**PT. SMART CAKRAWALA AVIATION**

# WORK ORDER

**Form: SCA/MTC/030**

| | | |
|---|---|---|
| Subject :<br>**Perform CASR Inspection** | No. | WO/070-PK-SNX/VI/2023 |
| | Date | 22-Jun-2023 |
| | A/C Reg. | PK-SNX EC130T2-8829 |
| Reference :<br>MP EC130T2 Issued 01, Rev. 00 | Prepared By | TS |
| | Checked By | CI |
| | Approved By | TM |

To : Engineer In Charge

**Description :**

1. Perform CASR inspection EC130T2
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<br>Company Lic. No.:<br><br>(Engineer In Charge) | Signature<br><br>(Technical Manager) |

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

| DATE OF ISSUED | JO/WO # | TYPE OF MAINTENANCE | DATE OF ACCOMPLISHED |
|---|---|---|---|
| 22 Jun 2023 | WO/070-PK-SNX/VI/2023 | CASR Inspection | |

| 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 | 4 | |
| 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 | | | | | |

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

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

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

WO Ref: WO/070-PK-SNX/VI/2023

| NO. | TASK CARD NO. | DESCRIPTION | DATE | EST MHR | NAME | STAMP |
|---|---|---|---|---|---|---|
| 3 | NRC001 | PITOT STATIC | | | | |
| 4 | NRC002 | TRANSPONDER TEST | | | | |
| 5 | NRC003 | ALTIMETER TEST | | | | |
| 6 | NRC004 | ELT TEST | | | | |

| | | |
|---|---|---|
| smartaviation | **INSPECTION CARD**<br>**(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<br>PPC/ENG | 15<br>DATE |
|---|---|---|
| | | |

| 16. CORRECTIVE ACTION | | 17<br>MECH | 18<br>ENG. LIC | 19<br>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 |
| | | | | | | |
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| 23. TOOLS REQUIRED | | | |
|---|---|---|---|
| DESCRIPTION | PART NO. / MODEL | NEXT CALIBRATION DATE | STATUS |
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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 : CASR INSPECTION
DUE AT :
REFF : MP EC130T2 Issued 01, Rev. 00

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**

# NON ROUTINE CARD
## (Form: SCA/MTC/047)

| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
|---|---|---|---|
| **WO/070-PK-SNX/VI/2023** | | FUNCTIONAL CHECK | **PK-SNX** |
| 5. CARD # | 6. ATA SPEC | 7.TRADE | 8. STA |
| **#001** | **34** | | |
| 9. ZONE | 10. PANEL | | |
| | | | |

11. DESCRIPTION

**PERFORM PITOT STATIC FUNCTIONAL TEST AIRCRAFT**

| REFERENCE | ☒ AMM Ch. 34-10-00 | ☐ EMM Ch | ☐ OTHER |
|---|---|---|---|
| RII (*) | ☐ Y | ☒ N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|---|---|---|---|---|---|---|
| Performed at A/C TT : ..... A/C TC /LDG : ..... | | | | | | |
| FINDING | ☐ Y | ☐ N | ACT MHR : | DATE/TIME (DD/MM/YY) | | |
| INSPECTION CARD (IC) # | | | | | | |

13. PARTS REQUIRED

| DESCRIPTION | PART NO | QTY | REMARK | |
|---|---|---|---|---|
| | | | STOCK | STATUS |
| | | | | |
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14. TOOLS REQUIRED

| DESCRIPTION | PART NO / MODEL | NEXT CALIBRATION DATE | STATUS |
|---|---|---|---|
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# NON ROUTINE CARD
## (Form: SCA/MTC/047)

| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
|---|---|---|---|
| **WO/070-PK-SNX/VI/2023** | | FUNCTIONAL CHECK | **PK-SNX** |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| **#002** | **34** | | |
| 9. ZONE | 10. PANEL | | |
| | | | |

