PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Insp. 400Hrs AF-ENG&Calendar Task**	No.	WO/055-SNM/VII/2023
	Date	3 July 2023
	A/C Reg.	PK-SNM C208-00655
Reference : MP C208B ISSUED 01	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform Insp.400Hrs AF-ENG.&Calendar Task @4379Hrs
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)

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: CESSNA 208	TTSN	:
A/C REG	: PK-SNM	TCSN	:
MSN	: C208-00655	DATE	:

TYPE OF INSPECTION : INSP.400HRS AF-ENG.&CALENDAR TASK
DUE AT : 4379 HOURS
REFF : MP C208B 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

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

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
3 Jul 2023	WO/055-SNM/VII/2023	Insp. 400Hrs AF-ENG &Calendar Task	

A/C Type	Mfg. Serial Number	A/C Registration
C208	C208-00655	PK-SNM

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-PC2327	
	#2	-	
Propeller/Rotor	#1	000930	
	#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)	-	

INSPECTION CARD (IC) LIST (Finding during maintenance)

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

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/055-SNM/VII/2023

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	APP. B07	ENGINE PT6A-114A GROUND RUN UP				
2	APP. D01	ENGINE PT6A-114A 100 HOURS INSP.				
3	APP.D02	ENGINE PT6A-114A 200 HOURS INSP.				
4	APP. D03	ENGINE PT6A-114A 200 HOURS/6 MTHS INSP.				
5	APP. D04	ENGINE PT6A-114A 400 HOURS INSP.				
6	APP. C03	200 HOURS/12 MTHS INSP.				
7	APP. C04	400 HOURS/24 MTHS INSP.				
8	APP.C05	400 HOURS/12 MTHS INSP.				
9	APP.C10	12 MTHS INSP.				
10	APP.C12	48 MTHS INSP.				
11	APP B01	24 MTHS TRANSPONDER TEST				
12	APP B02	24 MTHS PITOT ALTIMETER TEST				
13	NRC-01	CENTRAL AIR FILTER REPLACEMENT				
14	NRC-02	RELIEF VALVE FILTER REPLACEMENT				
15	FORM SCA/MTC/023	EMERGENCY EQUIPMENT CHECKLIST				

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

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

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/055-SNM/VII/2023		**REPLACEMENT COMPONENT**	**PK-SNM**
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#01	**37**		
9. ZONE	10. PANEL		

11. DESCRIPTION

PERFORM VACUUM SYSTEM CENTRAL AIR FILTER REPLACEMENT
P/N: D9-18-1 / C294502-0201

REFERENCE	[X] AMM Ch. 37-10-00-960	[ ] EMM Ch	[ ] OTHER
RII (*)	[ ] Y	[X] 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
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/055-SNM/VII/2023		**REPLACEMENT COMPONENT**	**PK-SNM**
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#02	**37**		
9. ZONE	10. PANEL		

11. DESCRIPTION

PERFORM VACUUM RELIEF VALVE FILTER REPLACEMENT
P/N: B3-5-1 / C482001-0202

REFERENCE	[X] AMM Ch. 37-10-00-961	[ ] EMM Ch	[ ] OTHER
RII (*)	[ ] Y	[X] 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
FILTER ELEMENT	B3-5-1 / C482001-0202	1		

14. TOOLS REQUIRED

DESCRIPTION	PART NO / MODEL	NEXT CALIBRATION DATE	STATUS

VACUUM DISTRIBUTION - INSPECTION/CHECK

1. General

A. This section has the inspections and checks necessary to keep the vacuum distribution system in a serviceable condition.

TASK 37-10-00-960

2. Vacuum System Central Air Filter Discard

CAUTION: Do not operate the vacuum system with the filter removed or a vacuum line disconnected. Dust and other foreign objects can enter the system and damage the vacuum operated instruments.

A. General

(1) This task gives the instructions to discard the vacuum system central air filter.

B. Special Tools

(1) None

C. Access

(1) None

D. Discard the Vacuum System Central Air Filter.

(1) Remove the vacuum system central air filter. Refer to Chapter 12, Vacuum System Central Air Filter - Servicing.

(a) Discard the filter.

(2) Install a new vacuum system central air filter. Refer to Chapter 12, Vacuum System Central Air Filter - Servicing.

