analysis (cut-up) to determine the extent of any damage to the engine. RESULT:_____		
03	130	If engine was subject to an inadvertent cut-off and relight during taxi, refer to Para. D. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
04	130	Check engine/aircraft indicating system. If satisfactory, refer to Task 05-10-00-990-801 for required action. RESULT:_____		
05	130	When an overtemperature has occurred, and the maximum temperature reached and/or its duration cannot be established, or whenever an overtemperature is suspected to have occurred, send the engine to an overhaul facility for Light Overhaul. Indicate "Unknown Overtemperature".		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
(CONT)		**NOTE:** Two compressor turbine blades must be sent for metallurgical analysis (cut-up) to determine the extent of any damage to the engine. RESULT:_____		
06	130	If engine was subject to an inadvertent cut-off and relight during taxi, refer to Task 05-50-00-210-806. RESULT:_____		
*** End of Overtemperature Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Check engine/aircraft indicating system. If satisfactory, refer to Chapter 71-00-00, ADJUSTMENT/TEST and do the following . RESULT:_____		
02	130	If the overtorque is in Area B: a. Remove and inspect the RGB chip detector, oil strainer and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION. b. Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Para. A.(4)). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate torque observed and duration. c. Operate at 80 % TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). d. Do an inspection of the main oil filter after 25 hours minimum, but not more than 65 hours maximum (Ref. 79-20-02, OIL FILTER, HOUSING AND CHECK VALVE - MAINTENANCE PRACTICES). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
03	130	If the overtorque is in Area C, send PSM to an approved overhaul facility for Light Overhaul. Indicate torque observed and duration. RESULT:_____		
04	130	When an overtorque has occurred, and the maximum torque reached and/or its duration cannot be established, or whenever an overtorque is suspected to have occurred, send the PSM to an overhaul facility for Light Overhaul. Indicate "Unknown Overtorque". RESULT:_____		
05	130	Refer to Aircraft Maintenance Manual for related aircraft checks. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
06	130	Check engine/aircraft indicating system. If satisfactory, refer to Task 05-10-00-990-801 and do the following . RESULT:_____		
07	130	If the overtorque is in Area C: a. Remove and inspect RGB chip detector, oil strainer and main oil filter (Ref. Task 79-30-01-000-801, 79-30-01-000-801 and 79-20-01-000-801). If metallic debris is found, refer to Task 72-00-00-810-806. b. Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings. For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate torque observed and duration. c. Run at 80 % TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. Task 79-30-01-000-801, 79-30-01-000-801 and 79-20-01-000-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum).		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
(CONT)		d. Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
08	130	If the overtorque is in Area D, send the Power Section Module (PSM) to an approved overhaul facility for Light Overhaul. Indicate torque observed and duration. RESULT:_____		
09	130	When an overtorque has occurred, and the maximum torque reached and/or its duration cannot be established, or whenever an overtorque is suspected to have occurred, send the PSM to an overhaul facility for Light Overhaul. Indicate "Unknown Overtorque". RESULT:_____		
10	130	Refer to Aircraft Maintenance Manual for related aircraft checks. RESULT:_____		
*** End of Overtorque Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN & STAMP	RII SIGN & STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
01	130	Send the engine to an approved overhaul facility for an inspection after immersion in water.		
02	130	Indicate immersion time in water and give details on the circumstances (i.e. was the engine not operating and cold, not operating and hot or operating at the time of the immersion in water). RESULT:_____		
*** End of Immersion in Water Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
01	130	Send the engine to an approved overhaul facility for an inspection of a dropped engine.		
02	130	Indicate dropped engine or component; the type of surface the engine struck and from what height. RESULT:_____		
*** End of Dropped Engine or Component Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Check compressor first-stage blades for damage (Ref. 72-30-05, Inspection/Check). RESULT:_____		
02	130	Do an engine performance (Ref. 71-00-00, ADJUSTMENT/TEST, Engine Performance Check) or ground power check (Ref. 71-00-00, ADJUSTMENT/TEST, Ground Power Check). RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
03	130	Examine each instance of foreign object damage to find the cause and circumstance. RESULT:_____		
04	130	The integrity of the complete engine should be considered when you make an analysis of the damage to the compressor (rotor and stator) or inlet. RESULT:_____		
05	130	Do a visual inspection of the air inlet case (Ref. Task 72-20-01-210-801). RESULT:_____		
06	`130	Do a borescope inspection of the first-stage compressor blades (Ref. Task 72-00-00-280-807). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
07	130	Do an engine performance (Ref. Task 71-00-00-760-812) or ground power check (Ref. Task 71-00-00-760-801). RESULT:_____		
*** End of Material Ingestion Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGND&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Refer to FAULT ISOLATION. RESULT:_____		
02	130	If necessary, do the mechanical fault isolation procedures for the engine operating problems. (Ref. Task 72-00-00-810-803). RESULT:_____		
*** End of Chip Detector Circuit Completion and/or Debris in Oil Filter Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
NOTE: 1. Propeller sudden stoppage occurs when propeller rotation stops because of contact (propeller strike) with a hard object (e.g. ground, ground service equipment, etc). **NOTE: 2.** The term propeller strike is used when one of the two occurs. A rotating propeller hits an object which causes a speed variation (no stoppage) and blade damage, or a stationary propeller is hit by a moving object which causes blade damage.				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Remove the power section from service and send it to an approved overhaul facility for the necessary inspection after propeller sudden stoppage. Do the inspection in accordance with Overhaul Manual instructions (Ref. Light Overhaul).		
02	130	Remove and examine the main oil filter (Ref. 79-20-02, OIL FILTER, HOUSING AND CHECK VALVE - MAINTENANCE PRACTICES). If metallic debris found, refer to FAULT ISOLATION. RESULT:_____		
03	130	Examine for cracks or distortion at all engine casings and housings, especially at or near the flanges. Remove the starter-generator and do a check for all AGB pads and AGB-mounted engine and airframe components (Ref. 72-60-00, ACCESSORY GEARBOX ASSEMBLY - MAINTENANCE PRACTICES). Examine for shearing, cracks, distortion or mis-alignment, and loose/pulled fasteners. Similarly, examine all the engine mounts (Ref. 72-30-04, GAS GENERATOR CASE - MAINTENANCE PRACTICES). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
04	130	Examine the fireseals for warping or buckling (Ref. 72-30-01, CENTER FIRESEAL MOUNT RING - MAINTENANCE PRACTICE and 72-30-02, REAR FIRESEAL MOUNT RING - MAINTENANCE PRACTICES), and all external tubes for damage and/or fluid leaks. Refer to repair section or replace as necessary. RESULT:_____		
05	130	Do a check for all airframe/engine connections, including fuel inlet and oil cooler lines, air system, electrical, ignition and indicating systems, control linkages, and drains (Ref. AMM). RESULT:_____		
06	130	Turn the compressor by hand, then listen for rubbing, scraping, interference of rotating components with the stationary parts, or rapid/abrupt deceleration. Do a check for rear accessory case mounted accessory drag. Do a check for compressor turbine tip rub (Ref. 72-50-02, COMPRESSOR TURBINE - MAINTENANCE PRACTICES). RESULT:_____		
07	130	As specified above, for casing or accessories damage, signs of electrical discharge, unusual noises that could show damage to the gears, bearings, seals or rotors, slow compressor acceleration on start or sudden deceleration on shutdown, remove the complete engine from service. Send it to an approved overhaul facility for light overhaul. Record it is a Indicate propeller sudden stoppage and extent of damage. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
08	130	After installation of a repaired/replacement power section on the serviceable gas generator, operate the engine at 80% to power for ten minutes. Remove and examine the main oil filter (Ref. 79-20-02, OIL FILTER, HOUSING AND CHECK VALVE - MAINTENANCE PRACTICES). If no metallic debris is found, return the engine to service. RESULT:_____		
09	130	Examine the main oil filter after one week (25 hours minimum, 65 hours maximum). If no metallic debris is found, return to standard inspection schedule. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
10	130	Send power section to an approved overhaul facility for Light Overhaul. Indicate propeller strike, sudden stoppage as applicable, propeller speed and power at event, and extent of propeller damage.		
11	130	Remove and inspect the main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris if found, refer to Task 05-50-00-210-811. RESULT:_____		
12	130	Inspect for cracks or distortion at all engine casings and housings, especially at or near the flanges. Remove the starter-generator and check all AGB pads and AGB mounted engine and airframe components. Look for shearing, cracks, distortion or mis-alignment, and loose/pulled fasteners. Similarly, inspect all engine mounts. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
13	130	Inspect fireseals for warping or buckling, and all external tubes for damage and/or fluid leaks. RESULT:_____		
14	130	Check all airframe/engine connections, including fuel inlet and oil cooler lines, air system, electrical, ignition and indicating systems, control linkages, and drains. RESULT:_____		
15	130	For propeller strike on a power line (power utility line - does not include guide/support wires, telephone or telecommunications lines), check for evidence of electrical discharge (localized burn marks) at the C-flange or at the compressor turbine. RESULT:_____		
16	130	Turn the compressor by hand and listen for rubbing, scraping, interference of rotating components with stationary parts, or rapid/abrupt deceleration. Check for rear accessory case mounted accessory drag. Check for compressor turbine tip rub (Ref. Task 72-50-03-210-801). RESULT:_____		
17	130	For casing or accessories damage, evidence of electrical discharge, unusual noises that could indicate damage to the gears, bearings, seals or rotors, slow compressor acceleration on start or abrupt deceleration on shutdown, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate propeller strike/sudden stoppage as applicable, propeller speed and power at event, and extent of propeller damage. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
18	130	After installation of a repaired/replacement power section on the serviceable gas generator, run at 80% TO power for ten minutes. Remove and inspect the main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return the engine to service. RESULT:_____		
19	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum). If no metallic debris is found, return to standard inspection schedule. RESULT:_____		
*** End of Propeller Sudden Stoppage or Strike Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	If signs of arcing between de-icer leads and the propeller spinner, bulkhead or hub assembly have been found, check propeller de-icing system (Ref. Aircraft Maintenance Manual) and rectify. RESULT:_____		
02	130	Remove and inspect RGB chip detector, oil strainer and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION. RESULT:_____		
03	130	Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Para. A.(4)). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate propeller electrical leads short and any discrepancy noted. Otherwise, run engine at 80% TO power for ten minutes. RESULT:_____		
04	130	Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
05	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
06	130	If signs of arcing between de-icer leads and the propeller spinner, bulkhead or hub assembly have been found, check propeller de-icing system (Ref. AMM) and rectify. RESULT:_____		
07	130	Remove and inspect RGB chip detector, oil strainer (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811. RESULT:_____		
08	130	Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Task 05-50-00-210-801). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul. Indicate propeller electrical leads short and any discrepancy noted. Otherwise, run engine at 80% TO power for ten minutes. RESULT:_____		
09	130	Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). RESULT:_____		
10	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-01-280-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
*** End of Electrical Lead Shorting Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGND&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Wash compressor and turbine (Ref. 71-00-00, POWER PLANT - CLEANING, Internal Washing). RESULT:_____		
02	130	Drain and refill oil system with new oil (Ref. SERVICING, Lubricating Oil System). RESULT:_____		
03	130	Clean or change main oil filter (Ref. 79-20-02, CLEANING). RESULT:_____		
04	130	Examine compressor (Ref. INSPECTION/CHECK, Borescope). RESULT:_____		
05	130	Return engine to service if no defects are found. RESULT:_____		
06	130	Drain and refill oil system with new oil (Ref. SERVICING, Lubricating Oil System) 50 ± 10 flight hours after original oil change done in step (2) RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
07	130	Do the external engine wash (Ref. Task 71-00-00-160-804). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGND&STAMP
08	130	Drain and refill the engine oil system (Ref. Task 72-00-00-640-804). RESULT:_____		
09	130	Do the compressor desalination wash (Ref. Task 71-00-00-160-805). RESULT:_____		
10	130	Do the compressor Turbine wash (Ref. Task 71-00-00-160-807). RESULT:_____		
11	130	For the engine oil filter, do the steps that follow: a. Remove and discard the oil filter element (Ref. Task 79-20-01-000-801). b. Install a new oil filter element (Ref. Task 79-20-01-400-801). RESULT:_____		
12	130	Do a borescope inspection of the compressor (Ref. Task 72-30-00-280-806). RESULT:_____		
13	130	Do the borescope inspection of the compressor turbine blades and shrouds (Ref. Task 72-00-00-280-807) and Task 72-00-00-280-808). RESULT:_____		
14	130	Do the borescope inspection of the power turbine blades (Ref. Task 72-00-00-280-810). RESULT:_____		
15	130	At 50 ± 10 flight hours after original oil change, drain and refill the engine oil system (Ref. Task 72-00-00-640-803). RESULT:_____		
*** End of Aircraft Flown Through Volcanic Ash or Smoke Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix A17 – Sustained Running at Oil Temperature Outside Limits