11. DESCRIPTION

**PERFORM TRANSPONDER FUNCTIONAL TEST AIRCRAFT**

| | | | |
|---|---|---|---|
| REFERENCE | ☒ AMM Ch. 34-51-37 | ☐ EMM Ch | ☐ OTHER |
| RII (*) | ☐ Y | ☒ N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|---|---|---|---|---|---|---|
| Performed at A/C TT : ..... A/C TC /LDG : ..... | | | | | | |
| FINDING | ☐ Y | ☐ N | ACT MHR : | DATE/TIME (DD/MM/YY) | | |
| INSPECTION CARD (IC) # | | | | | | |

13. PARTS REQUIRED

| DESCRIPTION | PART NO | QTY | REMARK | |
|---|---|---|---|---|
| | | | STOCK | STATUS |
| | | | | |
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14. TOOLS REQUIRED

| DESCRIPTION | PART NO / MODEL | NEXT CALIBRATION DATE | STATUS |
|---|---|---|---|
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# NON ROUTINE CARD
## (Form: SCA/MTC/047)

| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
|---|---|---|---|
| **WO/070-PK-SNX/VI/2023** | | FUNCTIONAL CHECK | **PK-SNX** |
| 5. CARD # | 6. ATA SPEC | 7.TRADE | 8. STA |
| **#003** | **34** | | |
| 9. ZONE | 10. PANEL | | |
| | | | |

11. DESCRIPTION

**PERFORM ALTIMETER FUNCTIONAL TESTAIRCRAFT**

| REFERENCE | ☒ AMM Ch. 34-12-00,5-1 | ☐ EMM Ch | ☐ OTHER |
|---|---|---|---|
| RII (*) | ☐ Y | ☒ N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|---|---|---|---|---|---|---|
| Performed at A/C TT : ..... A/C TC /LDG : ..... | | | | | | |
| FINDING | ☐ Y | ☐ N | ACT MHR : | DATE/TIME (DD/MM/YY) | | |
| INSPECTION CARD (IC) # | | | | | | |

13. PARTS REQUIRED

| DESCRIPTION | PART NO | QTY | REMARK | |
|---|---|---|---|---|
| | | | STOCK | STATUS |
| | | | | |
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14. TOOLS REQUIRED

| DESCRIPTION | PART NO / MODEL | NEXT CALIBRATION DATE | STATUS |
|---|---|---|---|
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# NON ROUTINE CARD
## (Form: SCA/MTC/047)

| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
|---|---|---|---|
| **WO/070-PK-SNX/VI/2023** | | FUNCTIONAL CHECK | **PK-SNX** |
| 5. CARD # | 6. ATA SPEC | 7.TRADE | 8. STA |
| **#004** | **25** | | |
| 9. ZONE | 10. PANEL | | |
| | | | |

11. DESCRIPTION

**PERFORM ELT FUNCTIONAL TEST AIRCRAFT**

| REFERENCE | ☒ AMM Ch. 25-66-01 | ☐ EMM Ch | ☐ OTHER |
|---|---|---|---|
| RII (*) | ☐ Y | ☒ N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|---|---|---|---|---|---|---|
| Performed at A/C TT : ..... A/C TC /LDG : ..... | | | | | | |
| FINDING | ☐ Y | ☐ N | ACT MHR : | DATE/TIME (DD/MM/YY) | | |
| INSPECTION CARD (IC) # | | | | | | |

13. PARTS REQUIRED

| DESCRIPTION | PART NO | QTY | REMARK | |
|---|---|---|---|---|
| | | | STOCK | STATUS |
| | | | | |
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14. TOOLS REQUIRED

| DESCRIPTION | PART NO / MODEL | NEXT CALIBRATION DATE | STATUS |
|---|---|---|---|
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**Additional Work Sheet**
**CASR Inspection**

Parts Used Sheet

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/070-PK-SNX/VI/2023**

## Special Tool Used

| No. | Description | Due Date | Engineer |
|---|---|---|---|
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**Additional Work Sheet**
**CASR Inspection**

