NO	TASK	SIGNATURE	
		SIGN	STAMP
4	Scavenge Oil pump Examine.		29
5	Oil filler cap and dipstick Examine.		29
6	Oil separator (Aircraft with SB75) Examine.		29
General			
1	Powerplant Make sure that the work area is clean and clear of tools and other items.		09
2	Powerplant Do a functional test.		09
3	Powerplant (Post P&WC SB 1568 only) Do a deceleration check. NOTE: Not required if FCU is identified with 'RE52' or 'SB 73-3', or with a serial number that has the letter 'F' as a prefix.		09
D. ELECTRICS AND INSTRUMENTS **Chapter 21 - Air Conditioning**			
1	Cockpit blower motor Examine and operational test.		09
2	Cabin blower motor Examine and operational test.		09
Chapter 24 - Electrical Power			
1	Battery mountings Examine attachment fittings, ventilation hoses, cable connectors, wiring.		09
2	External power receptacle Examine.		09
3	Starter/Generator Examine.		09
4	Starter/Generator Examine QAD adaptor and clamp.		09
5	Starter and power generation relays Examine. Functionally test during engine ground run.		09

NO	TASK	SIGNATURE	
		SIGN	STAMP
6	Voltage regulator Examine. Functionally test during engine ground run.		
7	Cockpit - switches and circuit breakers Examine. Make sure that placards are readable.		
8	Cables, plugs, connectors, relays, terminal blocks Examine in these areas: - engine compartment - cockpit - fuselage - empennage - wings		
9	Bonding Examine bonding leads in these areas: - engine compartment - cockpit - fuselage - empennage - wings - landing gear		
Chapter 27 - Flying Controls			
1	Aileron trim actuator Examine. Operational test.		
2	Rudder trim actuator Examine. Operational test.		
3	Flap actuator Examine. Operational test.		
4	Horizontal stabilizer actuator Examine. Operational test.		
Chapter 28 - Fuel			
1	Auxiliary fuel pump Operational test.		
2	Underwing fuel pumps. (if installed) Operational test.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
Chapter 30 - Ice and Rain Protection			
1	Pitot tube and static port heaters Operational test.		
Chapter 31 - Indicating/Recording			
1	Instrument panel shockmounts Examine.		
2	Instruments Examine.		
3	Annunciator panel Examine.		
Chapter 33 - Lights			
1	Navigation lights Examine. Operational test.		
2	Anti-collision strobe lights or beacons Examine. Operational test.		
3	Landing lights Examine. Operational test.		
4	Cockpit lights Examine. Operational test.		
5	Instrument lights Examine. Operational test.		
6	Warning lights Examine. Operational test.		
7	Passenger cabin lights Examine. Operational test.		
Chapter 34 - Navigation			
1	Pitot tube Examine.		
2	Static ports Examine.		
3	Pipes - pitot, static and vacuum Examine.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
4	Vertical speed indicator Reset to zero.		29
5	Airspeed indicator Check, calibrate if necessary.		29
6	Gyro operated instruments Operational test.		29
7	Magnetic compass Check correction card date validity OCT - 2026		29
Chapter 37 – Vacuum			
1	Vacuum system suction regulator Clean filter.	N/A	29
2	Vacuum system Examine. Replace if air filter is contaminated.	N/A	29
3	Vacuum system pressure regulator Examine.	N/A	29
4	Vacuum system ejector Examine.	N/A	29
E. AVIONICS			
Chapter 23 - Communications and Chapter 34 - Navigation			
1	Antennas Examine.		29
2	Headsets and microphones Clean. Examine.		29
3	Avionic equipment Examine.		29
4	Avionic connectors and cables Examine.		29
5	Avionic equipment racks and shock mounts Examine.		29
6	All Avionics systems Examine switches and circuit breakers.		29

NO	TASK	SIGNATURE	
		SIGN	STAMP
7	All Avionics systems Operational test.		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
ARIS KURNIAWAN	ENGINEER		9523
KRISTIYONO	MECHANIC		
FEBRI HERMAWAN	ENGINEER		6445

