

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

DATE OF ISSUED	JOWO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED		
25 May 2023	WO/044-SNV/V/2023	Inspection Calendar			
A/C Type	Mfg. Serial Number	A/C Registration			
C208B	C208B-5551	PK-SNV			
AIRCRAFT DATA					
Subject	Pos #	Serial Number (SN)	TTSN/TCSN		
Engine	#1	PCE-VA0607			
	#2	-			
Propeller/Rotor	#1	181160			
	#2	-			
Landing Gear	NLG				
	LH MLG				
	RH MLG				
PACKAGE COVERED					
No	Subject	Qty	Remark		
1	Non-Routine Card	2			
2	Inspection Card	1			
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	
<u>IC-001</u>					
<u>IC-002</u>					
<u>IC-003</u>					
<u>IC-004</u>					
<u>IC-005</u>					
<u>IC-006</u>					

<u>IC-007</u>					
<u>IC-008</u>					
<u>IC-009</u>					
<u>IC-010</u>					
<u>IC-011</u>					
<u>IC-012</u>					
<u>IC-013</u>					
<u>IC-014</u>					
<u>IC-015</u>					

Prepared by :
Technical Support



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Hani

Checked by :
Chief Maintenance



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Dodit

Verified by :
Chief Inspector



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Yanuar

Approved by :
Technical Manager



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SUMMARY INSPECTION ITEMS

(Form: SCA/MTC/050)

WO Ref: WO/044-SNV/V/2023

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	APPENDIX D08	PT6A-ENGINE GROUND RUN				
2	APPENDIX C10	12 MTHS INSPECTION				
3	APPENDIX C11	24 MTHS INSPECTION				
4	APPENDIX C12	48 MTHS INSPECTION				
5	NRC-01	G1000 NXi ELECTRICAL BONDING TEST - 24 MONTHS				
6	NRC-02	G1000 NXi REDUNDANT CONNECTION CHECK - 24 MONTHS				
7	SCA/MTC/023	EMERGENCY EQUIPMENT LIST				



PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE : CESSNA 208B

TTSN :

A/C REG : PK-SNV

TCSN :

MSN : C208B-5551

DATE :

TYPE OF INSPECTION : INSPECTION CALENDAR (12M,24M,48M)

DUE AT : JUNE 2023

REF : MP 208/208B ISSUED 01

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

	INSPECTION CARD (Form: SCA/MTC/ 048)	TECHNICAL DEPARTMENT
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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				
	<input type="checkbox"/> Environment				
	<input type="checkbox"/> Internal Leakage				
CORROSION <input type="checkbox"/> Isolated <input type="checkbox"/> Widespread	<input type="checkbox"/> Chemical Spill				
CORROSION LVL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3	<input type="checkbox"/> LAV/Galley Spill				
PROPOSED ACTION <input type="checkbox"/> Doublers	<input type="checkbox"/> Blocked Drain				
<input type="checkbox"/> Others	<input type="checkbox"/> Wet Insulation Blanket				
	<input type="checkbox"/> 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



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

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/044-SNV/V/2023		INSPECTION	PK-SNV
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#01	34		
9. ZONE	10. PANEL		

11. DESCRIPTION			
Perform the electrical bonding resistance check of G1000 NXi equipment.			
REFERENCE	<input checked="" type="checkbox"/> G1000 Manual 190 - 02128 - 04	<input type="checkbox"/> EMM Ch	<input type="checkbox"/> OTHER
RII (*)	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N	MHR :

12. RESULT		MECH	ENG	INSP (*)
Performed at A/C TT : A/C TC /LDG :				
FINDING	<input type="checkbox"/> Y	<input type="checkbox"/> N	ACT MHR :	DATE/TIME (DD/MM/YY)
INSPECTION CARD (IC) #				

13. PARTS REQUIRED				
DESCRIPTION	PART NO	QTY	REMARK	
			STOCK	STATUS
FILTER ELEMENT	D9-18-1 / C294502-0201	1		

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



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

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/044-SNV/V/2023		INSPECTION	PK-SNV
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#02	34		
9. ZONE	10. PANEL		

11. DESCRIPTION			
Perform Redundant Connection Check G1000 NXi			
REFERENCE	<input checked="" type="checkbox"/> G1000 Manual 190 - 02128 - 04	<input type="checkbox"/> EMM Ch	<input type="checkbox"/> OTHER
RII (*)	<input type="checkbox"/> Y	<input checked="" type="checkbox"/> N	MHR :

12. RESULT		MECH	ENG	INSP (*)
Performed at A/C TT : A/C TC /LDG :				
FINDING	<input type="checkbox"/> Y	<input type="checkbox"/> N	ACT MHR :	DATE/TIME (DD/MM/YY)
INSPECTION CARD (IC) #				

13. PARTS REQUIRED				
DESCRIPTION	PART NO	QTY	REMARK	
			STOCK	STATUS
FILTER ELEMENT	D9-18-1 / C294502-0201	1		

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

4.4 Electrical Bonding Test

The following bonding tests are provided for G1000-equipped Nav III Series aircraft as a requirement beyond what is given in the 172, 182, or 206 Series Maintenance Manual.

