PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Aircraft Preservation**	No.	WO/066-SNX/V/2023
	Date	12-May-2023
	A/C Reg.	PK-SNX EC130T2-8829
Reference : MP EC 130 T2 Rev. 2	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform aircraft preservation
2. Make an entry in Maintenance Log.
3. Return the Completed Work Order and Form to PPC.

#If any finding, please close the routine card, and transferred to inspection card.

Additional Work :

Compliance Statement	Sign & Date Company Lic. No.: (Engineer In Charge)	Signature (Technical Manager)

AIRCRAFT CHECK WORK SUMMARY
(Form: SCA/MTC/051)

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
12 May 2023	WO/066-PK-SNX/V/2023	Aircraft Preservation	

A/C Type	Mfg. Serial Number	A/C Registration
EC130T2	8829	PK-SNX

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	53467	
	#2	-	
Propeller/Rotor	#1		
	#2	-	
Landing Gear	NLG		
	LH MLG		
	RH MLG		

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	-	
2	Inspection Card	-	
3	Work Order	1	
4	Summary Inspection List	1	
5	Material and Tool List	-	
6	Escalation form	-	
7	CRS (SMI / Unscheduled Maintenance)	1	

INSPECTION CARD (IC) LIST (Finding during maintenance)

No	Taskcard Ref	Subject	Status		Name/ Sign & Stamp
			Open	Close	
IC-001					
IC-002					
IC-003					
IC-004					
IC-005					
IC-006					

IC-007					
IC-008					
IC-009					
IC-010					
IC-011					
IC-012					
IC-013					
IC-014					
IC-015					

Prepared by : Technical Support	Checked by : Chief Maintenance	Verified by : Chief Inspector	Approved by : Technical Manager
			
.....	.....	.....	.....
Hani	Dodit	Yanuar	Istiono

SUMMARY INSPECTION ITEMS
(Form: SCA/MTC/050)

WO Ref: WO/066-SNX/V/2023

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	EO-005	AIRCRAFT PRESERVATION				

smartaviation	**INSPECTION CARD** **(Form: SCA/MTC/ 048)**	TECHNICAL DEPARTMENT

1. CARD #	2. JO/WO #	3. ORIGINATOR	4. CARD REF	5. DATE
6. A/C REG/MSN	7. A/C TYPE	8. TRADE	12. VENDOR ORDER #	
9. ZONE	10. STA	11. MTC TYPE		

13. DESCRIPTION/DEFECT-IF FINDING OF CPCP INSPECTION, PLEASE COMPLETE SET. 20	14 PPC/ENG	15 DATE

16. CORRECTIVE ACTION		17 MECH	18 ENG. LIC	19 DATE
Performed at A/C TT : ..... A/C TC /LDG :				
20. CORROSION INFORMATION				
LOCATION	CAUSE OF DAMAGE			
	☐ Environment			
	☐ Internal Leakage			
CORROSION ☐ Isolated ☐ Widespread	☐ Chemical Spill			
CORROSION LVL ☐ 1 ☐ 2 ☐ 3	☐ LAV/Galley Spill			
PROPOSED ACTION ☐ Doublers	☐ Blocked Drain			
☐ Others	☐ Wet Insulation Blanket			
.....	☐ Other			
21. If the defect is RII, Please Sign this card finally by RII Inspector			INSP	DATE
NOTICE OF INSPECTOR				

22. PARTS REQUIRED						
PART DESCRIPTION	PART NO	QTY	SERIAL NO		STATUS	
			ON	OFF	CLOSE	OPEN

23. TOOLS REQUIRED			
DESCRIPTION	PART NO. / MODEL	NEXT CALIBRATION DATE	STATUS

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: EC 130 T2	TTSN	:
A/C REG	: PK-SNX	TCSN	:
MSN	: 8829	DATE	:

TYPE OF INSPECTION : Aircraft Preservation
DUE AT :
REFF : MP EC 130 T2 Rev. 2

EXCEPTION

AUTHORIZED PERSON

I hereby certify that this aircraft has been maintained accordance with CASR and Maintenance Program. Aircraft safe and airworthy for flight