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/070-PK-SNX/VI/2023**

Parts Used Sheet

## Part Used

| Date | Part Nr. | Serial Nr. | Description | Qty | Engineer |
|---|---|---|---|---|---|
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**Additional Work Sheet**
**CASR Inspection**

Parts Used Sheet

Aircraft Registration: **PK-SNX**

WO# Nr: **WO/070-PK-SNX/VI/2023**

## Part Used

| Date | Part Nr. | Serial Nr. | Description | Quantity | Engineer |
|---|---|---|---|---|---|
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| | **ATC Transponder Inspection**<br>Instructions<br>- Each Listed Inspection Item is to be performed in accordance with the AMM and any other applicable publications<br>- Portable test Equipment is to be calibrated every 24 months<br>- Reference CASR Part 43 Appendix F |

| | | | |
|---|---|---|---|
| Aircraft Registration : | PK - | TTIS: | |
| Aircraft Type : | | TCIS: | |
| Aircraft Serial Number : | | DATE: | |
| Test Equipment PN: | | Portable test Equipment is to be calibrated every 24 months | |
| Test Equipment SN: | | Due Calibration: | |
| Transponder PN: | | Transponder SN: | |

| No. | TASK | SIGNATURE | |
|---|---|---|---|
| | | SIGN | STAMP |
| 1 | **RADIO Reply Frequency**<br>a) For all classes of ATCRBS Transponder interrogate the transponder and verify the reply frequency is 1090 + 3 MHz<br>b) For classes 1A, 2A, 3A and 4 Mode S Transponders interrogate the transponder and verify the reply frequency 1090 + 1 MHz | | |
| 2 | **SUPRESSION**<br>When classes 1A and 2A ATCRBS Transponders, are interrogated at a rate between 230 and 1200 mode ¾ interrogation per second :<br>a) Verify that it does not respond to more than 1% of ATCRBS interrogations when the amplitude of P2 pulse is equal to the P1 Pulse.<br>b) Verify that Transponder replies to at least 90% of ATCRBS interrogations when the amplitude of the P2 pulse is 9dB less than the P1 pulse. If the test is conducted with a radiated test signal, the interrogator rate shall be 235 +5 interrogations per second unless a higher rate has been approved for the test equipment used in that location. | | |

| | | | |
|---|---|---|---|
| 3 | **SENSITIVITY**<br>a) Verify that for any class of ATCRBS Transponder , the receiver minimum trigger level (MTL) of the System is 73 + 3 dbm, or that for any class of Mode S transponder the receiver MTL for mode S format (P6 type) interrogations is 74 +3 dbm by use of a test set:<br>i) Connected to the antenna end of the transmission line (shop).<br>ii) Connected to the antenna terminal of the transponder with correction for transmission line loss, or (shop).<br>iii) Utilizing a radiated signal (Field).<br>b) Verify that the difference in mode 3/A and Mode C receiver sensitivity does not exceed, 1 db for either any class of ATCRBS transponder or any class of Mode S Transponder. | | |
| 4 | **VERIFY FREQUENCY (RF) PEAK OUTPUT POWER:**<br>a) Verify that the transponder RF output power is within specifications for the class of transponder. Use the same conditions as described in 3 a) (i), (ii), and (iii) above.<br>b) For class 1A and 2A ATCRBS Transponders, verify that the minimum RF peak output power is at least 21.0 dbw (125 watts).<br>c) For class 1A, 2A, 3A and 4 and those classes 1B, 2B, and 3B Mode S Transponders that include the optional high RF peak output power, verify the minimum RF peak output power is at least 21.0 dbw (125 watts).<br>d) For any class of ATCRBS or any class of Mode S Transponder, verify that the maximum RF peak output power does not exceed 27.0 dbw (500 watts). | | |
| *** End of ATC Transponder Test 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.