E. Restore Access

(1) None

END OF TASK

TASK 37-10-00-961

3. Vacuum Relief Valve Filter Discard

CAUTION: Do not operate the vacuum system with the filter removed or a vacuum line disconnected. Dust and other foreign objects can enter the system and damage the vacuum operated instruments.

A. General

(1) This task gives the instructions to discard the vacuum relief valve filter.

B. Special Tools

(1) None

C. Access

(1) None

D. Discard the Vacuum Relief Valve Filter.

(1) Get access to the relief valve behind the attitude gyro.

(2) Carefully stretch the foam element filter over the top of the retaining bezel.

(3) Remove the filter from the relief valve and discard it.

(4) Stretch a new relief valve filter over the top of the retaining bezel.

(5) Make sure that the filter is secure on the relief valve.

E. Restore Access

(1) None

END OF TASK

VACUUM SYSTEM CENTRAL AIR FILTER - SERVICING

1. General

A. The vacuum system central air filter keeps dust and dirt from entering the vacuum operated instruments.

CAUTION: Do not operate vacuum system with filter removed or vacuum line disconnected, as dust and other foreign matter may enter the system and damage the vacuum operated instruments.

B. Refer to Chapter 5, Inspection Time Limits for filter inspection intervals. Replace filter element when damaged and whenever it becomes sufficiently clogged to cause suction gage reading to drop below 4.5 inches Hg (mercury).

CAUTION: Smoking during system operation will cause premature filter clogging.

2. Servicing

A. Remove Air Filter (Refer to Figure 301).

(1) Unscrew bolt and washer from bottom of central air filter.

(2) Remove central air filter from filter bracket.

(3) Inspect for damage, deterioration and contamination. Clean or replace as required.

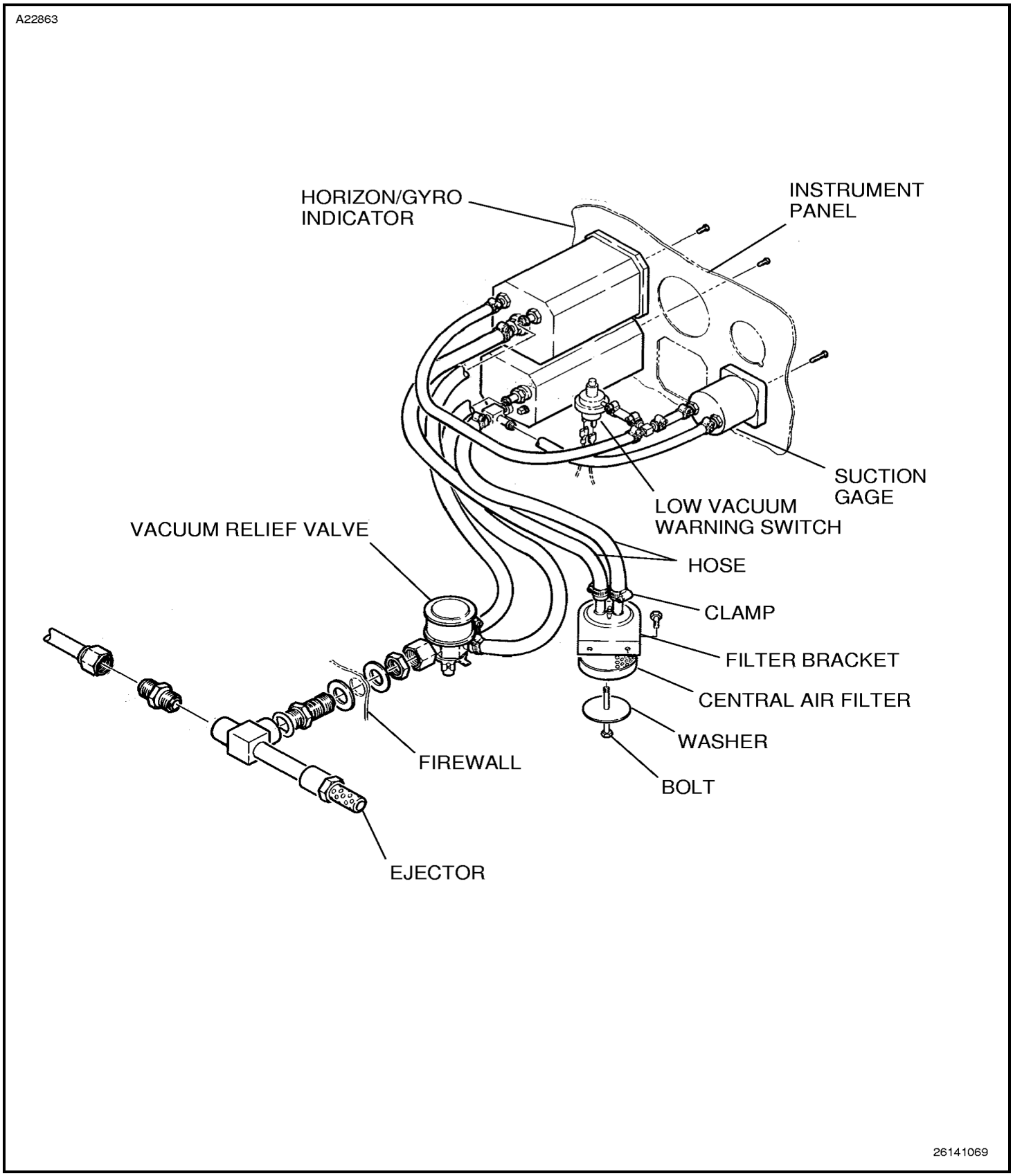
B. Install Air Filter (Refer to Figure 301).