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 : ARIS KURNIAWAN Stamp :

Signature : Place/Date : BEJ / 05-12-2021

Appendix – FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

Ref. AMM Pilatus Porter Chapter 28-20-00
FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

Reg. Mark : PK - SNC
MSN : 1016
TSN / CSN : 97:47 / 54

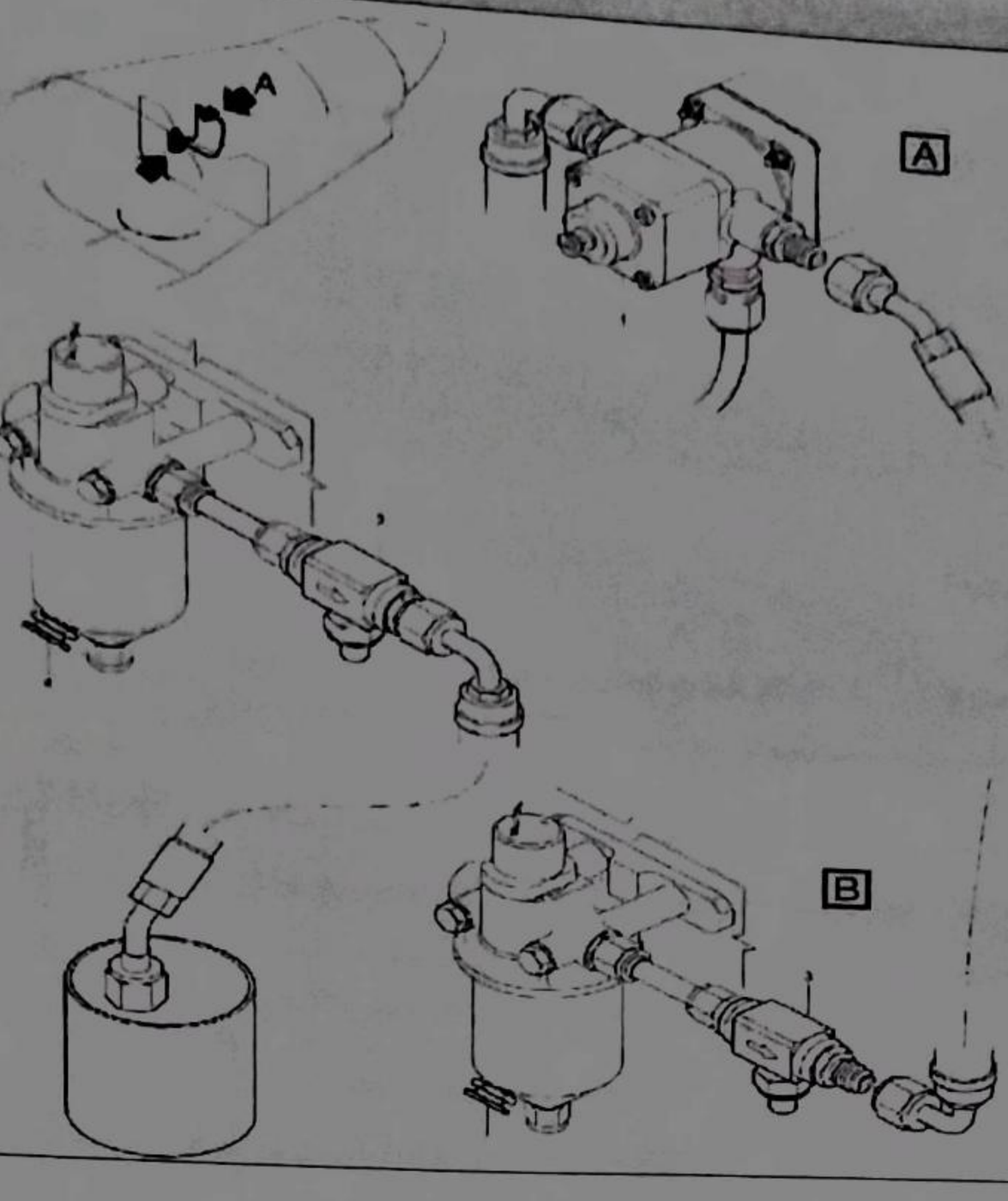
Date : 04 - DEC' - 2021.
Station : BERAU.
WO No. : WO/ODI - SNC/XI/2021