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Check aircraft/engine indicating system and correct cause of high oil temperature (Ref. FAULT ISOLATION). RESULT:_____		
02	130	Rotate the compressor rotor and check for indications of AGB or bearing distress. RESULT:_____		
03	130	Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Para. A.(4)). RESULT:_____		
04	130	For any presence of unusual noise, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate the oil temperature that the engine was operated at, the engine power and the duration. RESULT:_____		
05	130	Drain and discard oil (Ref. SERVICING, Lubricating Oil System). RESULT:_____		
06	130	Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION. RESULT:_____		
07	130	Fill oil system (Ref. SERVICING, Lubricating Oil System). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
08	130	Operate the engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum). RESULT:_____		
09	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
10	130	Do a check of the aircraft/engine indicating system and correct cause of high oil temperature (Ref. Task 72-00-00-810-805). RESULT:_____		
11	130	Turn the compressor rotor and check for indications of AGB or bearing distress. RESULT:_____		
12	130	Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings (Ref. Task 05-50-00-210-801). RESULT:_____		
13	130	For any presence of unusual noise, send the complete engine to an approved overhaul facility for Light Overhaul. Indicate the oil temperature that the engine was operated at, the engine power and the duration. RESULT:_____		
14	130	Drain and discard oil (Ref. Task 72-00-00-640-804). RESULT:_____		

Appendix A17 – Sustained Running at Oil Temperature Outside Limits

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
15	130	Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811. RESULT:_____		
16	130	Fill oil system (Ref. Task 72-00-00-640-802). RESULT:_____		
17	130	Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). RESULT:_____		
18	130	Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
*** End of Sustained Running at Oil Temperature Outside Limit Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
CAUTION: IF AIRCRAFT OIL SYSTEM CONTAMINATION IS SUSPECTED, REVERSE FLUSH ENGINE OIL SYSTEM, INCLUDING OIL-TO-FUEL HEATER. AIRCRAFT OIL COOLER MUST BE REJECTED. **NOTE:** Low oil pressure is defined as running the engine with the oil pressure below limits.				
01	130	If the loss of oil is 6 qt. or more, resulting in fluctuation of oil pressure or torque indication or oil pressure dropped below nominal value (Ref. 71-00-00), but was above 60 psi: a. If the loss of oil is 6 qt. or more, resulting in fluctuation of oil pressure or torque indication or oil pressure dropped below the minimum value: 1. Check oil pressure and torque indicating system. If correct, and the engine did not run above 27000 rpm (72 %) Ng with pressure below 85 psig (minimum time running is permitted to allow flight crew to follow the emergency procedure), remove main oil filter, strainer and chip detector and inspect for metallic debris. If metallic debris is found, refer to FAULT ISOLATION. **NOTE:** Oil pressures below 85 psig are unsafe and require either the engine to be shut down or an emergency landing made as soon as possible, using minimum power to sustain flight. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
02	130	Turn the propeller by hand and listen for unusual noises coming from the reduction gearbox or PT bearings. If unusual noises are heard, send power section to an approved overhaul facility for Light Overhaul. Indicate unusual oil conditions. **NOTE:** PT blades may rub, immediately after engine shutdown which is not an indication of distress, providing the rubbing/noise disappears after engine cool down.		
03	130	Turn the compressor rotor. Listen for unusual noises coming from bearings, seals, gears, compressor and/or CT. RESULT:_____		
04	130	If unusual noises are heard, send gas generator to an approved overhaul facility for Light Overhaul. Indicate unusual oil conditions. RESULT:_____		
05	130	Run the engine at 80% TO power for 10 minutes. Remove main oil filter, strainer and chip detector and inspect for metallic debris. If metallic debris is found, refer to FAULT ISOLATION. If no metallic debris is found return engine to service. Inspect chip detector daily for one week and main oil filter after seven days or approx. 50 flight hours, whichever comes first. If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
06	130	If the engine was kept running above 27000 rpm (72 %) Ng with oil pressure below 85 psig, check oil pressure indicating system, and if correct, remove the engine and send it to an overhaul facility for Light Overhaul. Indicate low oil pressure. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
07	130	If the loss of oil is 6 qt. or more, and the engine oil pressure or torquemeter indication have fluctuated or oil pressure dropped below 60 psi: a. Check oil pressure and torque indicating system. If correct, and the engine was kept running with oil pressure below 40 psig in excess of the time required to carry out the emergency engine shutdown procedure, ship the engine to an overhaul facility for Light Overhaul. Indicate unusual oil conditions. b. In case the oil pressure drops below 40 psi, an engine shut down is required. In single engine installation or emergency, use minimum power to sustain flight and prepare for emergency landing. c. Remove and ship propeller governor for overhaul. Indicate loss of oil. RESULT:_____		
*** End of Loss of Oil/Oil Pressure or Low Oil Pressure Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
Under normal operating conditions, oil pressure indication is stable. Malfunction of the pressure relief valve or oil leakage will cause indication to increase as throttle is advanced, or drop when throttle is retarded.				
01	130	Check external lines for breaks and leakage. Remove pressure relief valve and check for sticking, scoring, etc. RESULT:_____		
02	130	Remove accessory gearbox. Check oil pump housing for cracks. RESULT:_____		
03	130	Remove relief valve and housing. Examine housing for wear resulting from relief valve rotation. Replace housing if necessary. RESULT:_____		
*** End of Oil Pressure Follows Throttle Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A				
A	Foam, powder or other chemical extinguishers			
01	130	If only engine externals are exposed, then wash (Ref. 71-00-00, CLEANING, Engine External Wash) using drinkable quality water only and monitor for corrosion. RESULT:_____		
02	130	In the event of internal contamination, return engine to an approved overhaul facility for Light Overhaul. Indicate the agent ingested by the engine. Depending on the agent, and at the option of the operator, an attempt may be made at cleaning the contaminating agent prior to shipping: a. Do a dry motoring run (Ref. 71-00-00, ADJUSTMENT/TEST, Dry Motoring Run) to blow out any residual deposits. b. Wash engine externally (Ref. 71-00-00, CLEANING) using drinkable quality water only. c. Do an engine performance recovery wash (Ref. 71-00-00, CLEANING) followed by two dry motoring runs. RESULT:_____		
B	HALON			
03	130	No engine maintenance required.		
FOR MODEL PT6A-140				
C	Foam, powder or other chemical extinguishers			
04	130	If only engine externals are exposed, then do an external engine wash (Ref. Task 71-00-00-160-804) and monitor for corrosion. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
05	130	In the event of internal contamination, return engine to an approved overhaul facility for Light Overhaul. Indicate the agent ingested by the engine. Depending on the agent, and at the option of the operator, an attempt may be made at cleaning the contaminating agent prior to shipping: a. Do a dry motoring run (Ref. Task 71-00-00-760-804) to blow out any residual deposits. b. Do an external engine wash with drinkable quality water only (Ref. Task 71-00-00-160-804). c. Do a compressor-performance recovery wash, followed by two dry motoring runs (Ref. Task 71-00-00-160-807). RESULT:_____		
*** End of Contamination by Fire Extinguishing Agents Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
		NOTE: Any unusual engine noise requires immediate investigation. Rotate compressor rotor and listen for any interference of rotating components with stationary parts and/or check for rapid deceleration on shutdown.		
01	130	Do a visual inspection of the first-stage compressor rotor with a borescope or with the air inlet screen removed (Ref. 72-30-05, COMPRESSOR ROTOR - MAINTENANCE PRACTICES). RESULT:_____		
02	130	Check for rear accessory case mounted accessory drag. RESULT:_____		
03	130	Check for compressor turbine tip rub (Ref. 72-50-02, Inspection/Check). RESULT:_____		
04	130	Check for the indications of compressor rub or bearing or AGB distress or unusual deposits seen on CT blade airfoil. Send engine to an approved overhaul facility for light overhaul. **NOTE:** If you find deposits, look for the presence of debris at the bottom of the gas generator case. If you see one of these conditions, contact P&WC Customer Engineering for recommendations. RESULT:_____		
05	130	If no damage is found and condition is still present for one hour after shutdown, send the engine to an approved overhaul facility. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
06	130	Rotate the propeller and listen for any interference of rotating components with stationary parts (Ref. Para. A.(4)). If power turbine rotor rattles, or if there is rubbing or scraping, slow propeller acceleration on start or abrupt deceleration on shutdown: a. Examine PT disk assembly and exhaust area through exhaust ports for evidence of distress. b. If damage is found, inspect (Ref. 72-50-04, Inspection/Check). c. Slow or stiff propeller rotation. Send power section to an approved overhaul facility for Light Overhaul. Indicate rubbing. RESULT:_____		
07	130	If the suspected problem cannot be repeated or confirmed: a. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 79-20-02). If metallic debris is found, refer to FAULT ISOLATION. b. Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 79-20-02). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). c. Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
NOTE: All unusual engine noise must be immediately investigated.				
08	130	Turn the compressor rotor and listen for any interference of rotating components with stationary parts and/or check for rapid deceleration on shutdown. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
09	130	Do a visual inspection of the first-stage compressor rotor with a borescope or with the inlet screen removed (Ref. Task 72-30-00-200-801). RESULT:_____		
10	130	Check for rear accessory case mounted accessory drag. RESULT:_____		
11	130	Check for compressor turbine tip rub (Ref. Task 72-50-02-210-801). RESULT:_____		
12	130	Check for the indications of compressor rub or bearing or AGB distress or unusual deposits seen on the CT blade airfoil. Send the engine to an approved P&WC overhaul facility for light overhaul. **NOTE:** If you find deposits on the CT blade airfoil, also look for the presence of debris at the bottom of the gas generator case. If you see one of these conditions, contact P&WC for recommendations. RESULT:_____		
13	130	Turn the propeller and listen for any interference of rotating components with stationary parts (Ref. Task 05-50-00-210-801). If power turbine rotor rattles, or if there is rubbing or scraping, slow propeller acceleration on start or abrupt deceleration on shutdown. RESULT:_____		
14	130	Do an examination of the PT disk assembly and exhaust area through exhaust ports for evidence of distress. RESULT:_____		
15	130	If damage is found, inspect (Ref. Task 72-50-04-210-801). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
16	130	Slow or stiff propeller rotation. Send power section to an approved overhaul facility for Light Overhaul. Indicate rubbing. RESULT:_____		
17	130	If the suspected problem cannot be repeated or confirmed: a. Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811. b. Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return engine to service and check RGB chip detector daily for one week (25 hours minimum). c. Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return to standard inspection intervals. RESULT:_____		
*** End of Audible Rubbing, Binding or Scraping Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01	130	Investigate cause of shutdown. If suspected of being attributed to an engine or accessory problem, send engine or accessory to an approved overhaul facility for Light Overhaul. Indicate engine shutdown and the events and conditions at the time. RESULT:_____		
02	130	With shutdown not related to an engine problem (serviceable engine): a. With stabilized windmilling Np not more than 20 rpm and less than 6 qt. of oil required to bring oil level to MAX on dipstick, no further action is necessary. b. With an unknown (not recorded) Np or stabilized windmilling Np greater than 20 rpm or if 6 qt. or more of oil is required to bring oil level to MAX on dipstick: 1. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. 79-20-02). If metallic debris is found, refer to FAULT ISOLATION. 2. Rotate the compressor rotor and check for indications of AGB or bearing distress. RESULT:_____		
FOR MODEL PT6A-140 (IF APPLICABLE)				
03	130	Find the cause of the shutdown. If suspected of being attributed to an engine or accessory problem, send engine or accessory to an approved overhaul facility for Light Overhaul. Indicate engine shutdown and the events and conditions at the time. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
04	130	With shutdown not related to an engine problem (serviceable engine): a. With stabilized windmilling Np not more than 20 rpm and less than 6 qt. of oil required to bring oil level to MAX on dipstick, no further action is necessary. b. With an unknown (not recorded) Np or stabilized windmilling Np greater than 20 rpm or if 6 qt. or more of oil is required to bring oil level to MAX on dipstick: 1. Remove and inspect RGB chip detector, oil strainer, (Ref. Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811. 2. Turn the compressor rotor and check for indications of AGB or bearing distress. RESULT:_____		
*** End of Propeller Windmilling after In-Flight Shutdown Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
NOTE: 1. AGB/RGB internal protective coatings may be released within the engine and appear as flakes 1/64 inch to 3/8 inch in diameter, usually shiny, yellow, brown or green in color, and may or may not be transparent. 2. Inspect chip detector, main oil filter and AGB scavenge pump screen after approximately 10 hours. If no debris is found, inspect at 50 hours. 3. If no debris is found at 50 hours, refer to the standard periodic inspection interval for oil filter and chip detector (Ref. Table 601). 4. If these flakes are found, immediately contact your local P&WC customer support representative. Send engine to an approved overhaul facility for Light Overhaul. Indicate oil contamination from released AGB/RGB internal protective coatings				
01	130	Remove chip detector from reduction gearbox front housing (Ref. SERVICING,Oil Change) and scrub scavenge oil strainer sleeve with a brush to remove any foreign material blocking the screen. RESULT:_____		
02	130	Remove accessory gearbox drain plug(s). RESULT:_____		
03	130	Flush oil system (Ref. SERVICING, Oil System Flushing). RESULT:_____		
04	130	Reinstall chip detector and plug(s) and tighten. Refill engine oil tank. **NOTE:** Do not lockwire chip detector and drain plug(s) at this time. RESULT:_____		
05	130	Remove chip detector and inspect scavenge oil strainer sleeve for residual foreign material accumulated after system flush (Ref. NOTE 1). RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
06	130	Repeat steps (2) thru (5) , if required. RESULT:_____		
07	130	Reinstall chip detector. Tighten all plugs and chip detector and lockwire. RESULT:_____		
*** End of Contamination of Oil with Non-Metallic Foreign Material Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A & PT6A-140				
If there is an engine starting fault or an electrical generation defect, do the following inspections:				
01	130	Inspect the starter-generator drive splines: a. Inspect per Aircraft Maintenance Manual (AMM). b. If there is no inspection procedure in the AMM Chapter 80-10-00, clean the starter-generator splines and inspect for evidence of electrical arcing damage (in the form of pitting) using a 10X magnifying glass. **NOTE:** 1. If there is any evidence of electrical arching, return engine to an approved overhaul facility for Electrical Discharge Damage (EDD) repair. **NOTE:** 2. If there is NO evidence of electrical arching, inspect the main oil filter. c. If cause of pitting cannot be determined, metallurgical analysis may be required. Contact the Aircraft OEM. RESULT:_____		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
02	130	Inspect the main oil filter: a. Do a main oil filter patch check (Ref. 79-20-02). The results of the filter patch analysis should be reviewed within the next 25 flight hours. If non allowable debris is found, follow the recommended maintenance actions (Ref. 79-20-02). b. Regardless of the results of the patch analysis, repeat step (1) (b) every 100 hours, for the next 300 flight hours. c. If bearing material (AMS 6440/6444 or AMS 6490/6491, (Ref. 79-20-02) is found, remove the engine/gas generator module and send to an approved overhaul facility for repair. RESULT:_____		
*** End of Starter Generator Replacement Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114 & PT6A-140				
01	130	Inspect If cracks are found, repeat the inspection at intervals not to exceed 25 hours flight time. All cracks will be marked with a suitable metal marking pencil, and the length, location, duct hours and Time Since Overhaul recorded. Refer to EMM chapter 72-50-05 maintenance practice. RESULT:_____		
*** End of Engines Exhibit Cracks Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
ENGINE				
FOR MODEL PT6A-114A (IF APPLICABLE)				
01		If signs of arcing are found on the propeller blades, the propeller shaft and flange must be checked for magnetism. Check for magnetism using one of the following methods: Check propeller shaft, especially flange, using a magnetometer to make sure residual magnetism is within ± 3 gauss or 3 oersted of 2.38 A/cm. If reading is above limits, replace power section.		
02		If propeller shaft or flange is magnetized:		
		Ship power section to an approved overhaul facility for Light Overhaul. Indicate Lightning Strike.		
		On the gas generator, check for evidence of electrical discharge (localized burn marks) at the C-flange or at the compressor turbine. Evidence of discharge requires sending the complete engine to an approved overhaul facility.		
03		If the propeller shaft or flange is not magnetized:		
		Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you found metallic debris, refer to FAULT ISOLATION.		
		Turn the propeller by hand and listen for unusual noises from the reduction gearbox or PT bearings (Ref. Para. A.(4)). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul and indicate lightning strike.		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
		Operate engine at 80% TO power for ten minutes. Remove and inspect the RGB chip detector, oil strainer, and main oil filter (Ref. 72-11-00, REDUCTION GEARBOX - MAINTENANCE PRACTICES). If you did not find metallic debris, back the engine to servicing and examine RGB chip detector regularly for one week (25 hours minimum).		
		Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. 79-20-02). If no metallic debris is found, return to standard inspection intervals.		
FOR MODEL PT6A-140 (IF APPLICABLE)				
		If signs of arcing are found on the propeller blades, the propeller shaft and flange must be checked for magnetism. Check propeller shaft, especially flange, using a magnetometer to make sure residual magnetism is within ± 3 gauss or 3 oersted of 2.38 A/cm. If reading is above limits, replace power section.		
		If propeller shaft or flange is magnetized:		
		Ship power section to an approved overhaul facility for Light Overhaul. Indicate Lightning Strike		
		On the gas generator, check for evidence of electrical discharge (localized burn marks) at the C-flange or at the compressor turbine. Evidence of discharge requires sending the complete engine to an approved overhaul facility.		
		Inspect the main oil filter (Ref. Task 79-20-01-000-801). If metallic debris is found, refer to Task 05-50-00-210-811.		
		If the propeller shaft or flange is not magnetized:		
		Remove and inspect RGB chip detector, oil strainer, Task 79-30-01) and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If metallic debris is found, refer to Task 05-50-00-210-811.		