Name : _____ Place/Date : _____

Sign & Stamp : _____ : _____

| | |
|---|---|
| smartaviation | Static Pressure Inspection<br>Instructions<br>- Each Listed Inspection Item is to be performed in accordance with the AMM and any other applicable publications<br>- Portable test Equipment is to be calibrated every 24 months<br>- Reference CASR Part 43 Appendix E |

| | | | |
|---|---|---|---|
| Aircraft Registration : | PK - | TTIS: | |
| Aircraft Type : | | TCIS: | |
| Aircraft Serial Number : | | DATE: | |
| Test Equipment PN: | | Portable test Equipment is to be calibrated every 24 months | |
| Test Equipment SN: | | Due Calibration: | |
| Altimeter PN: | | Altimeter SN: | |

| NO. | TASK | SIGNATURE | |
|---|---|---|---|
| | | SIGN | STAMP |
| 1 | **STATIC PRESSURE SYSTEM**<br>a) Ensure freedom from entrapped moisture and restrictions.<br>b) Determine that leakage is within the tolerances established in part 23 Section 23.1325 or part 25 sections 25.1325 whichever is applicable.<br>c) Check that the static port heater is operative (if installed).<br>d) Ensure that no alterations or deformations of the airframe surface have been made that would affect the relationship between air pressure in the static pressure system and true ambient static air pressure for any flight condition. | | |
| 2 | **ALTIMETER**<br><u>Scale Error</u><br>a) With the barometric scale at 29.92 in Hg, the altimeter shall be subjected successively to pressure corresponding to the altitude specified in the Table I, up to the maximum normally expected operating altitude of the airplane in which the altimeter is to be installed .e.g. Cessna Caravan 208B is certified to a maximum altitude of 24.000 feet. The reduction in pressure shall be at a rate not in excess of 20.000 ft. per minute to within approximately 2000 ft. of the test point. The test point shall be approached at a rate compatible with the test equipment. The altimeter shall be kept at a pressure corresponding to each test point for at least 1 minute, but not more than 10 minutes, before a reading is taken the error at all test points must not exceed the tolerances specified in Table I. | | |

| NO. | TASK | SIGNATURE | |
|---|---|---|---|
| | | SIGN | STAMP |
| 3 | **HYSTERESIS**<br><br>a) The hysteresis test shall begin not more than 15 minutes after the altimeter's initial exposure to the pressure corresponding to the upper limit of the scale error test prescribed in sub par (2a) and while the altimeter is at this pressure, the hysteresis test shall commence. The pressure shall be increased at a rate simulating a decent in altitude at a rate of 5000 to 20000 ft. per minute until within 3000 ft. of the first test point (50% of maximum altitude). The test point shall then be approached at a rate of approximately 3000 ft. per minute.<br>b) The altimeter shall be kept at this pressure for at least 5 minutes, but not more than 15 minutes before the test reading is taken. After the reading has been taken, the pressure shall be increased further, in the same manner as before, until the pressure corresponding to the second test point (40% of Maximum altitude) is reached<br>c) The altimeter shall be kept at this pressure for at least 1 minute, but not more than 10 minutes, before the test reading is taken. After the reading has been taken the pressure shall be increased further, in the same manner as before, until atmospheric pressure is reached. The reading of the altimeter at either of the two test points shall not differ by more than the tolerance specified in Table II from the reading of the altimeter for the corresponding altitude record during the scale error test prescribed in paragraph (2 a). | | |
| 4 | **AFTER EFFECT**<br><br>a) Not more than 5 minutes after the completion of the hysteresis test prescribed in paragraph (3), the reading of the altimeter (corrected for any change in atmospheric pressure), shall not differ from the original atmospheric pressure reading by more than the tolerance specified in Table II. | | |
| 5 | **FRICTION**<br><br>a) The altimeter shall be subjected to a steady rate of decrease of pressure of approximately 750 ft. per minimum at each altitude listed in table III, the change in reading of the pointers after vibration shall not exceed the corresponding tolerances listed in Table III | | |