(1) Seat central air filter up and into filter bracket.

(2) Secure central air filter to filter bracket using bolt and washer.

(3) Check central air filter for unobstructed flow. A properly functioning filter should allow a reading of at least 4.5 inches Hg (mercury) on the instrument panel suction gage.

Figure 301 : Sheet 1 : Vacuum System Central Air Filter Servicing



J. Restore Access

(1) Install the left and the right main landing gear fairings. Refer to Main Landing Gear - Maintenance Practices, Main Gear Fairing Removal/Installation.

END OF TASK

TASK 32-10-00-221

3. Center-Spring and Main Gear-Spring Interface Area Special Detailed (Corrosion Inspection and Repair)

A. General

(1) This task gives the procedures to do a detailed inspection and repair of the center spring and main gear spring interface area.

B. Special Tools

(1) Airplane Jacks

(2) Tail Stand

C. Access

(1) None

NOTE: The main landing gear fairings are removed during the inspection.

D. Do a Center Spring and Main Gear Spring Interface Area Detailed Inspection and Repair (Refer to Figure 602 and Figure 603).

(1) Remove and disassemble the main landing gear assembly. Refer to Main Landing Gear - Maintenance Practices.

NOTE: The main landing gear fairings are removed during the landing gear removal procedure.

NOTE: The airplane is lifted on jacks during the landing gear removal procedure.

(2) Examine the center spring and main gear spring interface area for gouging, chafing, or corrosion.

(a) If no gouging, chafing, or corrosion is found, install the main landing gear assembly. Refer to Main Landing Gear - Maintenance Practices.

(b) If gouging, chafing, or corrosion is found, prepare the damaged area for a measurement.

E. Prepare the Damaged Area of the Interface Area for a Measurement.

(1) Use abrasive cloths and brushes to clean the damaged area.

NOTE: For normal cleaning procedures the abrasive cloths are 180 grit or finer. If it is necessary to remove heavy layers of scale or oxides, a steel brush or 150 grit abrasive cloth can be used.

(2) Remove the paint in the damaged area.

CAUTION: Make sure that you do not use a chemical stripper on the main gear spring.

(a) Remove only enough paint to get the correct measurement of the damaged area.

F. Measure the Damaged Area of the Interface Area. Refer to Figure 602 and Table 602.

Table 602. Maximum Repair Depth Interface Area

REPAIR LOCATION		MAXIMUM REPAIR DEPTH	DIAMETER
Center Spring	Inner Surface - Interface Area	0.050 inches	
	Model 208		2.703 inches (max)
	Model 208B		2.794 inches (max)
Main Spring	Outer Surface - Interface Area	0.050 inches	
	Model 208		2.696 inches (min)
	Model 208B		2.787 inches (min)

(1) Use a micrometer to measure the diameter of the interface area of the main gear spring externally (OD) and the center spring internally (ID) as follows. Refer to Figure 602.