ITEM CODE NO	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
		Turn the propeller by hand and listen for unusual noises from the reduction gearbox or PT bearings (Ref. Task 05-50-00-210-801). For unusual noises, slow propeller acceleration on start or abrupt deceleration on shutdown, send power section to an approved overhaul facility for Light Overhaul and indicate lightning strike.		
		Run engine at 80% TO power for ten minutes. Remove and inspect RGB chip detector, oil strainer, and main oil filter (Ref. Task 79-20-01-000-801 and 79-20-01-280-801). If no metallic debris is found, return the engine to service and check RGB chip detector daily for one week (25 hours minimum).		
		Inspect main oil filter after one week (25 hours minimum, 65 hours maximum) (Ref. Task 79-20-01-000-801). If no metallic debris is found, return to standard inspection intervals.		
*** End of Propeller Lightning Strike Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B345001	AUX	Transponder Functional Check Task 34-50-00-720		
*** End of Inspection 24 Months Transponder Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B341103	AUX	Pitot/Static System Functional Check Task 34-11-00-720		

Table 601. Airspeed Display Check

Input Airspeed	Airspeed Indication Limit on PFD1	Airspeed Indication on PFD1	Airspeed Indication on PFD2	Airspeed Indication Limit on Standby Airspeed Indicator	Airspeed Displayed on Standby Airspeed Indicator
100	100 ± 2 kts			100 ± 4 kts	
125	125 ± 2 kts			125 ± 4 kts	
150	150 ± 2 kts			150 ± 4 kts	
175	175 ± 2 kts			175 ± 4 kts	

Table 602. Altitude Display Check

Test Set Altitude Input	Altitude Indication Limit	Altitude Indication PFD 1	Altitude Indication PFD 2	Standby Altimeter Reading Indication Limit	Standby Altimeter Reading Indication
1,500 ft	1,500 ± 25 ft			1,500 ± 25 ft	
10,000 ft	10,000 ± 80 ft			10,000 ± 80 ft	
25,000 ft	25,000 ± 155 ft			25,000 ± 155 ft	

Tools Detail:
P/N_____
S/N_____
Calibrate Date_____

*** End of Inspection 24 Months Altimeter Pitot Test Items ***

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B256005	220 311 312 340	ARTEX C406-N Emergency Locator Transmitter (ELT) Functional Check Task 25-60-00-722 Date of Battery Expired: _____		
*** End of Inspection 12 ELT Test Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	ALL	Level the aircraft. Refer to AMM 8-20-00.		
02	ALL	Perform aircraft weighing. Follow procedures refer to Pilot Operating Handbook Section 6.		
03	ALL	Record the weighing result and calculate C.G using form SCA/MTC/025.		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	TASK	SIGNATURE	
		ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	Magnetic Compass Functional Check. Refer to AMM 34-21-00.		
02	Record the Magnetic Compass functional check result, calculate and make an entry in form SCA/MTC/026.		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

CVDR System Readout & Inspection

- Each Listed Inspection Item is to be performed in accordance with the AMM and any other applicable publications.
- This equipment should be inspected within **12 Calendar** after last inspection.
- Reference CASR Part 91 Appendix F.

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

NO.	TASK	SIGNATURE	
		ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	**FA2100 CVDR Unit** **Visually inspect** the FA2100 CVDR (and ULD), GSD41, accelerometer, potentiometer, impact switch, summing amplifiers, and area microphone for security of installation, undue deterioration and wear, corrosion or any other form of damage. Check that these components are clean and nameplates are legible. Visually inspect the associated electrical connectors and strain reliefs at the mounting trays. Check for cleanliness, unwarranted looseness, foreign material, properly installed clamp points, wire damage, and bend radius. Visually inspect the associated wiring for signs of wire degradation, evidence of broken, charred or corroded wiring. Look for evidence of: moisture or fluids contamination, wire discoloration due to contamination or heat, wire damage resulting from vibration (under clamps and tie straps), damage due to improper maintenance, and damage due to foreign material. If any wire degradation is detected, identify and eliminate the cause leading to wiring degradation. RESULT:_____		

NO.	TASK	SIGNATURE	
		ENGINEER SIGN&STAMP	RII SIGN&STAMP
02	**FA2100 CVDR System** **Readout/Download and analyze** at least one entire flight's data and audio recording. Downloading and testing procedures are listed in Section 6.1.2 of this report or in Section 4 of the L-3 Communications FA2100 CVDR Installation and Operation Instruction Manual (P/N 165E1847-01). RESULT:_____		
03	**CVDR BATTERY** Check CVDR battery expiry date and record. _____/_____/_____. Replace CVDR battery (**if required**). P/N OFF _____. S/N OFF_____. P/N ON _____. SN ON_____. New Battery Expiry Date _____/_____/_____.		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix B07 – PT6A-114A Engine Run Performance Sheet

Reg. Mark : PK - WO/FML No. :

PRE – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

POST – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

PRE – INSPECTION	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

POST– INSPECTION	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

Engine Run Up Checks

Inertial ☐ **EPL** ☐ **OVG** ☐ **Stby Alt** ☐ **BOV** ☐ **Brake** ☐ **Randown** ☐

NOTE:

1. Brake system at Torque 1500 ft-lbs.
2. Inertial Separator at Torque 400 ft-lbs.
3. EPL check can't exceed 4% Ng per second.
4. Standby Alt at 80% Ng.
5. Low idle at 52.5 – 53.5% 40Amps.
6. High idle at 64 - 66% Ng 40Amps.

Engine Performance Target Table Cessna C208

OAT (°C)	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Tq (ft.lbs)	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865
Np	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ITT (°C)	772	775	778	780	785	790	793	795	797	800	800	800	802	805	810
Ng (%)	98.5	98.5	99	99	99.1	99.2	99.4	99.5	99.5	100	100	100.2	100.5	100.7	100.9
WF (PPH)	450	450	450	450	450	450	450	450	450	450	450	450	448	448	446

Note:

1. Make sure that inertial separator in normal condition, no bleed air extracted from the engine and air condition OFF.
2. This table only applies to altitude 0-500 feet MSL. For higher altitude, refer to EMM 72-00-00.
3. Max fuel flow is 465 lb/hr fuel flow is not more than 15 lbs/hr higher than the value shown in table.
4. If parameters are outside the target performance table to EMM chapter 71-00-00.

REMARKS:

PERFORMED BY			
Name	Sign & Stamp	Date	Location

Appendix B08 – PT6A-140 Engine Run Performance Sheet

Reg. Mark : PK - WO/FML No. :

PRE – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

POST – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

PRE – INSPECTION		
	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

POST– INSPECTION		
	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

Engine Run Up Checks

Inertial ☐ **EPL** ☐ **OVG** ☐ **Stby Alt** ☐ **BOV** ☐ **Brake** ☐ **Randown** ☐

NOTE:

1. Brake system at Torque 2000 ft-lbs.
2. Inertial Separator at Torque 400 ft-lbs.
3. EPL check can't exceed 4% Ng per second.
4. Standby Alt at 80% Ng.
5. Low idle at 55.5 - 57% 40Amps.
6. High idle at 64 - 66% Ng 40Amps

Engine Performance Target Table (Cessna C208B EX)

OAT (°C)	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Tq (ft.lbs)	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397
Np	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ITT (°C)	835	837	839	841	841	841	841	841	841	842	843	844	846	846	846
Ng (%)	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.6	102.6	102.6	102.6	102.6	102.6	102.6	102.5
WF (PPH)	578	578	578	578	578	578	578	570	565	565	560	560	555	548	548

Note:

1. Make sure that inertial separator in normal condition, no bleed air extracted from the engine and air condition OFF.
2. This table only applies to altitude 0-500 feet MSL. For higher altitude, refer to EMM 72-00-00.
3. Max fuel flow is 580 lb/hr fuel flow is not more than 15 lbs/hr higher than the value shown in table.
4. If parameters are outside the target performance table to EMM chapter 71-00-00.

REMARKS:

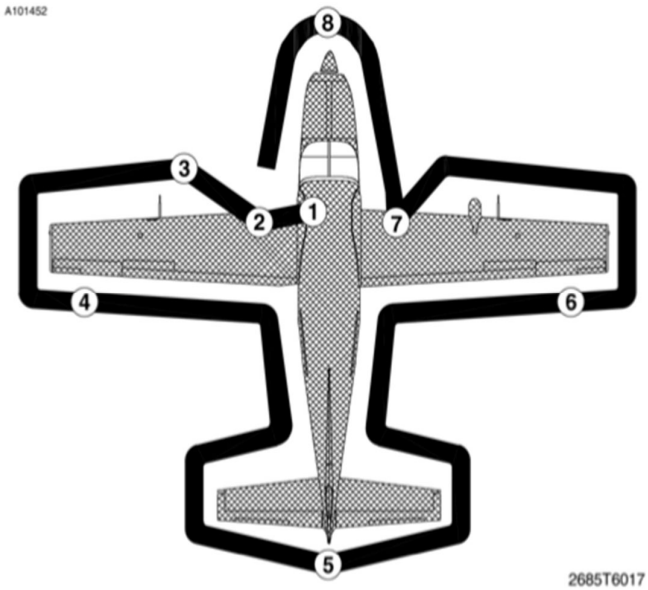
PERFORMED BY			
Name	Sign & Stamp	Date	Location

Reg. Mark : PK -

Serial Number :

Preflight Check carried out and released by engineer, before the first flight of the day of applicable inspections, or at least 1 hour before first flight, and/or 6 hours after aircraft on ground before next flight schedule.