NO	TASK	SIGNATURE	
		SIGN	STAMP
Tools and Equipment Part No. — Description — Remarks — Stopwatch — Fuel container with measured graduation in liters or US gals — Minimum capacity 40 liters (10 US gals)			
Procedure **A. Job Set Up**			
1	Make sure that the aircraft is tall down (10° ± 1° nose up).		
2	Make sure that the aircraft is refueled to maximum (Ref. 12-11-28, page Block301).		
3	Set the fuel-system valve lever to CLOSED.		
4	Open the fuel-filter access panel PB3.		
5	Open the engine access panel PL1.		
B. Preparation			
1	Put the fuel container below the fuel filter.		
2	Open the filter drain valve (4) and let the fuel drain.		
3	When the flow of fuel stops, close the drain valve (4).		
4	Remove the outlet hose (2) from between the fuel flow transmitter (3) and theEngine Driven Pump (EDP) (1).		

NO	TASK	SIGNATURE	
		SIGN	STAMP
5	Turn the outlet hose through 180 degree, then install the outlet hose (2) to the fuelflow transmitter (3) with the other end through the access panel PB3.		
6	Put the fuel container below the disconnected end of the outlet hose (2). Do notextend the length of the hose for the test.		
7	Set the fuel-system valve-lever to OPEN until you get a constant flow of fuel in tothe container.		
8	Set the fuel-system valve-lever to CLOSED and empty the container.		
C. Gravity Flow System			
1	Put the fuel container below the disconnect end of the outlet hose.		
2	Set the fuel-system valve-lever to OPEN for 5 minutes.		
3	Set the fuel-system valve-lever to CLOSED.		
4	Make sure that there is not less than 6,95 liters (1,84 US gals) of fuel in thecontainer.		
5	Empty the container.		
D. Auxiliary Fuel Pump System			
1	Put the fuel container below the disconnected end of the outlet hose		
2	Energize the aircraft electrical system.		
3	Set the AUX F PUMP switch to ON and immediately set the fuel-system valvelever to OPEN.		
4	After 5 minutes, set the fuel-system valve lever to CLOSED and the AUX F PUMPswitch to OFF.		
5	De-energize the aircraft electrical system.		
6	Make sure that there is not less than 22,1 liters (5,84 US gals) of fuel in thecontainer.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
7	Empty the container.		
E. Close Up (Ref. Fig. 501)			
1	Remove the outlet hose (2) from the fuel flow transmitter (3).		
2	Install the outlet hose (2) between the fuel flow transmitter (3) and the EDP (1)		
3	Energize the aircraft electrical system.		
4	Set the fuel-system valve lever to OPEN.		
5	Set the AUX F PUMP switch to ON.		
6	Do leak checks at the outlet hose (2) and the tee adapter (3) connection. No leaksare permitted.		
7	Set the AUX F PUMP to OFF.		
8	Set the fuel-system valve lever to CLOSED.		
9	De-energize the aircraft electrical system.		
10	Discard the fuel as given in the local regulations.		
11	Make sure that the work area is clean and clear of tools and other items.		
12	Close the fuel-filter access panel PB3 and the engine access panel PL1.		

NO	TASK	SIGNATURE	
		SIGN	STAMP



PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
FEBRI HERMAWAN	ENGINEER		G445
KRISTIYONO	MECHANIC		

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.