NAME	CAT	AMEL/OTR NO	SIGN&STAMP	DATE
	AIRFRAME & POWER PLANT			
	EIRA			

THE NEXT DUE TYPE OF INSPECTION :

DUE AT :

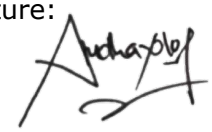
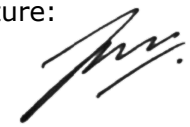
Form: SCA/MTC/049

ENGINEERING ORDER

005/EO/TEK-TS/V/2023

AIRCRAFT PRESERVATION

PT. SMART CAKRAWALA AVIATION

Prepared	Checked	Approved
Technical Support	**Technical Manager**	**Chief Inspector**
Signature: 	Signature: 	Signature: 
Name: Dwi M	Name: Istiono	Name: Yanuar A. F.
Date: 12 May 2023	Date: 12 May 2023	Date: 12 May 2023

SMART AVIATION
ENGINEERING ORDER

Aircraft Reg.:	Make/Model:	No. EI:	Rev. No. :
PK-SNX (8829)	**EC130**	**005/EO/TEK-TS/V/2023**	**Original**

Total Flight Hours:	Total Flight Cycle:	Date Issued :
830:14	**2119**	**12 May 2023**

Task Description :

AIRCRAFT PRESERVATION ON EC130T2 PK-SNX

Effectivity :

EC130T2 (PK-SNX)

Technical Data Reference :

1. **MGB lubrication (SDS 63-21-00,02)**
2. **TGB lubrication (SDS 65-21-00,01)**
3. **Storage of a helicopter in "short-term" sheltered storage - Parking and Picketing (AMM 10-10-00,3-4)**
4. **Preservation - Main Rotor Blades - Main rotor blades (AMM 62-11-00,9-1)**
5. **Preservation - MRH - Main Rotor Hub (AMM 62-21-00,9-1)**
6. **Storage - MGB – Main Gear Box (AMM 63-21-00,9-1)**
7. **Preservation - TRH - Tail Rotor Hub AMM 64-21-00,9-1**
8. **Storage - TGB - Tail Gear Box AMM 65-21-00,9-1**

SMART AVIATION
ENGINEERING ORDER

1. Description.

This document provides information of PK-SNX preservation. This process includes three operations:
1. cleaning,
2. drying,
3. protection.

Preservation contents :
1. MGB lubrication refer to SDS 63-21-00,02
2. TGB lubrication refer to SDS 65-21-00,01
3. Storage of a helicopter in "short-term" sheltered storage - Parking and Picketing refer to AMM 10-10-00,3-4
4. Preservation / Depreservation - Main Rotor Blades - Main rotor blades (AMM 62-11-00,9-1)
5. Preservation / Depreservation - Main Rotor Hub - Main Rotor Hub refer to AMM 62-21-00,9-1
6. Storage / Removal from storage - MGB – MGB AMM 63-21-00,9-1
7. Preservation / Depreservation - Tail Rotor Hub - Tail Rotor Hub AMM 64-21-00,9-1
8. Storage / Removal from storage - TGB - Tail Gear Box AMM 65-21-00,9-1

All above information is mentioned by SDS 62-30-00-02

The main gearbox reduces the rotation speed and transmits the engine torque through bevel gears to the main rotor and accessories. The first stage is constituted of the BEVEL GEAR module and the second stage concerns the EPICYCLIC REDUCTION GEAR module.

The tail gearbox (TGB) is an angle gearbox (spiro-bevel pair). The TGB transmits the rotational motion of the tail rotor drive shaft to the tail rotor, reduces the rotation speed between the tail rotor drive shaft and the tail rotor, attaches the tail rotor, controls the tail rotor pitch, transfers the torque and the thrust to the structure.

During presercation, service oil must be drained from the MGB and TGB systems and they must be filled with appropriate storage oil. To change the storage oil in the gear boxes, it is necessary to perform a run-up every 6 months or to use a dedicated test bench (GSE) to avoid performing a run-up.