NOTE: FORBIDDEN TO BRING THIS DOCUMENT ONBOARD THE AIRCRAFT



Visually check airplane for general condition during walk- around inspection.

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
CABIN								
PF00 1	Aircraft Document Required: - C of A - C of R - Compass Swing - Weight & Balance - Insurance Certificate - Radio Permit - Noise Certificate - Copy of Certificate the Return to Service Check all the validity of the listed documents above and evident to be available in the aircraft.							
PF00 2	Remove pitot/static covers, check for pitot blockage.							
PF00 3	Remove control lock, disengage rudder lock.							
PF00 4	Check ALT STATIC AIR control knob in OFF (push in).							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
PF005	Check inertial separator in NORMAL (closed)							
PF006	Check STBY FLAP MOTOR is secure (guarded normal)							
PF007	Check oxygen supply pressure (if installed) and availability of oxygen mask.							
PF008	Check vent air fans and air conditioning switch OFF.							
PF009	Check TEMP selector knob CLOSED (rotate full counterclockwise) and BLEED AIR SWITCH in OFF position.							
PF010	Check free movement of power lever, emergency power lever, propeller condition lever and cut-off lever.							
PF011	Make sure FUEL Shutoff and cabin heat firewall shutoff knob FULL in.							
PF012	Check free movement of control wheel and trims (aileron, elevator and rudder).							
PF013	Turn ON battery switch							
PF014	Check avionic fans, verify deck skin fans are heard and check airflow from each fan.							
PF015	Turn On avionics 1 switch, verify PFD 1 comes on and check the display.							
PF016	Turn On avionics 2 switch, verify PFD 2 and MFD come on and check the displays.							
PF017	Select flaps to LAND or full DOWN.							
PF018	Select pitot/static and stall switches ON for 30 Seconds then OFF.							
PF019	Turn OFF avionics 1 and 2 switches.							
PF020	Turn ON all internal and external lights switches, verify all lights are illuminates, then turn OFF.							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS 1	2	3	4	5	6	7
PF02 1	Turn OFF battery switch.							
LEFT AND RIGHT WINGS								
PF02 2	Check lights (taxi lights, landing lights, strobe lights and navigation lights), verify in good conditions and clear visibilities.							
PF02 3	Collect fuel sample from each wing and collector tank.							
PF02 4	Check general condition of the wings and control surfaces (verify screws, rivets are secured, and tank vent are clearly opened, static wicks, spoiler and aileron tabs).							
PF02 5	Check stall warning vane, verify free movement, audible and warm.							
PF02 6	Check pitot/static tubes, verify security, openings for stoppage and warmth.							
ANDING GEAR								
PF02 7	Check nosewheel strut for condition, red over-travel indicator block and cable intact (not fallen into view). Check **NOSE** wheel tire for proper inflation and general condition (weather checks, treat depth and wear, etc.) • Type 22x8.00-8; 6 ply tire: **30 - 42 PSI.** **ACTUAL RESULT:** *(Fill pressure result of Tire)*							
		NOSE TIRE						
		..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI
PF02 8	Check condition of LEFT and RIGHT main landing gear and brakes.							
PF02 9	Check LEFT and RIGHT Main wheel tire for proper inflation and general condition (weather checks, treat depth and wear, etc.) • Type 29x11.00-10; 10 ply tires **(STC APE STOL Sys.)**: **51 - 61 PSI**. • Type 29x11.00-10; 10 ply tires **(Without STC APE STOL Sys.)**: **35 - 45 PSI**. **ACTUAL RESULT:** *(Fill pressure result of Tire)* **ACTUAL RESULT:** *(Fill pressure result of Tire)*							
		LEFT MAIN TIRE						
		..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI
		RIGHT MAIN TIRE						
		..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI	..... PSI

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS 1	2	3	4	5	6	7
EMPENNAGE AND FUSELAGE								
PF030	Check horizontal stabilizer leading edge, verify condition, security, and verify 18 VGs on the upper side of hor-stab.							
PF031	Check vertical stabilizer, verify in good condition.							
PF032	Check control surfaces and elevator trim tabs, verify condition, security, freedom of movement and tab position.							
PF033	Check all static wicks at tail section, verify condition and security.							
PF034	Remove tail support.							
PF035	Check cargo pod (if installed), verify condition, security, and installation.							
PF036	Check Doors, verify all doors (including cargo pod) CLOSED, LATCHED and UNLOCKED							
ENGINE AND PROPELLER								
PF037	Remove covers (exhaust, inlet duct, oil cooler)							
PF038	Check general condition of the engine for security, fuel and oil leakage and damage to any components.							
PF039	Check battery, verify condition and power cables security.							
PF040	Check the fuel filter impending bypass indicator pop-up button.							
PF041	Check exhaust and deflector (if installed), verify condition, security, no cracks, distortion or damage.							
PF042	Checked closed of inertial separator bypass outlet, verify free of debris.							
PF043	Check oil level, maintain at minus one (-1) quartz. Verify dipstick/filler cap is secured.							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
PF044	Check condition and security of standby alternator and belt.							
PF045	Check condition and security of air conditioning compressor and drive belt, check for damage or leaks from compressor to the condenser and evaporators hoses, check installation, condition and blockage at condenser inlet/outlet.							
PF046	Check fluid level and cap secured for brake fluid reservoir.							
PF047	Check oil breather drain can, verify can is empty.							
PF048	Check condition and security of external power receptacle.							
PF049	Remove propeller anchor.							
PF050	Check condition, restrictions, and debris of air inlets i.e.; starter/generator blast tube opening, oil cooler inlet, NACA scoop, engine induction air inlet.							
PF051	Check propeller, inspect blades for nicks, gouges, looseness of material, erosion, cracks, lightning strike (darken area near tips) and evidence of grease or oil leaks.							
PF052	Check propeller spinner, verify condition and security.							
PF053	Check both left and right cowlings, verify CLOSED and LATCHED.							
*** End of Preflight Check Items ***								

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

DAY	NAME	SIGNATURE	STAMP	PLACE/DATE
1				
2				

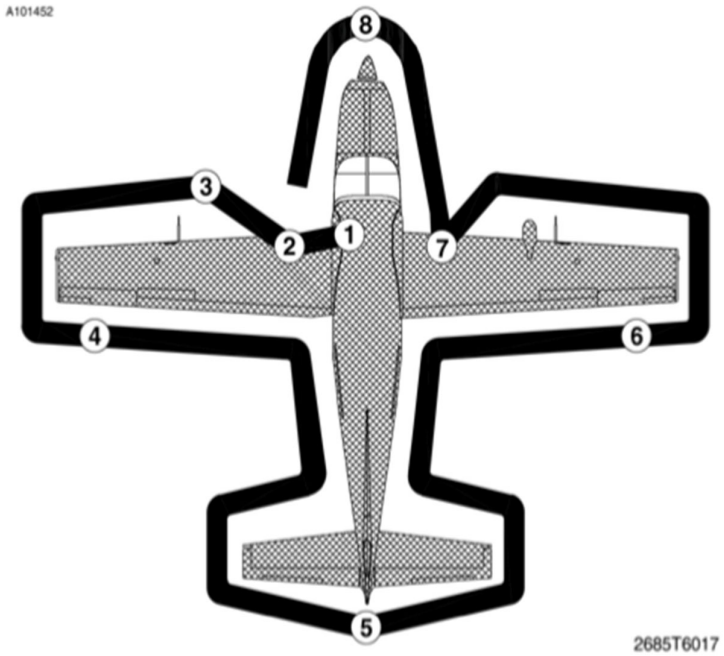
DAY	NAME	SIGNATURE	STAMP	PLACE/DATE
3				
4				
5				
6				
7				

Reg. Mark : PK -

Serial Number :

Daily Check carried out and released by engineer, after the last flight of each day.

NOTE: FORBIDDEN TO BRING THIS DOCUMENT ONBOARD THE AIRCRAFT



Visually check airplane for general condition during walk- around inspection.

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
CABIN								
DI001	Aircraft Document Required: - C of A - C of R - Compass Swing - Weight & Balance - Insurance Certificate - Radio Permit - Noise Certificate - Copy of Certificate the Return to Service Check all the validity of the listed documents above and evident to be available in the aircraft.							
DI002	Install pitot/static covers.							
DI003	Check free movement of control wheel and trims (aileron, elevator and rudder). Verify no looseness during its movement.							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
DI004	Install control lock, engage rudder lock.							
DI005	Check STBY FLAP MOTOR is secure (guarded normal)							
DI006	Check oxygen supply pressure (if installed) and availability of oxygen mask.							
DI007	Check vent air fans and air conditioning switch OFF.							
DI008	Check TEMP selector knob CLOSED (rotate full counterclockwise) and BLEED AIR SWITCH in OFF position.							
DI009	Check free movement of power lever, emergency power lever, propeller condition lever and cut-off lever.							
DI010	Make sure FUEL Shutoff and cabin heat firewall shutoff knob FULL in.							
DI011	Turn ON battery switch							
DI012	Check avionic fans, verify deck skin fans are heard and check airflow from each fan.							
DI013	Turn On avionics 1 switch, verify PFD 1 comes on and check the display.							
DI014	Turn On avionics 2 switch, verify PFD 2 and MFD come on and check the displays.							
DI015	Check flaps position lever, verify fully UP.							
DI016	Turn OFF avionics 1 and 2 switches.							
DI017	Turn ON all internal and external lights switches, verify all lights are illuminates, then turn OFF.							
DI018	Turn OFF battery switch.							
LEFT AND RIGHT WINGS								
DI019	Check lights (taxi lights, landing lights, strobe lights and navigation lights), verify in good conditions and clear visibilities.							
DI020	Check general condition of the wings and control surfaces (verify screws, rivets are secured, and tank vent are clearly opened, static wicks, spoiler and aileron tabs).							
LANDING GEAR								
DI021	Check nosewheel strut and tire for condition, red over-travel indicator block and cable intact (not fallen into view), and proper inflation of tire.							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
DI022	Check condition of LEFT and RIGHT main landing gear and brakes.							
DI023	Check LEFT and RIGHT main wheel tire for proper inflation and general condition (weather checks, treat depth and wear, etc.)							
EMPENNAGE AND FUSELAGE								
DI024	Check horizontal stabilizer leading edge, verify condition, security, and verify 18 VGs on the upper side of hor-stab.							
DI025	Check vertical stabilizer, verify in good condition.							
DI026	Check control surfaces and elevator trim tabs, verify condition, security, freedom of movement and tab position.							
DI027	Check all static wicks at tail section, verify condition and security.							
DI028	Install tail support.							
DI029	Check cargo pod (if installed), verify condition, security, and installation.							
DI030	Check Doors, verify all doors (including cargo pod) CLOSED, LATCHED and LOCKED.							
ENGINE AND PROPELLER								
DI031	Install covers (exhaust, inlet duct, oil cooler)							
DI032	Check general condition of the engine for security, fuel and oil leakage and damage to any components.							
DI033	Check battery, verify condition and power cables security.							
DI034	Check the fuel filter impending bypass indicator pop-up button.							
DI035	Check exhaust and deflector (if installed), verify condition, security, no cracks, distortion or damage.							
DI036	Checked closed of inertial separator bypass outlet, verify free of debris.							
DI037	Check oil level, maintain at minus one (-1) quartz. Verify dipstick/filler cap is secured.							
DI038	Check condition and security of standby alternator and belt.							
DI039	Check condition and security of air conditioning compressor and drive belt, check for damage or leaks from compressor to the condenser and evaporators hoses, check installation, condition and blockage at condenser inlet/outlet.							