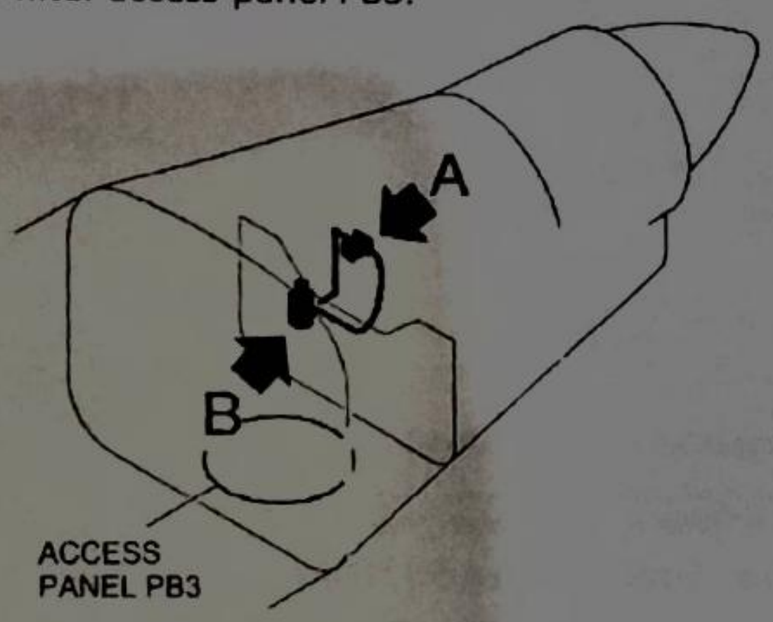
Name : FEBRI HERMAWAN. Stamp : 09

Signature : Place/Date : BERAU. /04-DEC-2021.

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

Ref. AMM Pilatus Porter Chapter 28-40-00
FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

Reg. Mark : PK - SNC
MSN : 1016
TSN / CSN : 97:47 / 54
Date : 04- DEC' - 2021
Station : BERAU.
WO No. : WO/001-SNC/XI/2021.

NO	TASK	SIGNATURE	
		SIGN	STAMP
Tools and Equipment Part No. — Description — Remarks — Stopwatch — — Fuel container with measured graduation in liters or US gals — Minimum capacity 40 liters (10 US gals)			
Procedure **A. Job Set Up**			
1	Make sure that the aircraft is tail down (10° ± 1° nose up)		
2	Make sure that the aircraft is refuelled to maximum (Ref. 12-11-28, Page Block 301)		
3	Set the fuel-system valve-lever to CLOSED		
4	Open the fuel-filter access-panel PB3.  		
5	Open the engine acces panel PL1		
B. Preparation (Ref. Fig. 1)			
1	Put the fuel container below the fuel filter.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
2	Open the filter drain valve (4) and let the fuel drain.		
3	When the flow of fuel stops, close the drain valve (4).		
4	Remove the outlet hose (2) from between the fuel flow transmitter (3) and the Engine**Driven Pump (EDP) (1).**		