2. Aircraft Effectivity.

REGISTRATION	SERIAL NUMBER
PK-SNX	8829

SMART AVIATION
ENGINEERING ORDER

DISTRIBUTION :

TECHNICAL MANAGER	[√]	MATERIAL SUPPORT	[√]
SAFETY & QUALITY MANAGER	[√]	TECHNICAL SUPPORT	[√]
CHIEF INSPECTOR	[√]	FILE	[√]

3. Compliance.

Perform aircraft preservation refer to Aircraft Maintenance Manual

4. Material.

No	Description	CM No	Material	Qty
1	Grease	CM 101	Aeroshell grease 22, Shell	AR
2	Grease	CM 116	Aerogrease 6, Total Nyco Grease GN06, Nyco Corp	AR
3	Oil	CM 150	Aeroshell Grease 6, Shell Nyco Grease GN 15, Nyco Kalor Althea, Imperator Aerogrease 15, Total	AR
4	*Oil[1]	CM 165	Nycoprotec 05, Nyco Corp	AR
5	Cleaning Agent	CM 231	TECHNICLEAN AS58 (ex CARE CLEAN-AS1), Brenntag, Castrol SA.	AR
6	Anti-Corrosion agent	CM 508	Nycoprotec 8132, NYCO	AR
7	Anti-Corrosion agent	CM 531	Ardrox 396/1 E8	AR
8	Anti-Corrosion agent	CM 5004	Fluid Film Aerosol AS, Eureka Chemical Company, South San Francisco	AR
9	Adhesive Tape	CM 629	Scotch 92-25, 3M	AR
10	*Lubricant Anti Corrosion[2]		ACF50	1 Can

Note :
1. Required Item
2. Request due to unidentified storage

5. Publications Affected.

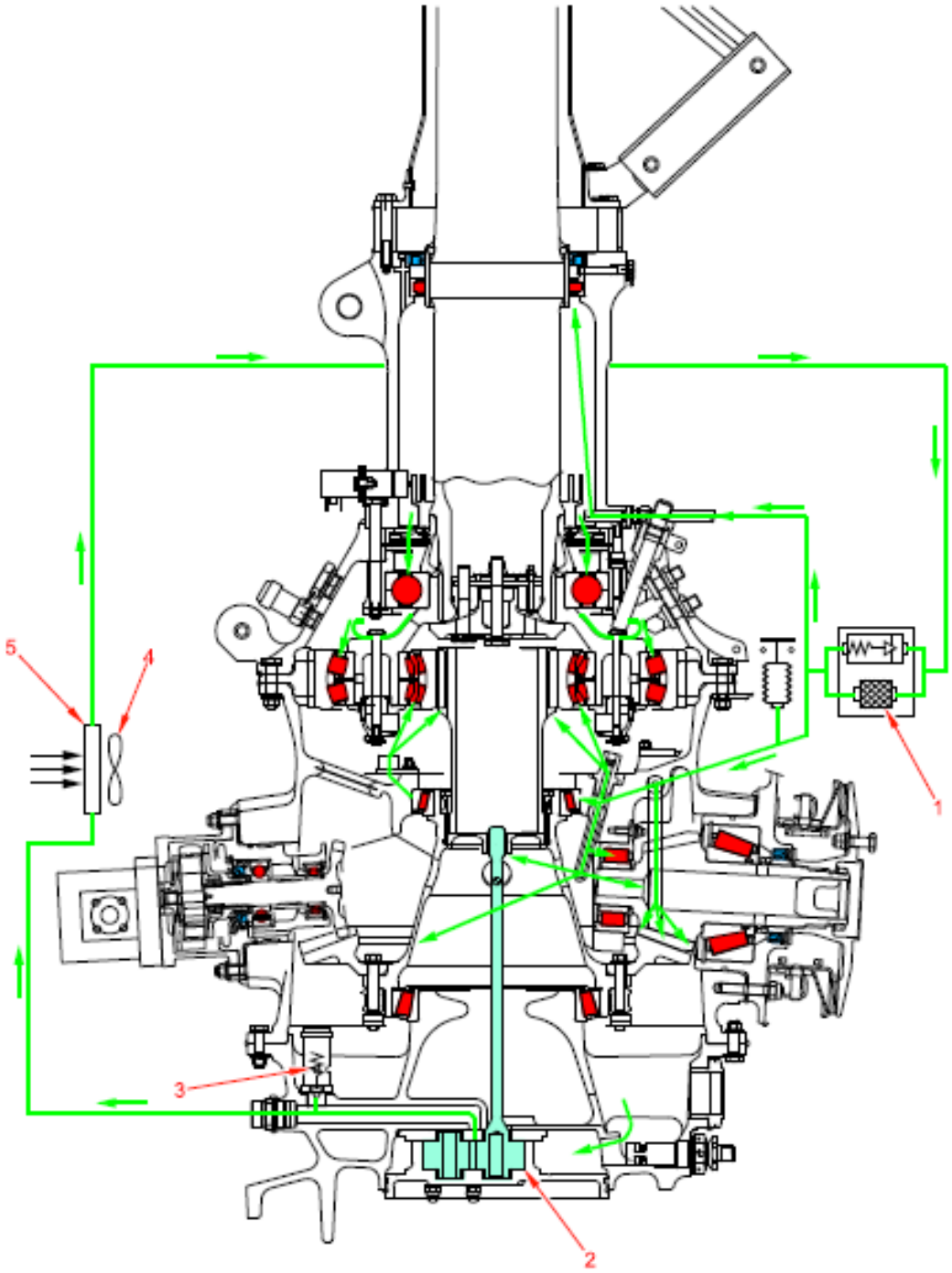
None.