4.4.1 Requirements

All G1000 equipment must be installed. Gain access for the procedure listed below in Section 4.4.3 as required and in accordance with the Cessna Nav III Series Maintenance Manuals.

4.4.2 Test Equipment

A milliohm meter and Kelvin probes are recommended for this test. However, an alternate method may be used to provide equivalent results by using the following procedure and a standard voltmeter, power supply with adjustable current limit, and ammeter. The test set up for this alternate method is described below.

All test equipment used for the bond checks must be calibrated.

1. Connect the positive lead of the power supply to airframe ground. Connect/touch the positive lead of the voltmeter to the same point.

NOTE

Ensure that the voltmeter and power supply probes do not touch, so as not to induce contact resistance.

2. Touch negative lead of power supply to each of the test points listed while performing Step 3. At each required point, configure the power supply to produce 1 amp before measuring voltage. (Use an ammeter to ensure current is within minimum of 1 amp ± 100 milliamp at each point). Do not allow the reference current to exceed 1.5 amps for safety.
3. With the current set to 1A, the voltage reading will be the value of the bonding resistance. Set the voltmeter to measure millivolts and null the reading. Measure the voltage from airframe ground (step 1) to each required test points and record the voltage. (Perform Step 2 at each required point and ensure that minimum of 1 amp ± 100 milliamp is present when measuring the voltage.)

TIP: When a 1A current is used all the millivolt readings are the same as milliohms, and required no further calculation of bond resistance. If 1 amp reference current cannot be maintained and is higher divide the measured voltage by current to get the resistance value. Alternatively, calculate the percentage increase in current and then reduce the measured voltage reading by the same percentage. Example: If the measured current is 1.2 amps, (20% high from the desired 1 amp current) and the measured voltage is 3.0 millivolts, then the value recorded will be 3 millivolts reduced by 20% which is 2.4 millivolts which is the same as 2.4 milliohms.

4.4.3 Electrical Bonding Procedure

Using one of the two measurement methods in Section 4.4.2 record the bonding measurement for the following equipment. Some equipment in the list is optional and may not be installed.

Ensure that the PFD unit, and MFD unit test points, no more than 40 mΩ is present. Ensure that at other unit test points, no more than 5 mΩ is present.

Pilot Compartment

- Metal case of PFD: _____ mΩ
- Metal case of MFD: _____ mΩ
- GDL 69A body (182 and 206 only): _____ mΩ

Rear Fuselage and Empennage

- GDL 69A body (172 only): _____ mΩ
- GSU 75 body: _____ mΩ
- GTX 335R or GTX 345R body: _____ mΩ

4.5 GSU 75 Earth Magnetic Field Updates

The GSU 75, utilizes an Earth magnetic field model which is updated once every five years. The update is expected to be available from Garmin every five years, as long as the GSU 75, remain Garmin-supported products.

The G1000 system alerts the operator that the magnetic field database is out of date by issuing the message “AHRS SERVICE – AHRS Magnetic-field model needs update”. Garmin will distribute updates as part of the navigation database cycle. If the IGRF model in the update is newer than the model installed, a prompt will appear for each GRS/GSU (Select “OK” to update the IGRF Magnetic Field Model). Use the FM Knob and ENT key to select “OK”.

4.6 G1000 Redundant Connection Check

Perform the following steps to verify the following:

- (A) The primary (PRI) and secondary (SEC) power sources for the PFD, GSU (if installed) or GDC and GRS (if installed).
- (B) The GSU (if installed) data path to PFD and MFD.

Note: Section B is not required if a GSU 75 is not installed. Refer to the Cessna Nav III Line Maintenance Manual for procedures if a GDC 74A and GRS 77 are installed..

(A) PRI and SEC power sources for PFD and GSU (if installed) check

1. Connect a ground power unit to the external power receptacle and turn on the ground power unit.
2. Set the BAT and AVIONICS MASTER PWR switches to ON.

4.4.3 Electrical Bonding Procedure

Using one of the two measurement methods in Section 4.4.2 record the bonding measurement for the following equipment. Some equipment in the list is optional and may not be installed.

Ensure that the PFD unit, and MFD unit test points, no more than 40 mΩ is present. Ensure that at other unit test points, no more than 5 mΩ is present.

Pilot Compartment

- Metal case of PFD: _____ mΩ
- Metal case of MFD: _____ mΩ
- GDL 69A body (182 and 206 only): _____ mΩ

Rear Fuselage and Empennage

- GDL 69A body (172 only): _____ mΩ
- GSU 75 body: _____ mΩ
- GTX 335R or GTX 345R body: _____ mΩ

4.5 GSU 75 Earth Magnetic Field Updates

The GSU 75, utilizes an Earth magnetic field model which is updated once every five years. The update is expected to be available from Garmin every five years, as long as the GSU 75, remain Garmin-supported products.