ITEM CODE NO.	TASK	CHECKLIST (√) DAYS						
		1	2	3	4	5	6	7
DI040	Check fluid level and cap secured for brake fluid reservoir.							
DI041	Check propeller spinner, verify condition and security.							
DI042	Check propeller, inspect blades for nicks, gouges, looseness of material, erosion, cracks, lightning strike (darken area near tips) and evidence of grease or oil leaks.							
DI043	Install propeller anchor.							
DI044	Check both left and right cowlings, verify CLOSED, LATCHED and LOCKED.							
*** End of Daily Inspection items ***								

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

DAYS	NAME	SIGNATURE	STAMP	PLACE/DATE
1				
2				
3				
4				
5				
6				
7				

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A110001	ALL	Interior and Exterior Placard and Decal Detailed Inspection Task 11-00-00-220		
D121001	121	Brake System Servicing Task 12-10-01-610		
D121003	710	Shimmy Damper Servicing Task 12-10-01-611		
C122101	700	Landing Gear Lubrication Task 12-21-03-640		
C122103	110	Hartzell Propeller Lubrication Task 12-21-04-640	N/A	N/A
B236001	343 375 376 571 671	Static Discharge System Functional Check Task 23-60-00-720		
B243401	122	Marathon Ni-Cad Battery Functional Check (CapCheck) Task 24-34-00-720	N/A	N/A
A255101	251 252 255 256 257 258	Cargo Nets Detailed Inspection Task 25-51-00-220		
C270001	215 216 226 373 374 503 525 603 625	Flight Controls Lubrication Task 27-00-00-640		
B273101	211 212 503	Stall Warning System Operational Check Task 27-31-00-710		
C275001	525 527 625 627	Flap Tracks and Rollers Lubrication Task 27-50-00-640		
B281001	575 675	Fuel Vent Line Float Valve Operational Check Task 28-10-03-710		
A281001	521 621	Fuel Filler Assembly Detailed Inspection Task 28-10-01-220		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B301003	122 AUX	Bleed Air Pressure Regulator Functional Check (without TKS and not incorporating CAB93-2) Task 30-10-00-720		
B322001	710	Shimmy Damper Functional Check Task 32-20-02-720		
B341101	AUX	Pitot Tube Heaters Operational Check Task 34-11-00-710		
A353001	256	Oxygen Mask Detailed Inspection Task 35-30-00-220		
B761003	AUX	Emergency Power Lever Annunciator Light (EPL) Operational Check Task 76-10-01-710		
*** End of Inspection 200 Hours/12 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B215001	121 122	Compressor Drive Belt Functional Check Task 21-50-00-720		
A322001	710	Nose Landing Gear Detailed Inspection Task 32-20-00-220		
*** End of Inspection 400 Hours/24 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A243601	121	Standby Alternator Detailed Inspection Task 24-36-00-220		
B251001	221 232	Inertia Reel Operational Check Task 25-10-00-710		
B255201	901 902 903 904 905 906	Cargo Pod Drains Operational Check Task 25-52-00-710		
A261001	121 122	Engine Fire Detection System General Visual Inspection Task 26-10-00-210		
C271001	211 212 217 218 233 234 253 254 251 252 551 571 651 671	Aileron Trim System Lubrication Task 27-10-02-640		
B271005	551 571 651 671	Aileron Trim Tab (Free Play) Functional Check Task 27-10-02-720		
B273003	371 372 375 376	Elevator Trim Tab (Free Play) Functional Check Task 27-30-02-720		
D282101	130	Firewall Mounted Fuel Filter Servicing Task 28-21-00-610		
B282103	213 214 220	Firewall Fuel Shutoff Valve Control Operational Check Task 28-21-00-711		
C282301	231 232 511 611	Wing Shutoff Valve Linkage Lubrication Task 28-23-00-640		
B284101	ENG	Fuel Reservoir Warning System Operational Check Task 28-41-00-710		
B301001	122 AUX	Bleed Air Pressure Regulator Functional Check (Airplanes with de-ice boots installed) Task 30-10-00-720		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A353003	256	Portable Oxygen Cylinder Detailed Inspection Task 35-30-00-221		
B611002	110	Hartzell Aluminum Propeller Functional Check Task 61-10-00-721	N/A	N/A
B611101	110	McCauley Propeller Functional Check Task 61-11-00-720		
A712001	130	Engine Mounts and Firewall Detailed Inspection Task 71-20-00-220		
A716001	130	Inertial Air Separator Detailed Inspection Task 71-60-00-220		
B761001	130 211 212 ENG	Engine Controls Functional Check Task 76-10-00-72		
A801001	130	Starter-Generator (Part Number 23081 Series only) Detailed Inspection Task 80-10-00-220		
*** End of Inspection 400 Hours/12 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
C221201	226 232	Autopilot Servos Lubrication Task 22-12-00-640		
A245001	121 122	Power Distribution Boxes Detailed Inspection Task 24-50-00-220		
A251001	231 232	Crew Seats Detailed Inspection Task 25-10-00-220		
A251003	231 232	Passenger Seats Detailed Inspection Task 25-21-00-220		
B271001	211 212 217 218 233 234 253 254 251 252 503 525 603 625	Spoiler System Functional Check Task 27-10-00-720		
C271003 RII	551 571 651 671	Aileron Trim Tab Actuator (2660044-1) Lubrication Task 27-10-02-641		
C273001 RII	371 372 375 376	Elevator Trim Tab Actuator (2660017-1) Lubrication Task 27-30-02-640		
B284103	AUX	Fuel Quantity and Low Fuel Warning Systems Functional Check Task 28-41-00-720		
B313103	312	Flight Data Recorder Underwater Locator Beacon Functional Check Task 31-31-00-721		
B324001	ENG	Brakes Operational Check Task 32-40-00-710		
B332001	AUX	Passenger/Cargo Compartment Lighting Operational Check Task 33-20-00-710		
A520001	801 802	Crew Doors Detailed Inspection Task 52-00-00-220		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A520003	255 256 257 258 803 804	Passenger/Cargo Doors and Door Frames Detailed Inspection Task 52-00-00-221		
A781001	130	Primary and Secondary Exhaust Duct General Visual Inspection Task 78-10-00-211		
*** End of Inspection 800 Hours/24 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B212401	211 212	Avionics Cooling Fan Operational Check Task 21-24-00-710		
B221201	226 232	Garmin Autopilot (GFC 700) Functional Check Task 22-12-00-720		
B221203	226 232	Garmin Autopilot (GFC 700) Slip Clutch Override Operational Check Task 22-12-00-710		
C273030	213 214	Elevator Bellcrank Lubrication Task 12-21-02-640		
A275001	231 232	Flap Actuator Mount Bracket Detailed Inspection Task 27-50-00-220		
A275003	251 252 511 611 525 625	Flap Bellcrank Detailed Inspection Task 27-50-00-221		
*** End of Inspection 800 Hours/12 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
C271005 **RII**	551 571 651 671	Aileron Trim Tab Actuator (2661615-1, 2661615- 9, or 2661615-10) Lubrication Task 27-10-02-642		
C273003 **RII**	371 372 375 376	Elevator Trim Tab Actuator (2661215-1 & 2661215-9) Lubrication Task 27-30-02-641		
*** End of Inspection 600 Hours/60 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B271003	211 212 217 218 233 234 253 254 251 252 503 525 603 625	Aileron System Functional Check Task 27-10-00-721 (REMOVED)	N/A	N/A
C272001	211 212 213 214	Rudder Bar Bearings and Rudder Pedals Lubrication Task 27-20-00-640		
B272001	211 212 213 214 217 218 233 234 253 254 257 258 311 312 320 341	Rudder System Functional Check (Standard Rudder Installation) Task 27-20-00-720		
A273000	373 374	Left and Right Elevator Torque Tube Attach Points (Borescope) Special Detailed Inspection Task 27-30-00-290 (REMOVED)	N/A	N/A
B273001	211 212 213 214 217 218 233 234 253 254 257 258 311 312 320 373 374 375 376	Elevator System Functional Check Task 27-30-00-720		
B275001	251 252 511 611 525 625	Flap System Functional Check Task 27-50-00-720		
B277001	330	Rudder Gust Lock Detailed Inspection (Airplanes 20800237 and On, Airplanes 208B0382 and On and Airplanes equipped with Aero Twin STC SA3649NM) Task 27-70-01-221		
*** End of Inspection 1600 Hours/24 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
C122106	801 802 803 804 921 922 923 924	Key Lock Lubrication Task 12-21-07-640		
A251000	801 802	Smoke Goggle General Visual Inspection Task 25-10-00-210		
B262001	215 216 251 252	Portable Fire Extinguisher Functional Check (Weight Check) Task 26-20-00-720 **WEIGHT RESULT: _____**		
B272003	211 212 213 214 217 218 233 234 253 254 257 258 311 312 320 341	Rudder System Functional Check (Float Kit Installation) Task 27-20-00-721		
B313101	312	Flight Data Recorder System Functional Check Task 31-31-00-720		
A321001	721 722	Main Landing Gear Detailed Inspection Task 32-10-00-220		
A322002	701	Drag Link Forward Support Seal General Visual Inspection (Airplanes 20800553 and On and 208B5076 and on) Task 32-20-00-210		
A324001	721 722	Brakes Detailed Inspection Task 32-40-00-220		
A324005	721 722	Main Landing Gear Wheels and Tires Detailed Inspection Task 32-40-00-222		
A324009	710	Nose Landing Gear Wheel and Tire Detailed Inspection Task 32-40-00-224		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B350101	231 232 251 252 255 256 311 312 801 802	Oxygen System Operational Check Task 35-01-00-710		
A714101	130	Engine Wash Ring, Air Plenum, and Thermocouple (T1) Detailed Inspection Task 71-41-00-220		
*** End of Inspection 12 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A710001	130	Engine Compartment Zonal Inspection Task 71-00-01-210		
*** End of Inspection 24 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A281003	521 621	Fuel Storage System Detailed Inspection Task 28-10-01-221		
A321003 RII	721 722	Center-Spring and Main Gear-Spring Interface Area Special Detailed (Corrosion Inspection and Repair) Task 32-10-00-221		
A322003	701	Drag Link Forward Support General Visual Inspection. (Airplanes 20800553 and On and 208B5076 and On) Task 32-20-00-211		
A531003	211 212 213 214 215 216 217 218 231 232 233 234	Internal Cockpit Zonal Inspection Task 53-10-00-211		
A531007	311 312 320 330	Internal Tail Cone Zonal Inspection Task 53-10-00-213		
A571001	500 600	Wing Zonal Inspection Task 57-10-00-210		
*** End of Inspection 48 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A255201	901 902 903 904 905 906	Cargo Pod Zonal Inspection Task 25-52-00-210		
B262005	215 216 251 252	Portable Fire Extinguisher Restoration (Internal Inspection) Task 26-20-00-290		
A531001	ALL	External Fuselage Zonal Inspection Task 53-10-00-210		
A531004	251 252 253 254 255 256 257 258 311 312	Internal Cabin Zonal Inspection Task 53-10-00-212		
A531013	340 341 373 374	Empennage and Horizontal Stabilizer Zonal Inspection Task 53-10-00-214		
A531014	320 330 373 374	Horizontal and Vertical Stabilizer Attach Bolts Detailed Inspection and Lubrication Task 53-10-00-226		
*** End of Inspection 72 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
B262003	215 216 251 252	Portable Fire Extinguisher Restoration (Hydrostatic Test) Task 26-20-00-780		
*** End of Inspection 144 Months Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A531008	121 122 130	Fuselage Engine Mount Fittings Special Detailed Inspection (SID 53-10-01) Task 53-10-00-250		
A532008	121 122 130	Firewall Brace and Doubler Assemblies Detailed Inspection (SID 53-20-11) Task 53-10-00-223		
A532009	251 252 500 600	Carry-Through Root Rib Detailed Inspection (SID 53-20-08) Task 53-10-00-220		
A532011	231 232 233 234 801 802	Crew Door Frames Detailed Inspection (SID 53-20-09) Task 53-10-00-221		
A532012	255 256 257 258 803 804	Passenger and Cargo Door Frames Detailed Inspection (SID 53-20-10) Task 53-10-00-222		
A535001	320 373 374	Fuselage to Horizontal Stabilizer Attach Fittings Special Detailed Inspection (SID 53-50-01) Task 53-10-00-257		
A535002	311 312 320 341	Vertical Stabilizer Attach Points Special Detailed Inspection (Typical Inspection Compliance) (SID 53-50-02) Task 53-10-00-258		
A551003	373 374	Horizontal Stabilizer Forward and Aft Attach Points Special Detailed Inspection (SID 55-10-01) Task 55-10-00-250		
A553001	320 341	Vertical Stabilizer Spars Special Detailed Inspection (Typical Inspection Compliance) (SID 55-30-01) Task 55-30-00-250		
A553004	373 374	Horizontal Stabilizer Spars Special Detailed Inspection (Typical Inspection Compliance) (SID 55-10-02) Task 55-10-00-251		
A564002	240	Windshield and Attachment Structure Detailed Inspection (SID 56-30-01) Task 56-00-01-220		
*** End of Inspection 20,000 Hours Initial (I) 5000 Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A532015	253 254	Fuselage Skin Doubler at Main Landing Gear Cutout Detailed Inspection (SID 53-20-14) Task 53-10-00-225		
*** End of Inspection 5000 Hours Initial (I), 2500 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A531009	231 232 233 234 251 252 253 254 255 256 257 258	Seat Rails and Attachment Structure Detailed Inspection (SID 53-10-07) Task 53-25-00-220		
A532003	255 256 257 258 803 804	Cargo and Passenger Door Doublers Special Detailed Inspection (SID 53-20-01) Task 53-10-00-251		
A532013	233 234	Bulkheads and Stiffeners Below the Seat Rail Attachments at FS 143.00 and FS 158.00 Detailed Inspection (SID 53-20-12) Task 53-25-00-221		
*** End of Inspection 7500 Hours Initial (I), 2500 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A535003	311 312 320 341	Vertical Stabilizer Attach Points Special Detailed Inspection (Severe Inspection Compliance) (SID 53-50-02) Task 53-10-00-259		
A553002	320 341	Vertical Stabilizer Spars Special Detailed Inspection (Severe Inspection Compliance) (SID 55-30-01) Task 55-30-00-251		
*** End of Inspection 16,500 Hours Initial (I), 5000 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A551005	373 374	Horizontal Stabilizer Spars Special Detailed Inspection (Severe Inspection Compliance) (SID 55-10-02) Task 55-10-00-252		
*** End of Inspection 17,500 Hours Initial (I), 1000 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A532005	253 254	Main Landing Gear Fitting Special Detailed Inspection (SID 53-20-04) Task 53-10-00-254		
*** End of Inspection 25,000 Landing Initial (I), 5000 Landing Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
C122105	701	Nose Landing Gear Drag Link Support Servicing (Airplanes Incorporating CAB-32-02 Only) Task 12-21-03-641		
*** End of Inspection 100 Hours CAB-32-02 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A712003	130	Engine Truss and Ring Assembly Special Detailed Inspection (SID 71-20-01) Task 71-20-00-240		
*** End of Inspection 20,000 Hours Initial (I), 6000 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A321005	721 722	Main Landing Gear Axle (Part Numbers 2641011-1, -3, -4) Special Detailed Inspection (SID 32-10-01) Task 32-10-00-240 Note: Certain P/N with this inspection must be replaced 10,000 Landing		
*** End of SID 5000 Landing Initial (I), 1000 Landing Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix C25 – SID 15,000 Landing Initial, 3000 Landing Repetitive Inspection