SMART AVIATION
ENGINEERING ORDER

6. Accomplishment Instructions.

Description	Eng.	RII	Remarks
Main Gearbox Lubrication			
The pressure lubrication is done by the oil pump (2) which takes oil from the bottom of the housing.			
The pressure relief valve (3), installed on the oil outlet line, close to the pump, allows the flow to be by-passed to the housing in the event of overpressure in the downstream circuit (clogging, circuit blockage, etc.).			
The oil passes through the oil cooler (5), and is cooled by the air flow created by the relative wind and by the rotation of the shrouded motor fan (4) whose operation is controlled by the engine oil system.			
NOTE Refer to the SDS 79-00-00,01 for the description of the engine lubrication and cooling system.			
The oil passes through the 18µm filter (1) and supplies the MGB oil jets which lubricate the bearings and the gears. The oil, by the force of gravity, returns to the bottom of the housing. Lip joints make sure the rotating components are leak tight.			
NOTE Refer to the SDS 63-40-00,01 for the description of the MGB indicating system.			

SMART AVIATION
ENGINEERING ORDER



SMART AVIATION
ENGINEERING ORDER

Tail Rotor Gearbox Lubrication			
The TGB is splash lubricated in mineral oil. It is attached to the stator by two half-fairings.			
Storage of a helicopter in “short-term” sheltered storage - Parking and Picketing			
1. Checking and maintenance before the run-up			
MGB and TGB 1. Drain the MGB and the TGB (AMM 12-10-00,3-1). 2. Fill the MGB and the TGB with Oil CM 165 to the "FULL" level (AMM 12-10-00,3-1).			
Put the helicopter in the flight line to perform the run-up (AMM 05-40-00,6-7).	N/A	N/A	Engine Cannot running
2. Run-up and checks during the run-up			
CAUTION DO NOT ENERGIZE THE ENVIRONMENTAL CONTROL SYSTEM IF THE CIRCUIT IS FILLED WITH DRY NITROGEN.			
Perform a run-up at 100% Nr for 10 minutes with a minimum applied power level (Section 8 FLM).	N/A	N/A	Engine Cannot running
Environmental control If the circuit is filled with operational refrigerant liquid, make sure that the environment control system, the heating and the demisting device operate correctly.	N/A	N/A	Engine Cannot running
3. Checking and maintenance after the run-up			
a. Environmental control			
NOTE The circuit of the environmental control system must remain pressurized.			
Perform the check of the environmental control system (AMM 21-51-01,6-1).			