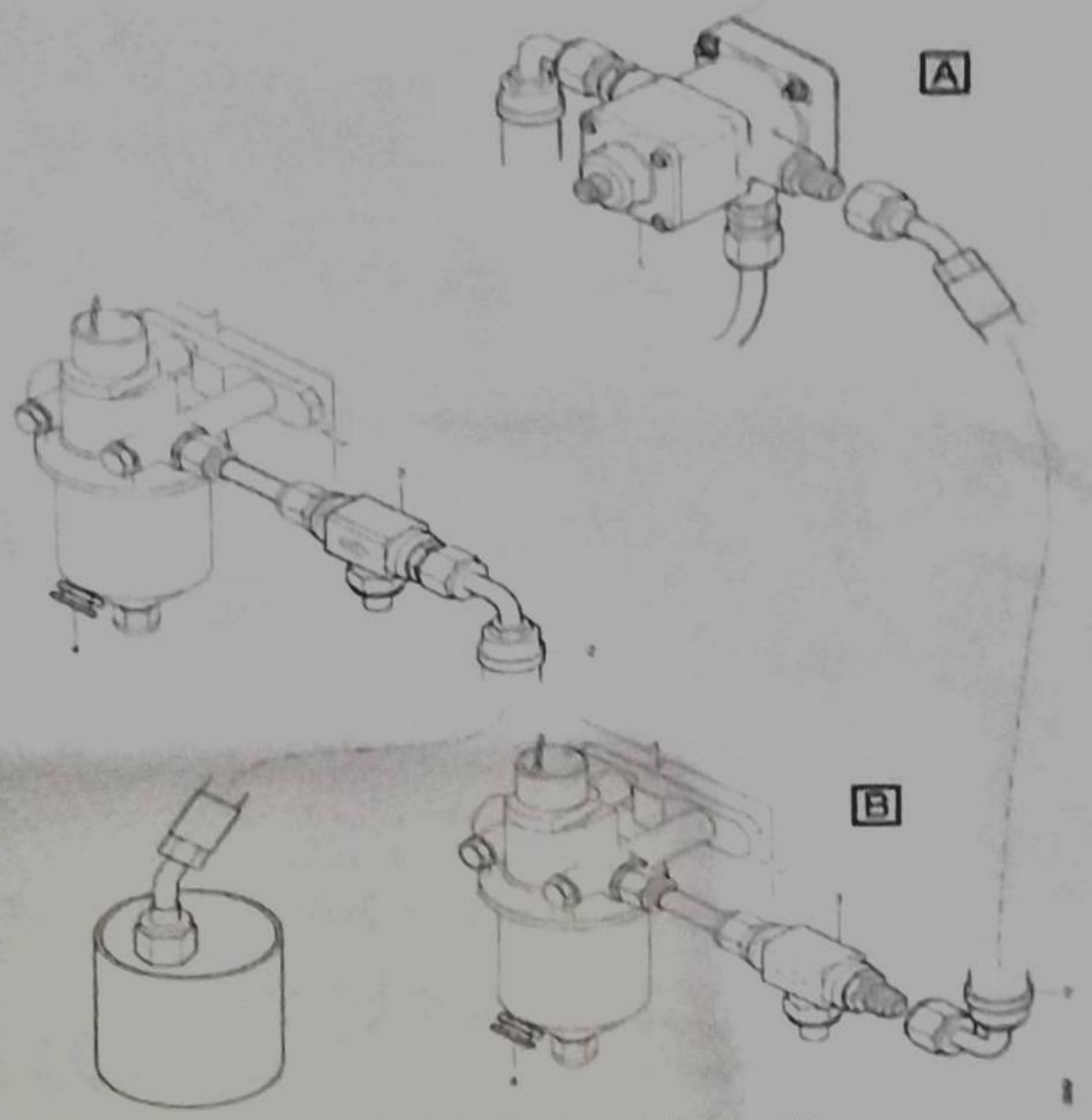


Figure 1 fuel Disrtibution – Adjusment/Test

5	Turn the outlet hose through 180 degrees, then install the outlet hose (2) to the fuelflow transmitter (3) with the other end through the access panel PB3.		
6	Put the container below the disconnect end of the outlet hose (2). Do not extend thelength of the hose for the test.		
7	Energize the aircraft electrical system.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
8	Set the fuel-system valve-lever to OPEN until you get a constant flow of fuel into thecontainer.		
9	Set the fuel-system valve-lever to CLOSED and empty the container.		09
10	Reset the fuel used totalizer to zero.		09
C. Low Fuel Flow Indication Check (Ref. Fig. 1)			
1	Set the fuel-system valve-lever to OPEN.		09
2	When the fuel flow has stabilized, record the fuel flow indication. Fuel flow: 22 . GPH		09
3	After 5 minutes set the fuel-system valve-lever to CLOSED		09
4	Record the fuel used from the fuel used totalizer. Fuel used: @2 US. GALLON		09
5	Measure the quantity of the fuel in the container. Quantity: 7 LITER / 1,85. US. GALLON.		09
6	Make sure the difference between the fuel used totalizer indication and the quantity offuel in the container is not more than ± 1 liter (± 0.26 US gals).		09
7	Calculate the fuel rate for 1 hour as follows: - Quantity of fuel in container after 5 minutes x 12 = Flow rate/hour.		29
8	Compare the calculated fuel flow with the actual fuel flow recorded at step (2): - The difference between the calculated fuel flow and the actual fuel flow must bethe same ± 12,5 liter/hour (± 3,3 gals/hour)		29
9	If the difference between the actual and calculated fuel flow is out of limits, replacethe indicators, signal conditioner or fuel flow transmitter. **NOTE: IT IS RECOMMENDED THAT THE FUEL FLOW TRANSMITTER IS REPLACED FIRST.**		29
10	Empty the container.		29
D. High Fuel Flow Indication Check Using the Auxiliary Fuel Pump System (Ref. Fig. 1)			
1	Set the AUX F PUMP switch to ON.		09

NO	TASK	SIGNATURE	
		SIGN	STAMP