| | | | |
|---|---|---|---|
| 6 | **CASE LEAK**<br><br>a) The leakage of the altimeter case, when pressure within it corresponds to an altitude of 18000 ft. shall not change the altimeter reading by more than the tolerances shown in Table II during the interval of 1 minute. | | |
| 7 | **BAROMETRIC SCALE ERROR**<br><br>At constant atmospheric pressure, the barometric pressure scale shall be set at each of the pressure (falling within its range at adjustment), that are listed in Table IV and shall cause the pointer to indicate the equivalent altitude difference shown in Table IV with a tolerance of 25ft. | | |
| 8 | **AUTOMATIC PRESSURE ALTITUDE REPORTING EQUIPMENT AND ATC TRANSPONDER SYSTEM INTEGRATION TEST.**<br><br>a) Measure the automatic pressure altitude at the output of the installed ATC Transponder when interrogated on Mode C at a sufficient number of test points to ensure that the altitude reporting equipment, altimeter and ATC Transponder perform their intended functions as installed in the aircraft.<br>b) The difference between the automatic reporting output and the altitude display at the altimeter shall not exceed 125 ft. | | |
| *** End of Static Pressure Inspection Items *** | | | |

**Table I**

| Altitude in Feet (ft.) | Equivalent Pressure ( Inches of Mercury) | Tolerance (+ Feet) |
|---|---|---|
| -1000 | 31.018 | 20 |
| 0 | 29.921 | 20 |
| + 500 | 29.385 | 20 |
| +1000 | 28.856 | 20 |
| +1500 | 28.335 | 25 |
| +2000 | 27.821 | 30 |
| +3000 | 26.187 | 30 |
| +4000 | 25.842 | 35 |
| +6000 | 23.978 | 40 |
| +8000 | 22.225 | 60 |
| +10000 | 20.557 | 80 |
| +12000 | 19.029 | 90 |
| +14000 | 17.577 | 100 |
| +16000 | 16.216 | 110 |
| +18000 | 14.942 | 120 |
| +20000 | 13.750 | 130 |
| +22000 | 12.636 | 140 |
| +25000 | 11.104 | 155 |
| +30000 | 8.885 | 180 |
| +35000 | 7.041 | 205 |
| +40000 | 5.538 | 230 |
| +45000 | 4.335 | 255 |
| +50000 | 3.425 | 280 |

**Table II – TEST TOLERANCES**

| TEST | TOLERANCE FEET (ft.) |
|---|---|
| Case Leak Test | 100 |
| Hysteresis Test<br>First test point (59% Maximum altitude ) | 75 |
| Second test point (40% Maximum altitude) | 75 |
| After effect test | 30 |

**Table III – ESSURE / ALTITUDE DIFFERENCES**

| TEST | TOLERANCE FEET (ft.) |
|---|---|
| 1000 | +70 |
| 2000 | +70 |
| 3000 | +70 |
| 5000 | +70 |
| 10000 | +80 |
| 15000 | +90 |
| 20000 | +100 |
| 25000 | +120 |
| 30000 | +140 |
| 35000 | +160 |
| 40000 | +180 |
| 50000 | +250 |

**Table IV– PRESSURE / ALTITUDE DIFFERENCES**

| PRESSURE (Inches of HG) | ALTIDE DFFERENCE FEET (ft.) |
|---|---|
| 28.10 | -1727 |
| 28.50 | +1340 |
| 29.00 | -863 |
| 29.50 | +392 |
| 29.92 | 0 |
| 30.50 | +531 |
| 30.90 | +894 |
| 30.99 | -974 |

| Aircraft Static System Test | @ 1000 ft. ± 100 ft. | Case Leak At 18000 Feet Tolerance ±100ft. |
|---|---|---|