SMART AVIATION
ENGINEERING ORDER

Turn off all the environmental control systems.			
Install the blanking caps or Adhesive tape CM 629. (a) Air intakes and filtering elements. (b) Hot air outlet. (c) Air flow outlets. (d) Air outlet demisting.			
Drain the refrigerant liquid (AMM 21-51-01,3-1) (AMM 21-51-01,3-2) (AMM 21-51-01,3-3) (AMM 21-51-01,3-4).			
Pressurize the system with dry nitrogen to the Pinf pressure. (a) If the temperature in the sheltered zone is between 15°C (59°F) and 25°C (77°F), Pinf = 3 Bar abs (Pinf = 43.5 PSI). (b) If not, Pinf = 3 x (Tshelter + 273) / 293 with Tshelter being the temperature in the shelter in °C and Pinf in Bar absolute. NOTE The pressure and the temperature must be recorded on the inspection sheet.			
Make sure that the pressure inside the system remains stable for 5 minutes.			
b. Electrical power generation			
Make sure that all the switches are off.			
Remove the battery (AMM 24-33-00,4-1).			
If installed, remove the second battery (AMM 24-33-00,4-1).			
Protect the connectors using blanking caps on the helicopter and the battery.			

SMART AVIATION
ENGINEERING ORDER

Store the battery (AMM 24-30-00,9-1).			
Perform a general check of the electrical master box.			
Clean the battery compartment (AMM 24-33-00,2-1).			
c. Equipment and Furnishing			
Remove the covers from all the seats.			
Remove the first aid kit.			
d. Fire Protection			
Make sure that the condition of the cabin fire extinguisher is correct (AMM 26-21-00,6-1).			
e. Hydraulic power generation			
Make sure that the hydraulic fluid level is correct, adjust if necessary (AMM 29-00-00,3-3).			
Make sure that there are no leaks on the hydraulic circuit and especially on the rotor actuators (20-07-03-405 MTC).			
Close the air vents of the hydraulic reservoirs using Adhesive tape CM 629.			
Apply Anti-corrosion agent CM 531 on the non-painted metal parts.			

SMART AVIATION
ENGINEERING ORDER

CAUTION DO NOT APPLY ANTI-CORROSION PRODUCT ON THE COMPOSITE PARTS.			
f. Airframe			
Make sure that the general condition of the composite parts of the air frame is correct.			
If necessary, perform a touch-up of the paint (20-04-05-436 MTC).			
Apply Anti-corrosion agent CM 531 on the non-painted metal parts.			
g. Main rotor blades			
Remove the main rotor blades (AMM 62-11-00,9-1).			
h. Tail rotor blades			
Remove and store the tail rotor blades (AMM 64-10-00,9-1).			
i. MGB and TGB			
Drain the MGB and the TGB (AMM 12-10-00,3-1).			
Inspect and clean all the magnetic plugs (AMM 60-00-00,6-2).			
Store the MGB (AMM 63-21-00,9-1) and the TGB (AMM 65-21-00,9-1).			

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j. Main rotor hub and Tail rotor hub			
Store the Main rotor hub (AMM 62-21-00,9-1) and the Tail rotor hub (AMM 64-21-00,9-1).			
k. Navigation			
Bleed and dry the air data system (AMM 34-10-00,3-1).			
Install the covers and blanking caps on the static pressure ports, the Pitot probes and the gyroscopic systems.			
l. Doors			
CAUTION DO NOT APPLY ANTI-CORROSION AGENT ON THE COMPOSITE PARTS.			
If necessary, perform a touch-up of the paint (20-04-05-436 MTC).			
Using Cleaning agent CM 231, clean the attachment brackets, cowling hinges and all the door / hatch locks.			
Using Grease CM 101, lubricate the attachment brackets, cowling hinges and all the door / hatch locks.			
Apply Anti-corrosion agent CM 531 on the non-painted metal parts.			
m. Horizontal stabilizer			
If necessary, perform the touch-ups of the paint (20-04-05-436 MTC).			

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ENGINEERING ORDER

Apply Anti-corrosion agent CM 531 on the non-painted metal parts.			
n. Windows and window panels			
Clean the windshields and windows (20-04-01-102 MTC)			
Install the canopy covers.			
o. Flight controls			
Make sure that the flight controls are in good condition and that there is no corrosion (20-04-03-102 MTC) (20-04-03-101 MTC).			
Make sure that the condition of the rotor actuators is correct.			
Apply Oil CM 165 on the main and tail rotor actuator rods using a soft cloth to prevent bonding of the seals.			
Apply Anti-corrosion agent CM 5004 on the rod end-fittings.			
p. Power plant			
Remove the engine (AMM 71-11-00,4-1).			
Store the engine (EMM).			
NOTE A pressurized test must always be performed before starting the engine.			