NOTE: Each of the three locations on the spring will have three measurements taken at 120 degree intervals around the spring circumference. There will be a total of nine measurements on each spring end.

(2) Record the aircraft and operator data on sheet 1 of the 208 Main Landing Gear Separation Data form and then record the spring measurements in the applicable areas of sheet 2. Refer to Figure 603.

(a) If more than 3 measurements on the center spring in the interface area are greater than the maximum diameter shown in Table 602, replace the center spring, Refer to Main Landing Gear - Maintenance Practices.

(b) If more than 3 measurements on the main gear spring in the interface area are less than the minimum diameter shown in table 602, replace the main gear spring, Refer to Main Landing Gear - Maintenance Practices.

(3) Use a pin-type depth micrometer to measure the difference between the undamaged spring surface and the deepest portion of the damage. Record the measurements of the difference.

NOTE: A micrometer with a tolerance of +0.001 or -0.001 inch (+0.025 or -0.025 mm) is necessary to make this measurement.

(a) If the depth of damage is greater than the permitted maximum repair depth, replace the center spring or main gear spring. Refer to Main Landing Gear - Maintenance Practices.

(b) If the measurement is less than or equal to the maximum repair depth, repair the damage as follows:

NOTE: The permitted interface area spring repair depth is 0.050 inches (1.270 mm) or less.

CAUTION: Make sure to remove only the necessary amount of material from the damaged area. Do not increase the depth of the damaged area when you remove the material. This will help prevent the replacement of springs that can be repaired.

CAUTION: Use small hand-held tools to do the repair procedure, Make sure not to remove material from one spot for a long time. This will help prevent the removal of too much material from one area of the spring.

1 Use a blending procedure to repair the damage and to get a smooth length-to-depth ratio between the damage and the adjacent area.

2 Make sure that the minimum amount of material is removed to get a lengthwise blending transition ratio of 20 to 1 in the longitudinal direction.

3 Make sure that the minimum amount of material is removed to get a blending transition ratio 5 to 1 in the circumferential direction.

4 Use a pin-type depth micrometer to measure the depth of the repaired area. Refer to Table 602 for the permitted depths.

NOTE: A micrometer with a tolerance of +0.001 or -0.001 inch (+0.025 or -0.025 mm) is necessary to make this measurement.

(c) When the measurement is more that the maximum repair depth, replace the spring. Refer to Main Landing Gear - Maintenance Practices.

G. Do a Magnetic Particle Inspection of the Repaired Area of the Interface Area of the Main Gear Spring(s) and/or Center Spring for Cracks. Refer to the Model 208, Nondestructive Testing Manual, Part 8, Chapter 32, Main Gear Spring.

(1) When the magnetic particle inspection of the repaired area of the interface area of the main gear spring(s) is complete, do the steps that follow.

(a) If cracks are found, replace the main gear spring(s). Refer to Main Landing Gear - Maintenance Practices.

(b) If no cracks are found, and the main gear spring interface area was repaired, do a shot peening procedure.

1 Use size 330, cast steel shot and do a shot peening procedure to a Almen intensity of 0.012 - 0.016A on the repaired area. Refer to Model 208 Structural Repair Manual Chapter 51, Shot Peening of Ferrous and Nonferrous Metals.

(2) When the magnetic particle inspection of the repaired area of the interface area of the center spring is complete, do the steps that follow.

(a) If cracks are found, replace the center spring. Refer to Main Landing Gear - Maintenance Practices.

(b) If no cracks are found, and the center spring interface area was repaired, do a shot peening procedure.

1 Use size 330, cast steel shot and do a shot peening procedure to a Almen intensity of 0.012 - 0.016A on the repaired area. Refer to Model 208 Structural Repair Manual Chapter 51, Shot Peening of Ferrous and Nonferrous Metals.

(3) Install the main landing gear assembly. Refer to Main Landing Gear - Maintenance Practices.

NOTE: The airplane is lowered, and the jacks and tail stand are removed during the landing gear installation procedure.