The G1000 system alerts the operator that the magnetic field database is out of date by issuing the message “AHRS SERVICE – AHRS Magnetic-field model needs update”. Garmin will distribute updates as part of the navigation database cycle. If the IGRF model in the update is newer than the model installed, a prompt will appear for each GRS/GSU (Select “OK” to update the IGRF Magnetic Field Model). Use the FM Knob and ENT key to select “OK”.

4.6 G1000 Redundant Connection Check

Perform the following steps to verify the following:

- (A) The primary (PRI) and secondary (SEC) power sources for the PFD, GSU (if installed) or GDC and GRS (if installed).
- (B) The GSU (if installed) data path to PFD and MFD.

Note: Section B is not required if a GSU 75 is not installed. Refer to the Cessna Nav III Line Maintenance Manual for procedures if a GDC 74A and GRS 77 are installed..

(A) PRI and SEC power sources for PFD and GSU (if installed) check

1. Connect a ground power unit to the external power receptacle and turn on the ground power unit.
2. Set the BAT and AVIONICS MASTER PWR switches to ON.

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3. With the G1000 system in normal mode, pull the following circuit breakers on the circuit breaker panel:
 - PFD (ESS BUS)
 - ADC/AHRS (ESS BUS)
 - NAV 1/ENG (ESS BUS)
 4. Wait at least 5 seconds, then verify the data on the PFD remains valid and the following alert messages are not present:
 - GIA 1 FAIL (or any related message such as COM1, NAV1, XPDR1, GPS1)
 - AHRS 1 FAIL
 - ADC 1 FAIL
 5. Close the circuit breakers listed in step 3.
 6. Repeat step 4.
 7. Pull the following circuit breakers on the circuit breaker panel:
 - PFD (AVN BUS 1)
 - ADC/AHRS (AVN BUS 1)
 - NAV 1/ENG (AVN BUS 1)
 8. Wait at least 5 seconds, then repeat step 4.
 9. Close the circuit breakers listed in step 7.

(B) AHRS and ADC data path check (when GSU 75 installed)

1. Verify there are no AHRS loss of data messages, such as:
 - AHRS not receiving any GPS information
 - AHRS not receiving backup GPS information
 - AHRS using backup GPS source
2. Place the G1000 system in configuration mode.
3. In the GIA page group, go to the GIA RS-232/ARINC 429 CONFIG page.
4. With GIA1 selected in the SELECT UNIT window, verify the following indicators are green checks:
 - RS232 Channel 1 (GDC72 #1)
 - RS232 Channel 6 (GRS79 #1)
 - ARINC 429 IN 6 (GSU75 #1)

(Ref. Section 5.1.1.2.)

5. With GIA2 selected in the SELECT UNIT window, verify the following indicators are green checks:
 - RS232 Channel 2 (GRS79 #1)
 - ARINC 429 IN 5 (GSU75 #1)

(Ref. Section 5.1.1.2.)



MAINTENANCE PROGRAM CESSNA 208/208B

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 <input type="checkbox"/>	EPL <input type="checkbox"/>	OVG <input type="checkbox"/>	Stby Alt <input type="checkbox"/>	BOV <input type="checkbox"/>	Brake <input type="checkbox"/>	Randomn <input type="checkbox"/>
NOTE: 1. Brake system at Torque 2000 ft-lbs. 3. EPL check can't exceed 4% Ng per second. 5. Low idle at 55.5 - 57% 40Amps. 2. Inertial Separator at Torque 400 ft-lbs. 4. Standby Alt at 80% Ng. 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



EMERGENCY EQUIPMENT LIST INSPECTION & MONITOR

**PT. SMART CAKRAWALA
AVIATION**
DEPARTMENT TEKNIK
Form: SCA/MTC/023

DATE :	A/C REG : PK-SNV
A/C TYPE : C208B	CHECKER : SIGN:

No.	Description	P/N	S/N	Next Insp.	Remarks
1	Pilot Life Vest				
2	Co-Pilot Life Vest				
3	Pax Life Vest				
4	Pax Life Vest				
5	Pax Life Vest				
6	Pax Life Vest				
7	Pax Life Vest				
8	Pax Life Vest				
9	Pax Life Vest				
10	Pax Life Vest				
11	Pax Life Vest				
12	Pax Life Vest				
13	Firt Aid Kit				
14	Crash Axe Installed				
15	Fire Extinguisher				
16	Life Raft (If Installed)				
17	Survival Kit (If Installed)				
OTHERS					



Aircraft Registration: **PK-SNV**

WO# Nr: WO/044-SNV/V/2023 **Specia**

Additional Work Sheet

Inspection Calendar

12M, 24M, 48M

Parts Used Sheet

Tool Used

[illegible]



Aircraft Registration: **PK-SNV**

WO# Nr. WO/044-SNV/V/2023 **Part**

Additional Work Sheet
Inspection Calendar
12M, 24M, 48M
Parts Used Sheet

Used

[illegible]