SMART AVIATION
ENGINEERING ORDER

q. Fuel system			
Store the fuel tanks with CO2 (AMM 28-00-00,9-1).			
r. Engine controls			
Hold the fuel shut-off lever in the engaged position using the locking tool.			
s. Ice and Rain protection			
Install the windshield wiper arm in the maintenance position with the pin.			
t. Picketing			
Make sure that the condition of the air intake ducts is correct.			
Make sure that all the covers and blanking caps are in place.			
Close-Up			
Make sure that all the access doors and hatches are closed.			
Preservation – MRB - Main rotor blades			
CAUTION NO PRESERVATION IS PERMITTED OUTSIDE.			
a. Preservation job set-up			
Remove the blades (AMM 62-11-00,4-1).			

SMART AVIATION
ENGINEERING ORDER

Clean the blades (AMM 62-11-00,3-1).			
Do a complete inspection of the blade (AMM 62-11-00,6-1).			
Install a tab protection on each blade [350A91-1105-01].			
Apply Grease CM 150 on the internal side of the bushes.			
Wrap the blade roots in greaseproof paper .			
b. Blade preservation conditions			
Carefully install the blade in the "1 main rotor blade" container [355A96-1142-00] or the "3 main rotor blades" container [355A96-1161-00] with its cover open in a dry and ventilated enclosure.			
NOTE If there are no containers, and if transportation is not required, use a locally manufactured support .			
c. Inspection and checking intervals			
Visual inspection interval every 6 months.			

SMART AVIATION
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Visual inspection: • the general appearance of the blade, • the paint (no flaking or erosion), • the lower surface polyurethane strip (no softening, cracking or debonding), • the blade root polyurethane strip (no cracks or debonding), • the tabs (no corrosion), • the bushes (no corrosion), • the leading edges (no corrosion), • no water inside the container.			
If damage is noticed on the blade, do the checks for the repair criteria of the blade (AMM 62-11-00,6-1).			
d. Packing method			
Do the preservation inspections (20-09-02-901 MTC).			
Inspect the container(s), the cleanliness, the general condition, and the condition of the attachments.			
e. Marking			
Position a label specifying in particular: • the serial No. of the blades, • the preservation validity period, • the preservation date, • the inspection intervals.			
f. Log Card			
Record the operation on the Log Card.			
Preservation - MRH - Main Rotor Hub			

SMART AVIATION
ENGINEERING ORDER

CAUTION
HANDLE THE MAIN ROTOR HUB WITH CARE . ENSURE THAT THE WORK ZONE IS SUFFICIENTLY CLEAN.

Apply corrosion preventive compound CM 508, with a brush or spray gun, on all unpainted surfaces.			
Remove the blade attachment pins (AMM 62-11-00,4-1) and apply grease CM 150 to the blade attachment pin bushes.			
Wrap the ends of the sleeves with the blade attachment pin bushes, in greaseproof paper secured with adhesive tape			
Apply grease CM 116 to the blade attachment pins and wrap them in greaseproof paper secured with adhesive tape.			
Secure the pins to their respective sleeves with adhesive tape.			
Packing of the main rotor hub : (1) Wrap the main rotor hub in a heat-sealable bag fitted with a humidity indicator. (2) Place dehydrating packets in the bag. (3) Carefully heat-seal the bag. (4) Place and secure the wrapped main rotor hub in the "B2R" MRH case [350A96-3100-00]. (5) Close the "B2R" MRH case [350A96-3100-00].			
Main rotor hub documentation: (1) Retrieve the documentation belonging to the main rotor hub. (2) Complete the "preservation card" indicating the date of preservation. (3) Store the main rotor head documentation and the preservation card: • Either in the waterproof compartment located on one of the outer faces of the "B2R" MRH case [350A96-3100-00]. • Or in a sealed waterproof envelope bonded to the 350A96-3100-00.			