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A575002	525 527 625 627	Center Flap Track and Inboard Flap Track Special Detailed Inspection (SID 57-50-01) Task 57-10-00-254		
A575003	525 527 625 627	Outboard Flap Track Special Detailed Inspection (SID 57-50-01) Task 57-10-00-255		
*** End of Inspection 15,000 Landing Initial 3000 Landing Repetitive Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A570009	531 631	Wing Strut Fittings Special Detailed Inspection (Severe Inspection Compliance) (SID 57-60-01) Task 57-10-01-251		
*** End of Inspection 5000 Hours Initial (I), 3600 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A532007	251 252 501 511 525 601 611 625	Fuselage to Wing Attach Fitting Lugs Special Detailed Inspection (SID 53-20-02) Task 53-10-00-252		
A570010	501 521 601 621	Front Spar Lower Cap Inboard of WS 141.20 Special Detailed Inspection (SID 57-20-02) Task 57-10-00-252		
A570011	521 525 621 625	Rear Spar Lower Cap Inboard of WS 141.20 Special Detailed Inspection (SID 57-20-03) Task 57-10-00-253		
A570012	531 631	Wing Strut Attachment to Front Spar Special Detailed Inspection (Nominal/Standard Bolt Size) (Typical Inspection Compliance) (SID 57-60-02) Task 57-10-01-252		
A570013	251 252	Wing to Carry - Thru Front Spar Attachment Fittings Special Detailed Inspection (SID 57-20-01) Task 57-10-00-250		
A570014	251 252	Wing to Carry - Thru Rear Spar Attachment Fittings Special Detailed Inspection (SID 57-20-01) Task 57-10-00-251		
A570015	531 631	Wing Strut Attachment to Front Spar Special Detailed Inspection (Nominal/Standard Bolt Size) (Severe Inspection Compliance) (SID 57-60-02) Task 57-10-01-253		
*** End of Inspection 20,000 Hours Initial (I), 5000 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	5RII SIGN&STAMP
A531006	251 252 253 254	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (SID 53-20-07) Task 53-20-07-251		
*** End of Inspection 5000 Hours Initial (I), 1200 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A531010	251 252 253 254	Fuselage to Strut Attach Fitting Lugs (Oversize 1/64 - Inch Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (SID 53-20-07) Task 53-20-07-252		
*** End of Inspection 5000 Hours Initial (I), 500 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A531011	251 252 253 254	Fuselage to Strut Attach Fitting Lugs (Oversize 1/32-Inch Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (SID 53-20-07) Task 53-20-07-253		
*** End of Inspection 5000 Hours Initial (I), 400 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A570016	531 631	Wing Strut Attachment to Front Spar Special Detailed Inspection (1/64 Inch Oversize Bolt Size) (Severe Inspection Compliance) (SID 57-60-02) Task 57-10-01-254		
*** End of Inspection 20,000 Hours Initial (I), 4400 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
A570017	531 631	Wing Strut Attachment to Front Spar Special Detailed Inspection (1/32 Inch Oversize Bolt Size) (Severe Inspection Compliance) (SID 57-60-02) Task 57-10-01-255		
*** End of Inspection 20,000 Hours Initial (I), 3600 Hours Repetitive (R) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E710001	130	Do a check of the FCU manual override system for static operation.		
E710003	130	Do a compressor performance recovery wash.		
E710004	130	Inspect all accessible connections, clamps and brackets for attachment. Inspect accessible lockwire and safety cable for security and installation.		
E710005	130	Inspect of wear, chafing, cracks and corrosion for tubing, wiring, control linkage, hose assemblies. **NOTE:** Visually inspect insulated air tubes for signs of swelling, cracking, bulging of rubber sheath material. Refer to repair section and SB1687. Replace as necessary.		
E710006	130	Examine linkages. Pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings. Disconnect rod ends and clean using solvent (PWC11-027) or (PWC11-031). Lubricate with light grease (PWC04-001) after engine external wash. Examine rod end for corrosion, roughness in rotation, side play and radial play. After lubrication reinstall rod ends and torque to specified value (Ref 76-10-00). Check free movement of linkage.		
E710007	130	Inspect attachment and linkages, air, oil and fuel lines (Ref. 73-10-07/-08). **NOTE:** Visually inspect insulated air tubes for signs of swelling, cracking, bulging of rubber sheath material. Refer to repair section and SB1687. Replace as necessary.		
E710011	130	Performed Deceleration Check		
E720001	130	Do a visual inspection of the engine exhaust duct welds.		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E720002	130	Do a visual inspection of the engine exhaust duct for cracks.		
E720003	130	External surfaces, and fireseal mount ring brackets for cracks, distortion, and corrosion of gas generator case (Ref. 72-30-04).		
E722001	130	Do a visual inspection of the air inlet screen.		
E722004	130	Cracks and attachment of brackets and seals of fireseal mount rings. (Ref. 72-30-01/-02)		
E723000	130	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion		
E731002	130	Do a visual inspection of the fuel pump (in-situ inspection only) for installation and leakage		
E731003	130	Check oil-to-fuel heater installation		
E731014	130	Check starting flow control/flow divider for installation and leaks.		
E731015	130	Check outlet filter for foreign matter or distortion (Ref. 73-10-02). **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		
E731006	130	Check drain valve for installation and leaks		
E731008	130	Do a visual inspection of the P3 filter and drain valve.		
E731018	130	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.		
E732001	130	Check FCU for installation, linkages and pneumatic tubes.		
E732002	130	Examine the FCU for bearing wash-out, shown by blue dye (grease and fuel mixed) at FCU vent.		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E792002	130	Oil filter elements and secondary screen (coarse hat-type screen attached to the inner end of the filter).		
E792003	130	Examine the forward oil transfer elbow installation on the Flange A. Make sure that the bolts tighten correctly		
D282101	130	Firewall Mounted Fuel Filter Servicing Task 28-21-00-610		
E722001	130	Do a visual inspection of the air inlet screen.		
E722004	130	Cracks and attachment of brackets and seals of fireseal mount rings. (Ref. 72-30-01/-02)		
E723000	130	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion		
E731002	130	Do a visual inspection of the fuel pump (in-situ inspection only) for installation and leakage		
E731003	130	Check oil-to-fuel heater installation		
E731014	130	Check starting flow control/flow divider for installation and leaks.		
E731015	130	Check outlet filter for foreign matter or distortion (Ref. 73-10-02). **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		
E731006	130	Check drain valve for installation and leaks		
E731008	130	Do a visual inspection of the P3 filter and drain valve.		
E731018	130	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E732001	130	Check FCU for installation, linkages and pneumatic tubes.		
E732002	130	Examine the FCU for bearing wash-out, shown by blue dye (grease and fuel mixed) at FCU vent.		
E792002	130	Oil filter elements and secondary screen (coarse hat-type screen attached to the inner end of the filter).		
E792003	130	Examine the forward oil transfer elbow installation on the Flange A. Make sure that the bolts tighten correctly		
D282101	130	Firewall Mounted Fuel Filter Servicing Task 28-21-00-610		
*** End of Engine PT6A-114A 100 Hours/Minor Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E793001	130	Check magnetic chip detector(s) for continuity, open circuit must exist indicating no contamination at pole tips.		
*** End of Engine PT6A-114A 200 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix D03 – Engine PT6A-114A 200 Hours or 6 Months Inspection

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E793000	130	Do a visual inspection of the AGB internal scavenge oil pump inlet screen		
*** End of Engine PT6A-114A 200 Hours or 6 Months Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E724000	130	Do borescope inspection of hot section components.		
E731004	130	Do a leak test and a functional test of the fuel manifold adapter and nozzle assemblies. **Note:** Engines ON fuel nozzle in-situ cleaning program (Ref. Task 71-00-00- 160-808). Test fuel nozzles and refurbish as necessary.		
E741001	130	Do a visual inspection of the ignition exciter.		
E741011	130	Do a visual inspection of the ignition cables.		
E742002	130	Do a visual inspection of the spark igniter/glow plugs.		
*** End of Engine PT6A-114A 400 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E731005	130	Check inlet screen for foreign matter or distortion, clean and reinstall, or install new screen.		
E753001	130	Do a visual inspection of the compressor bleed valve.		
*** End of Engine PT6A-114A 600 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix D06 – Engine PT6A-114A 600 Hours or 12 Months Inspection

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E793002	130	Bridge the chip detector(s) magnetic bar with correct jumper and use an applicable ohmmeter to make sure that continuity between connector pins.		
	*** End of Engine PT6A- 114A 600 Hours or 12 Months Inspection Items ***			

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
E731028	130	Replace the P3 filter. P/N OFF: _____ P/N ON: _____		
E792001	130	Remove and discard the oil filter element. Install a new oil filter element. P/N OFF: _____ P/N ON: _____		
*** End of Engine PT6A-114A 1000 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F710001	130	Do a check of the FCU manual override system for static operation. For the engines installed with a manual override system only.		
F710003	130	Do a compressor performance recovery wash		
F720000	130	Do a visual inspection of the Control Linkages and wiring.		
F720001	130	Do a visual inspection of the engine exhaust duct welds.		
F720002	130	Do a visual inspection of the engine exhaust duct for cracks.		
F720003	130	Do a visual inspection of the gas generator case and the center fireseal.		
F720004	130	Do a visual inspection of the rear fireseal mounting ring.		
F722001	130	Do a visual inspection of the air inlet screen.		
F723000	130	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion		
F725005	130	Do a detailed inspection of the turbine exhaust duct.		
F731002	130	Do a check for the fuel pump installation and leaks.		
F731003	130	Do a check of the oil-to- fuel heater installation		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F731035	130	Do a visual Inspection of the Fuel - Oil Heat Exchanger Fuel Filter Element **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		
F731006	130	Do a check of the drain valve for installation and leaks		
		NOTE: There is no need to remove the drain valve if there is no leaks.		
F731007	130	Do a check of the flow divider for installation and leaks.		
F731008	130	Do a visual inspection of the P3 filter and drain valve.		
F731015	130	Do a visual inspection of Fuel Pump outlet filter. **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		
F731018	130	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.		
F732001	130	Do a check of the FCU for installation, linkages and pneumatic tubes.		
F792000	130	Inspect and clean oil filter for debris.		
*** End of Engine PT6A-140 100 Hours/Minor Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE		DATE
			SIGN	STAMP	
F793001	130	Do a visual inspection of the chip detector for debris.			
*** End of Engine PT6A-140 200 Hours Inspection Items ***					

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Appendix D10 – Engine PT6A-140 200 Hours or 6 Months Inspection

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F793000	130	Do a visual inspection of the AGB internal scavenge oil pump inlet screen		
*** End of Engine PT6A- 140 200 Hours or 6 Months Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F724000	130	Do borescope inspection of hot section components.		
F731004	130	Do a leak test and a functional test of the fuel manifold adapter and nozzle assemblies. **Note:** Engines ON fuel nozzle in-situ cleaning program (Ref. Task 71-00-00- 160-808). Test fuel nozzles and refurbish as necessary.		
F741001	130	Do a visual inspection of the ignition exciter.		
F741011	130	Do a visual inspection of the ignition cables.		
F742001	130	Do a functional check of the ignition cable.		
F742002	130	Do a visual inspection of the spark igniter/glow plugs. **Note:** Examine initially at 200 Hours.		
*** End of Engine PT6A-140 400 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
F731005		Do a visual inspection of the fuel pump inlet screen.		
		NOTE: On new aircraft, check filter after each flight until no contamination is evident. Do a check after first flight or ground run whenever any component upstream of filter is replaced.		
F753001		Do a visual inspection of the compressor bleed valve.		
F793002		Do a functional check of the chip detector.		
*** End of Engine PT6A-140 600 Hours Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

ITEM CODE NO.	ZONE	TASK	SIGNATURE		DATE
			SIGN	STAMP	
F731028	130	Replace the P3 filter. P/N OFF: _____ P/N ON: _____			
F792001	130	Remove and discard the oil filter element. Install a new oil filter element. P/N OFF: _____ P/N ON: _____			
*** End of Engine PT6A-140 1000 Hours Items ***					