(4) Record the necessary airplane and inspection information on the Model 208 Main Landing Gear Separation Data Form and send it to the address or fax it to the number on the form.

H. Restore Access

(1) None

NOTE: The main landing gear fairings are installed during the landing gear installation procedure.

END OF TASK

TASK 32-10-00-240

4. Main Landing Gear Axle Special Detailed Inspection (SID)

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the main landing gear axle in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) None

D. Do a Special Detailed Inspection of the Main Landing Gear Axle.

NOTE: The main landing gear axle is replaced at 10,000 landings.

(1) Examine the main landing gear axle for fatigue and cracks in the main landing gear axle radius. Refer to the Model 208 Nondestructive Testing Manual, Part 8, Magnetic Particle, Main Landing Gear Axle.

E. Restore Access

(1) None

END OF TASK

NOSE LANDING GEAR - INSPECTION/CHECK

1. General

A. This section has the inspections and checks necessary to keep the nose landing gear in a serviceable condition.

TASK 32-20-00-210

2. Drag Link Forward Support Seal General Visual Inspection

A. For airplanes 20800553 and on, and airplanes 208B5076 and on, this task gives the procedures to do a general visual inspection of the drag link forward support seal.

B. Special Tools

(1) None

C. Access

(1) Remove the drag link spring fairing.

D. Do a Drag Link Forward Support Seal General Visual Inspection.

(1) Inspect the drag link forward support.

(a) Examine the fillet seal on the forward and aft sides of the forward support for the entire circumference of the spring.

(b) Make sure that the seal is not broken, loose, or deteriorated.

(c) If seal is broken, loose, or deteriorated, do the Drag Link Forward Support General Visual Inspection in this section.

E. Restore Access

(1) Install the drag link spring fairing.

END OF TASK

TASK 32-20-00-211

3. Drag Link Forward Support General Visual Inspection

A. For airplanes 20800553 and on, and airplanes 208B5076 and on, this task gives the procedures to do a general visual inspection of the drag link forward support.

B. Special Tools

(1) None

C. Access

(1) Remove the drag link spring fairing.

D. Do a Drag Link Forward Support General Visual Inspection.

(1) Inspect the drag link forward support.

(a) Remove the drag link spring assembly from the airplane. Refer to Drag Link Spring Removal/Installation.

(b) Remove the fillet seal on the forward and aft sides of the forward support for the entire circumference of the spring.

(c) Remove the drag link forward support from the spring assembly. Refer to Drag Link Spring Support Liner Removal/Installation.

(d) Examine the entire circumference of the drag link spring and the forward support for any sign of corrosion.

(e) If corrosion is found, repair or replace the drag link spring, liner and bushing as needed. Refer to Nose Landing Gear Drag Link Spring Inspection/Repair.

(f) Install the drag link forward support on the spring assembly. Refer to Drag Link Spring Support Liner Removal/Installation.

(g) Install the drag link spring assembly on the airplane. Refer to Drag Link Spring Removal/Installation.

(h) Replace the seal with a new fillet seal using Type 1, Class B sealant. Refer to Chapter 20, Fuel, Weather and High-Temperature Sealing - Maintenance Practices.

E. Restore Access

(1) Install the drag link spring fairing.

END OF TASK

TASK 32-20-00-220

4. Nose Landing Gear Detailed Inspection

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

	EMERGENCY EQUIPMENT LIST INSPECTION & MONITOR	**PT. SMART CAKRAWALA AVIATION** DEPARTMENT TEKNIK Form: **SCA/MTC/023**

DATE :	**A/C REG : PK-SNM**
A/C TYPE : C208	**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					

Additional Work Sheet
Insp.400Hrs AF-ENG.
&Calendar Task

Aircraft Registration: **PK-SNM**

WO# Nr: **WO/055-SNM/VII/2023**

Parts Used Sheet

Special Tool Used

No.	Description	Due Date	Engineer

Part Used

Date	Part Nr.	Serial Nr.	Description	Qty	Engineer

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Additional Work Sheet
Insp.400Hrs AF-ENG. &Calendar Task

Aircraft Registration: **PK-SNM**

WO# Nr: **WO/055-SNM/VII/2023**

Parts Used Sheet 1

Part Used

Date	Part Nr.	Serial Nr.	Description	Quantity	Engineer