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Perform the preservation inspections: (1) Every 4 months, check the humidity indicator and replace the dehydration packets and re-pack the rotor hub (packing paragraph). (2) Beyond twelve months, repeat the preservation and packing procedures and update the preservation card. Comply with the periodic inspections.			
Storage - MGB – Main Rotor Gearbox			
Short Term sheltered			
Drain the MGB (AMM 12-10-00,3-1).			
Fill the MGB with Oil CM 165 to the "FULL" level (AMM 12-10-00,3-1).			
Perform a run-up at 100% Nr for 10 minutes with a minimum applied power level (Section 8 FLM).	N/A	N/A	Engine cannot running
Drain the MGB (AMM 12-10-00,3-1).			
Inspect and clean all the magnetic plugs (AMM 60-00-00,6-2).			
Clean the MGB (20-04-01-402 MTC).			
Apply Anti-corrosion agent CM 508 on the non-painted metal parts.			
Preservation - Tail Rotor Hub			

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CAUTION HANDLE THE TAIL ROTOR HUB CAREFULLY TO AVOID IMPACT DAMAGE. PERFORM THE PRESERVATION OPERATIONS UNDER CLEAN WORKING CONDITIONS IN ORDER TO AVOID ALL FORMS OF CONTAMINATION. THE LEADING EDGES AND TRAILING EDGES OF THE BLADES ARE SHARP. HANDLE THE TAIL ROTOR HUB CAREFULLY TO AVOID CUTS.			
External protection of the tail rotor hub • Apply Oil CM 165 to the unpainted surfaces using a brush or a spray gun. • Protect each tail rotor blade with a tail rotor blade cover [L641G6002201].			
Packing of the tail rotor hub • Place the tail rotor hub in a heat-sealable bag fitted with a humidity indicator . • Place desiccant bags inside the bag. • Carefully heat-seal the bag. • Install the packed tail rotor hub in the TRH container [350A96-3381-00]. • Close the TRH container [350A96-3381-00].			
Tail rotor hub documentation • Recover the documentation for the tail rotor hub packed. • Complete the “preservation card” with the preservation date. • Place the documentation for the tail rotor hub and the preservation card: either in the waterproof compartment located on one of the external faces of the MRH container [350A96-3381-00], or in a sealed waterproof envelope bonded to the MRH container [350A96-3381-00]			
Perform the preservation inspections • Every 6 months, inspect the humidity indicator , replace the desiccant bags and pack the tail rotor hub again (packing paragraph). • Beyond 1 year , repeat the preservation and packing procedures and update the storage card. Comply with the periodic inspections.			
Storage - TGB - Tail Gear Box			
Drain the TGB (AMM 12-10-00,3-1).			

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Fill the TGB with Oil CM 165 to the "FULL" level (AMM 12-10-00,3-1)			
Perform a run-up at 100% Nr for 10 minutes with a minimum applied power level (Section 8 FLM).			
Drain the TGB (AMM 12-10-00,3-1).			
Inspect and clean all the magnetic plugs (AMM 60-00-00,6-2).			
Clean the TGB (20-04-01-402 MTC).			
Apply Anti-corrosion agent CM 508 on the non-painted metal parts.			

***** END OF THE TASK *****

RETURN TO SERVICE

I hereby certify that the aircraft has been modified in accordance with the Aircraft Maintenance Manual EC130T2 with applicable Approved Data and met the requirements as set forth with the Indonesia Civil Aviation Safety Regulation and it is approved for return to service.

Name :_____ Place & Date :_____

Sign & Stamp :_____

- END -

Additional Work Sheet
Aircraft Preservation

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/066-PK-SNX/V/2023**

Parts Used Sheet

Special Tool Used

No.	Description	Due Date	Engineer

Additional Work Sheet
Aircraft Preservation

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/066-PK-SNX/V/2023**

Parts Used Sheet

Part Used

Date	Part Nr.	Serial Nr.	Description	Qty	Engineer

Additional Work Sheet
Aircraft Preservation

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/066-PK-SNX/V/2023**

Parts Used Sheet

Part Used

Date	Part Nr.	Serial Nr.	Description	Quantity	Engineer