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

1. Inspection Capabilities Limitations

NO.	TYPE INSPECTION	LINE	BASE
1.	Pre-flight Inspection	X	X
2.	Daily Inspection	X	X
3.	Inspection 12 Months	X	X
4.	Inspection 24 Months		X
5.	Inspection 48 Months		X
6.	Inspection 72 Months		X
7.	Inspection 144 Months		X
8.	Inspection 200 Hours/12 Months	X	X
9.	Inspection 400 Hours/12 Months		X
10.	Inspection 400 Hours/24 Months		X
11.	Inspection 800 Hours/12 Months		X
12.	Inspection 800 Hours/24 Months		X
13.	Inspection 1600 Hours/24 Months		X
14.	Inspection 1600 Hours/60 Months		X
15.	Inspection Initial 20,000 Hours, Repetitive 5000 Hours		X
16.	Inspection Initial 5000 Hours, Repetitive 2500 Hours		X
17.	Inspection Initial 7500 Hours, Repetitive 2500 Hours		X
18.	Inspection Initial 12,500 Hours, Repetitive 2500 Hours		X
19.	Inspection Initial 16,500 Hours, Repetitive 5000 Hours		X
2O.	Inspection Initial 17,500 Hours, Repetitive 1000 Hours		X
21.	Inspection Initial 25,000 Landing, Repetitive 5000 Landing		X

NO.	TYPE INSPECTION	LINE	BASE
22.	Inspection 12 Months ELT	X	X
23.	Inspection 24 Months Transponder	X	X
24.	Inspection 24 Months Pitot Altimeter	X	X
25.	Inspection 100FH (CAB-32-02)	X	X
26.	Removed		
27.	Inspection Initial 20,000 Hours, Repetitive 6000 Hours		X
28.	Removed		
29.	Removed		
30.	Inspection SID 5000 Landing Initial, 1000 Landing Repetitive		X
31.	Inspection 15,000 Landing Initial, 3000 Landing Repetitive		X
32.	SID 5000 Hours Initial, 3600 Hours Repetitive		X
33.	SID 20,000 Hours Initial, 5000 Hours Repetitive		X
34.	SID 5000 Hours Initial, 1200 Hours Repetitive		X
35.	Removed		
36.	SID 5000 Hours Initial, 500 Hours Repetitive		X
37.	SID 5000 Hours Initial, 400 Hours Repetitive		X
38.	SID 20,000 Hours Initial, 4400 Hours Repetitive		X
39.	SID 20,000 Hours Initial, 3600 Hours Repetitive		X
40.	Un-scheduled Maintenance	X	X
41.	Out of Phase Maintenance	X	X
42.	Engine PT6A-114A and 140 - 100 Hours Inspection	X	X
43.	Engine PT6A-114A and 140 - 200 Hours Inspection	X	X

NO.	TYPE INSPECTION	LINE	BASE
44.	Engine PT6A-114A and 140 - 400 Hours Inspection		X
45.	Engine PT6A-114A and 140 - 600 Hours Inspection and 600 Hours/12M on 114A	X	X
46.	Engine PT6A-114A and 140 - 1000 Hours Inspection	X	X
47.	Engine PT6A-114A and 140 – Hot Section Inspection		X
48.	Weight & Balance		X
49.	Compass Swing	X	X

1. Base characteristic Requirement:
    - Size of Hangar have minimum requirement (See Figure 1)
        - 13m x 18m x 6m
    - Power Source (220V)
    - Lighting Support
    - Air Pressure Source
    - Maintenance Platforms / Stairs, height: 2 – 3 meters
    - Security
    - Fixed / portable crane, if required
    - Cleanliness standardization

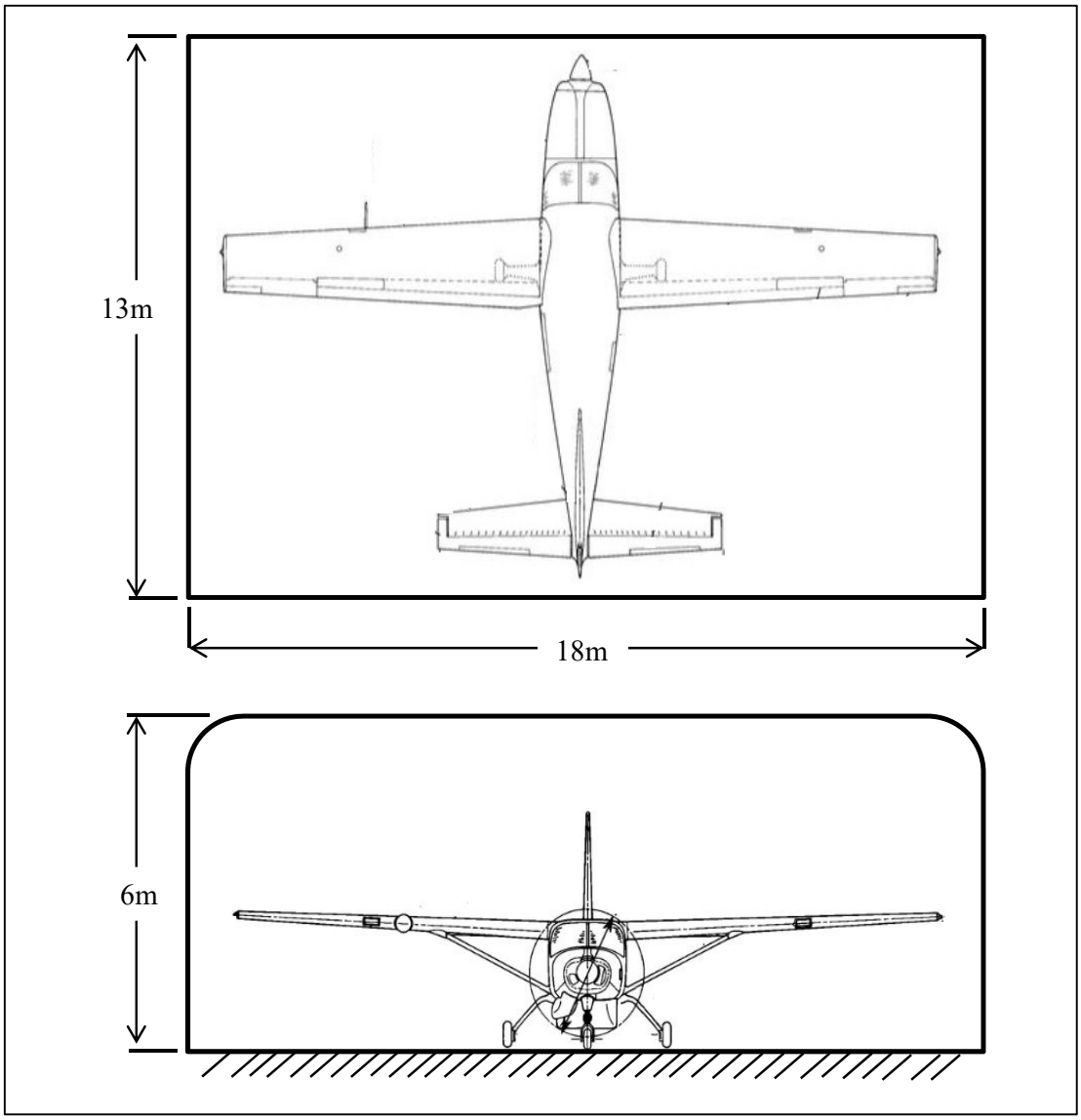


Figure 1 – Size of Hangar Requirement

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

Perform procedures below if the aircraft inactive for more than **5 days**.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
Storage Preparation				
01	ALL	Disconnect battery.		
02	ALL	Do not set PARKING BRAKE during storage.		
*** End of Flyable Storage (5 Days) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark	:	PK -	Date	:	
MSN	:		Station	:	
TSN / CSN	:		WO No.	:	

Perform procedures below if the aircraft inactive after **2 Weeks (14 Days)**.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
Storage Preparation				
01	ALL	Rotate airplane after 2 weeks, rotate tires to prevent flat areas. Mark with tape to ensure minimum 90 degrees from previous position.		
02	ALL	If the relative humidity (as indicated on the humidity indicator) is less than 40 percent, no further action is required. If humidity indicated exceeds 40 percent, the desiccant bags must be replaced by freshly activated desiccant bags.		
*** End of Flyable Storage (After 2 Weeks) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

Perform procedures below if the aircraft planned for storage maximum **28 Days.**

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
Storage Preparation				
01	ALL	Disconnect battery.		
02	ALL	Do not set PARKING BAKE during storage.		
03	ALL	Provided all engine openings are sealed off and relative humidity in engine is maintained at less than 40 percent. Humidity control is maintained by placing desiccant bags and humidity indicator on wooden racks in engine primary exhaust duct. Suitable windows must be provided in exhaust closure to facilitate observation of humidity indicators.		
04	ALL	Ensure fuel bays are full of fuel.		
*** End of Flyable Storage (Planned Storage) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

Perform procedures below prior return to service the aircraft after flyable storage.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
07	ALL	Connect battery.		
08	ALL	Remove desiccant bag. (If applicable)		
09	ALL	Ensure all previously sealed engine openings are reopened and unobstructed.		
10	ALL	Perform a thorough preflight inspection.		
*** End of Flyable Storage (RTS) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark	:	PK -	Date	:	
MSN	:		Station	:	
TSN / CSN	:		WO No.	:	

Perform procedures below if the aircraft planned for storage / inactive **29 to 90 days**.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	ALL	Clean and wax airplane thoroughly.		
02	ALL	Lubricate all airframe items.		
03	ALL	Remove battery and store in a cool, dry place; service battery periodically and charge as required.		
04	ALL	Clean any oil or grease from tires. Cover tires to protect against grease or oil.		
05	ALL	Either block up fuselage to relieve pressure on tires or rotate wheels every two weeks to prevent flat areas on tires. Mark tires with tape to ensure tire is placed approximately 90 degrees from previous position.		
06	ALL	Do not set the parking brake as brake seizing can result.		
07	ALL	Close fuel supply firewall shutoff valve.		
08	ALL	Disconnect fuel inlet line to oil-to-fuel heater and connect suitable oil supply line to oil-to-fuel heater fuel inlet. Blank off disconnected fuel supply line.		
09	ALL	Disconnect fuel line at inlet to flow divider to prevent oil from entering fuel manifold, and loosen line as required to permit drainage into a suitable container. **Note:** - **An engine treated in accordance with the following may be considered being protected against normal atmospheric corrosion for a period not to exceed 90 days.** - **Engine preservation carried out during temporary or indefinite storage should be recorded in the engine logbook and on tags secured to the engine.** **CAUTION** - **Under no circumstances should preservative oil be sprayed into the compressor or exhaust ports of the engine. Dirt particles deposited on blades and vanes during engine operation will adhere and**		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
		alter the airfoil shape, adversely affecting compressor efficiency. - **Extreme care must be taken to prevent foreign material from being drawn into engine fuel system. Equipment must be supplied with suitable filters no coarser than 10-micron rating.** - **Under no circumstances permit preservative oil to enter engine where it may come in contact with thermocouple probe assembly. Oil contamination of probes may cause complete failure of thermocouple system.**		
10	ALL	Supply preservative oil (MIL-PRF-6081, Grade 1010) at 5 to 25 PSIG pressure. Ensure temperature is at least 16°C (60°F). **CAUTION** **Observe starter motor operating limits (refer to Pilot's Operating Handbook and Approved Airplane Flight Manual).**		
11	ALL	With ignition switch in NORMAL position, IGN circuit breaker pulled, and fuel condition lever in HIGH IDLE position, and power control lever to MAX, carry out normal motoring run until all preservative oil is displaced. During run, power control lever should be moved from MAX to IDLE and returned to MAX, and fuel condition lever from HIGH IDLE to CUTOFF and returned to HIGH IDLE to displace fuel from system.		
12	ALL	After motoring run, check to see if preservative oil is coming from opened fuel line. If not, repeat motoring cycle until preservative oil flows from opened fuel line.		
13	ALL	Return power control lever to IDLE, and fuel condition lever to CUTOFF. Reconnect fuel supply line to oil-to-fuel heater and fuel line to inlet of flow divider.		
14	ALL	Install all plugs, caps and covers over all openings to prevent entry of foreign material and accumulation of moisture. Install desiccant bags and humidity indicators.		
15	ALL	Ensure fuel bays are full of fuel.		
*** End of Temporary Storage (29 to 90 Days) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

Perform procedures below if the aircraft inactive for **30 days**.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
1	ALL	Drain any accumulated moisture and contamination from all fuel drains every 30 days. Refer to Chapter 12, Fuel - Servicing.		
2	ALL	Check fuel additive concentration every 30 days using a differential refractometer. Refer to the Pilot's Operating Handbook and Approved Airplane Flight Manual for allowable concentration ranges. If concentration falls below acceptable range, airplane must be defueled and refuelled.		
*** End of Temporary Storage (30 Days) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark	:	PK -	Date	:	
MSN	:		Station	:	
TSN / CSN	:		WO No.	:	