| Altitude | Scale Error | Scale Tolerance (±) | Friction Error | Friction Tolerance (±) | ATC (if used) (±125) |
|---|---|---|---|---|---|
| 0 | | 20 | | | |
| 500 | | 20 | | | |
| 1000 | | 20 | | 70 | |
| 1500 | | 25 | | | |
| 2000 | | 30 | | 70 | |
| 3000 | | 30 | | 70 | |
| 5000 | | | | 70 | |
| 6000 | | 40 | | | |
| 8000 | | 60 | | | |
| 10000 | | 80 | | 80 | |
| 12000 | | 90 | | | |
| 14000 | | 100 | | | |
| 15000 | | | | 90 | |
| 16000 | | 110 | | | |
| 18000 | | 120 | | | |
| 20000 | | 130 | | 100 | |
| 22000 | | 140 | | | |
| 25000 | | 155 | | 120 | |
| 30000 | | 180 | | 140 | |
| 35000 | | 205 | | 160 | |
| 40000 | | 230 | | 180 | |
| 45000 | | 255 | | | |
| 50000 | | 280 | | 250 | |

**After Effect Test**

Reading prior to test _____ ft.@ _____ Hg./mb

Reading after test _____ ft.@ _____ Hg./mb

After Effect _____(Tolerance ±30 ft.)

**Hysteresis Test**

| Altitude | Up Reading | Down Reading | Error (± 75 ft.) |
|---|---|---|---|
| A = 50% of Max. | | | |
| B = 40% of Max. | | | |

**Barometric Scale Test**

| Barometric Setting | Altitude Scale Reads | Altitude Difference | Error (± 25) |
|---|---|---|---|
| 28.10" Hg 951 mb | | -1727 | |
| 28.50" Hg 965 mb | | -1340 | |
| 29.00" Hg 982 mb | | -863 | |
| 29.50" Hg 999 mb | | -392 | |
| 29.92" Hg 1013 mb | | 0 | |
| 30.50" Hg 1033 mb | | +531 | |
| 30.90" Hg 1046 mb | | +893 | |
| 30.99" Hg 1049 mb | | +974 | |

Altimeter Model : _____

Altimeter Serial No. : _____

Encoder Model : _____

Encoder Serial No. : _____

Date Tested : _____

**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 : _____

| | |
|---|---|
| | ELT (12 Months) Inspection Sheet D04<br>Instructions<br>- Each Listed Inspection Item is to be performed in accordance with the AMM and any other applicable publications<br>- This equipment should be inspected within 12 calendar after last inspection<br>- Reference CASR Part 91.207 |

| | | | |
|---|---|---|---|
| Aircraft Registration : | PK- | TTIS: | |
| Aircraft Type : | | TCIS: | |
| Aircraft Serial Number : | | DATE: | |
| ELT PN: | | ELT SN: | |
| ELT BATTERY PN: | | ELT BATTERY SN: | |

| No. | TASK | SIGNATURE | |
|---|---|---|---|
| | | SIGN | STAMP |
| 1 | EMERGENCY LOCATOR TRANSMITTER<br>Check for correct installation, perform visual inspection for cracks and corrosion and general condition. Inspect magnesium components for corrosion.<br>Check the ELT and mount for improper installation; Wiring and conduits for improper routing, insecure mounting, and obvious defects; Bonding and shielding for improper installation and poor condition; and Antenna, including trailing antenna, for poor condition, insecure mounting, and improper operation. | | |
| 2 | ELT BATTERY<br>Check ELT battery expiry date and record _____<br>Replace ELT battery (if required).<br>Part Number OFF _____ SN OFF _____<br>Part Number ON _____ SN ON _____<br>Batch / GRN number _____<br>New Battery Expiry Date _____ | | |
| 3 | Inspect operation of controls and crash sensor. | | |
| 4 | Check the presence of a sufficient signal radiated from the antenna | | |
| *** End of ELT 12 Months 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.

Name : _____ Place/Date : _____

Sign & Stamp : _____