Perform procedures below prior return to service the aircraft after temporary storage.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
1	ALL	Install and connect battery.		
2	ALL	Remove all installed plugs, caps and covers.		
3	ALL	Remove desiccant bags and humidity indicator.		
4	ALL	Fill the engine oil tank.		
5	ALL	Disconnect fuel line at flow divider inlet, then loosen line, as required, to permit preservative oil drainage into a suitable container.		
6	ALL	Connect airplane fuel supply.		
7	ALL	Open the fuel supply firewall shutoff valve.		
8	ALL	With ignition switch in NORMAL position and IGN circuit breakers disengaged, displace preservative oil from fuel system as follows. a. Place power control lever to MAX position and fuel condition lever to HIGH IDLE. b. Turn fuel boost pump ON. **Observe starter motor operating limits.** c. Perform normal motor run, during which time, move power control lever to IDLE and return to MAX, fuel condition lever to CUTOFF and return to HIGH IDLE, until clean fuel commences to flow from drain.		
9	ALL	Reconnect fuel inlet line to flow divider, tighten all connections, torque to 90 to 100 inch-pounds, and safety wire. Refer to Chapter 20, Safetying - Maintenance Practices.		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
10	ALL	Return power control lever to IDLE and fuel condition lever to CUTOFF.		
11	ALL	Check percent of anti-icing additive in fuel using a differential refractometer. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for specific concentration levels. Defuel and refuel airplane if concentration levels are below acceptable levels.		
12	ALL	Check brake fluid reservoir for proper fluid level. Refer to Chapter 12, Hydraulic Fluid - Servicing.		
*** End of Temporary Storage (RTS) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark	:	PK -	Date	:	
MSN	:		Station	:	
TSN / CSN	:		WO No.	:	

Perform procedures below if the aircraft planned for storage / inactive greater than **90 days.**

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
Storage Preparation				
01	ALL	Clean and wax airplane thoroughly.		
02	ALL	Lubricate all airframe items.		
03	ALL	Remove battery and store in a cool, dry place; service battery periodically and charge as required.		
04	ALL	Clean any oil or grease from tires. Cover tires to protect against grease or oil.		
05	ALL	Either block up fuselage to relieve pressure on tires or rotate wheels every two weeks to prevent flat areas on tires. Mark tires with tape to ensure tire is placed approximately 90 degrees from previous position.		
06	ALL	Do not set the parking brake as brake seizing can result.		
07	ALL	Close fuel supply firewall shutoff valve.		
08	ALL	Disconnect fuel inlet line to oil-to-fuel heater and connect suitable oil supply line to oil-to-fuel heater fuel inlet. Blank off disconnected fuel supply line.		
09	ALL	Disconnect fuel line at inlet to flow divider to prevent oil from entering fuel manifold, and loosen line as required to permit drainage into a suitable container. **Note:** - **An engine treated in accordance with the following may be considered being protected against normal atmospheric corrosion for a period not to exceed 90 days.** - **Engine preservation carried out during temporary or indefinite storage should be recorded in the engine logbook and on tags secured to the engine.** **CAUTION** - **Under no circumstances should preservative oil be sprayed into the compressor or exhaust ports of the engine. Dirt particles deposited on blades and vanes**		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
		during engine operation will adhere and alter the airfoil shape, adversely affecting compressor efficiency. - **Extreme care must be taken to prevent foreign material from being drawn into engine fuel system. Equipment must be supplied with suitable filters no coarser than 10 micron rating.** - **Under no circumstances permit preservative oil to enter engine where it may come in contact with thermocouple probe assembly. Oil contamination of probes may cause complete failure of thermocouple system.**		
10	ALL	Supply preservative oil (MIL-PRF-6081, Grade 1010) at 5 to 25 PSIG pressure. Ensure temperature is at least 16°C (60°F). **CAUTION** **Observe starter motor operating limits (refer to Pilot's Operating Handbook and Approved Airplane Flight Manual).**		
11	ALL	With ignition switch in NORMAL position, IGN circuit breaker pulled, and fuel condition lever in HIGH IDLE position, and power control lever to MAX, carry out normal motoring run until all preservative oil is displaced. During run, power control lever should be moved from MAX to IDLE and returned to MAX, and fuel condition lever from HIGH IDLE to CUTOFF and returned to HIGH IDLE to displace fuel from system.		
12	ALL	After motoring run, check to see if preservative oil is coming from opened fuel line. If not, repeat motoring cycle until preservative oil flows from opened fuel line.		
13	ALL	Return power control lever to IDLE, and fuel condition lever to CUTOFF. Reconnect fuel supply line to oil-to-fuel heater and fuel line to inlet of flow divider.		
14	ALL	Place suitable container under engine and remove drain plugs from oil tank and accessory gearbox, and chip detector from propeller reduction gearbox.		
15	ALL	With drains open, motor engine with starter (ignition NORMAL and IGN circuit breaker pulled) to permit scavenge pumps to clear engine, indicated by cessation of steady stream of oil from drains. To prevent excessive operation with limited lubrication, limit rotation to shortest possible time to accomplish complete draining.		
16	ALL	Remove oil filter element and allow oil to drain. Refer to Pratt and Whitney Engine Maintenance Manual for procedures.		
17	ALL	Allow oil to drain from engine to a slow drip (approximately one-half hour), then reinstall oil filter element and chip detector and close drains.		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
18	ALL	Remove cover plates from pads of accessory drives, and spray exposed surfaces and gear shafts with engine lubricating oil (Exxon Turbo Oil 2380 or equivalent). Replace cover plates.		
19	ALL	Tag oil filler cap with date of preservation, and enter date and type of preservation in engine log book.		
20	ALL	Install humidity indicator in air inlet end and in exhaust end of engine compartment. Cover with suitable airtight moisture barrier. Provide inspection windows at each end for observation of humidity indicators.		
21	ALL	Install all plugs, caps and covers over all openings to prevent entry of foreign material and accumulation of moisture. Install desiccant bags and humidity indicators.		
22	ALL	Ensure fuel bays are full of fuel.		
*** End of Indefinite Storage (Greater than 90 Days) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

Perform procedures below prior return to service the aircraft after indefinite storage.

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
1	ALL	Install and connect battery.		
2	ALL	Remove all installed plugs, caps and covers.		
3	ALL	Remove desiccant bags and humidity indicator.		
4	ALL	Fill the engine oil tank.		
5	ALL	Disconnect fuel line at flow divider inlet, then loosen line, as required, to permit preservative oil drainage into a suitable container.		
6	ALL	Connect airplane fuel supply.		
7	ALL	Open the fuel supply firewall shutoff valve.		
8	ALL	With ignition switch in NORMAL position and IGN circuit breakers disengaged, displace preservative oil from fuel system as follows. a. Place power control lever to MAX position and fuel condition lever to HIGH IDLE. b. Turn fuel boost pump ON. **Observe starter motor operating limits.** c. Perform normal motor run, during which time, move power control lever to IDLE and return to MAX, fuel condition lever to CUTOFF and return to HIGH IDLE, until clean fuel commences to flow from drain.		
9	ALL	Reconnect fuel inlet line to flow divider, tighten all connections, torque to 90 to 100 inch-pounds, and safety wire. Refer to Chapter 20, Safetying - Maintenance Practices.		
10	ALL	Return power control lever to IDLE and fuel condition lever to CUTOFF.		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
11	ALL	Check percent of anti-icing additive in fuel using a differential refractometer. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for specific concentration levels. Defuel and refuel airplane if concentration levels are below acceptable levels.		
12	ALL	Check brake fluid reservoir for proper fluid level. Refer to Chapter 12, Hydraulic Fluid - Servicing.		
*** End of Indefinite Storage (RTS) Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

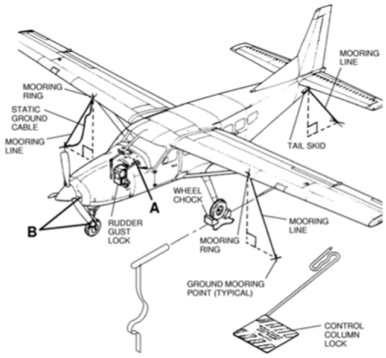
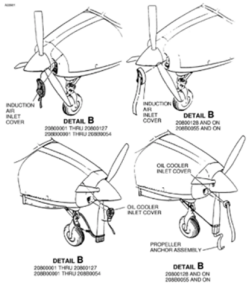
RETURN TO SERVICE

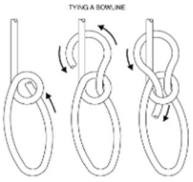
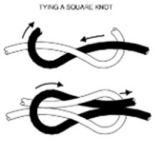
The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark	: PK -	Date	:
MSN	:	Station	:
TSN / CSN	:	WO No.	:

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
1	ALL	 DETAIL A  Position airplane on level surface headed into wind. • In fixed parking areas, use ground anchor points which are located outboard or aft of airplane mooring points. It may be necessary to use two parking spaces to get adequate spacing between ground anchor points.		
2	ALL	Set parking brake or chock main gear wheels. **CAUTION** **Do not set parking brake during cold weather, when accumulated moisture may freeze brakes, or when brakes are overheated.**		
3	ALL	Install control column lock.		
4	ALL	Set rudder gust lock in accordance with the Pilot's Operating Handbook.		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
5	ALL	**CAUTION** **Never attach mooring lines directly to struts. Use designated tie down rings to prevent possible damage to struts.** Connect mooring lines to mooring rings and tail skid. A tie-down rope requires using a secure antislip knot such as the bowline or square knot.   **NOTE** **During existing or expected gusty or high wind conditions, mooring lines should have slack taken out of them to prevent excessive movement of airplane resulting in high shock load on airplane and moorings.**		
6	ALL	Install the following protective covers (as required) to prevent entry of foreign material: a) Induction air inlet cover. b) Pitot tube cover. c) Bypass air outlet cover. d) Oil cooler air inlet cover.		
7	ALL	Secure propeller with propeller anchor assembly.		
8	ALL	Attach static ground cable securely to the tie-down ring on the wing and the ground anchor.		
*** End of Temporary and Mild Weather Mooring Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

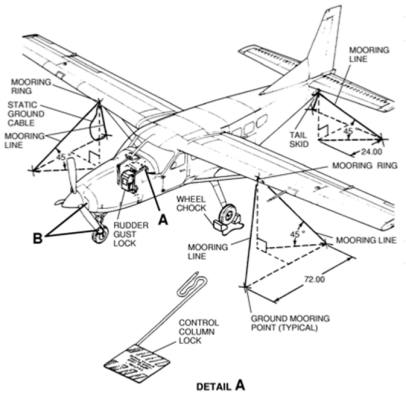
Name : _____ Place/Date : _____

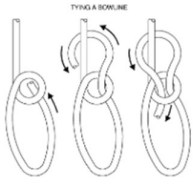
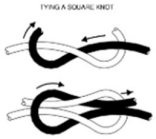
Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
1	ALL	 Position airplane on level surface headed into wind. • In fixed parking areas, use multiple ground anchor points for each mooring point on the airplane. Ensure that all ground anchor points are outboard (or aft) of airplane mooring points. It may be necessary to use two parking spaces to get adequate spacing between ground anchor points.		
2	ALL	Set parking brake or chock main gear wheels. **CAUTION** **Do not set parking brake during cold weather, when accumulated moisture may freeze brakes, or when brakes are overheated.**		
3	ALL	Install control column lock.		
4	ALL	Set rudder gust lock in accordance with the Pilot's Operating Handbook.		

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
5	ALL	**CAUTION** **Never attach mooring lines directly to struts. Use designated tie down rings to prevent possible damage to struts.** Connect mooring lines to mooring rings and tail skid. A tie-down rope requires using a secure antislip knot such as the bowline or square knot.   **NOTE** **During existing or expected gusty or high wind conditions, mooring lines should have slack taken out of them to prevent excessive movement of airplane resulting in high shock load on airplane and moorings.**		
6	ALL	Install the following protective covers (as required) to prevent entry of foreign material: a) Induction air inlet cover. b) Pitot tube cover. c) Bypass air outlet cover. d) Oil cooler air inlet cover.		
7	ALL	Secure propeller with propeller anchor assembly.		
8	ALL	Attach static ground cable securely to the tie-down ring on the wing and the ground anchor.		
*** End of Long Term and Severe Weather Mooring Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	Update Navigation Database. • G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G. • G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3		
*** End of OOP34001 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	GRS 77 Earth Magnetic Field Updates, refer to G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G.		
*** End of OOP34002 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	Conduct visual inspection for GSA 80/81 Servos refer to G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G		
*** End of OOP34003 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	Conduct visual inspection and check slip clutches of GSM 85A/86, refer to G1000 Line Maintenance Manual, Doc. No. 190-00869-00, Rev. G.		
*** End of OOP34004 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	G1000 Redundant Connection Check refer to G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3.		
*** End of OOP34005 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - Date :

MSN : Station :

TSN / CSN : WO No. :

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	Perform the electrical bonding resistance check of G1000 equipment refer to G1000 NXi Supplemental Maintenance Manual, Doc. No. 190-02128-04, Rev. 3.		
*** End of OOP34006 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____

Reg. Mark : PK - _____ Date : _____

MSN : _____ Station : _____

TSN / CSN : _____ WO No. : _____

NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
01	211 212	Perform propeller dynamic balancing refer to Cessna Maintenance Manual 61-11-00.		
*** End of OOP61001 Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Place/Date : _____

Sign & Stamp : _____