2	Move the fuel-system valve-lever towards the CLOSED position to get an indicated fuel flow of between 189 and 285 liters/hour (50 and 75 US gals/hour). Record the indicated fuel flow. Fuel flow: 73 .GPH . **NOTE: TO MAKE THE TEST EASIER, YOU CAN MAKE AN ORIFICE TO GET THECORRECT FUEL FLOW. USE A METAL BLANK DRILLED WITH A 2,4 mm (3,32 in) HOLE INSTALLED IN THE END OF THE DISCONNECTED OUTLET HOSE (2). THIS WILL GIVE THE REQUIRED FUEL FLOW WITH THE FUEL-SYSTEM VALVE-LEVER FULLY "OPEN".**		
3	When the fuel flow is correct and constant, get a second person and do these steps atthe same time. Reset the fuel totalizer. Record the quantity of fuel in the container. Start the stopwatch.		
4	After 5 minutes, set the fuel-system valve-lever to CLOSED and the AUX F PUMPswitch to OFF.		
5	Record the fuel used from the fuel used totalizer. Fuel ~~flow~~ USED: 6 US.GALLON		
6	Measure the quantity of the fuel in the container and subtract the quantity recorded inStep (3). Quantity: ~~H~~ 23.LITER. /6.US-GALLON.		
7	Make sure the difference between the fuel used totalizer indication and the quantity offuel in the container is not more than ± 1 liter (±0,26 US gals).		
8	Calculate and record the flow rate for 1 hour as follows: Quantity of fuel measured at step (6) x 12 = Fuel flow rate /hour.		
9	Make sure that the flow rate recorded at step (8) is not more than ± 12,5 liters/hour(±3.3 US gals/hour) different to the fuel flow indication recorded in Step (2).		
10	If the difference between the actual and calculated fuel flow is out of limits, replacethe indicators, signal conditioner or fuel flow transmitter. NOTE: IT IS RECOMMENDED THAT THE FUEL FLOW TRANSMITTER ISREPLACED FIRST.		
E. Close Up (Ref. Fig. 1)			
1	If necessary, remove the orifice from the outlet hose (2).		
2	Remove the outlet hose (2) from the fuel flow transmitter (3).		

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

NO	TASK	SIGNATURE	
		SIGN	STAMP
3	Install the outlet hose (2) between the fuel flow transmitter (3) and the EDP (1).		29
4	Energize the aircraft electrical system.		09
5	Set the fuel-system valve lever to OPEN.		29
6	Set the AUX F PUMP switch ON.		
7	Do a leak check at the outlet hose (2) and the tee adapter (3) connection.No leaks are permitted.		29
8	Set the AUX F PUMP switch to OFF.		09
9	De-energized the aircraft electrical system.		09
10	Discard the fuel in accordance with local regulation.		29
11	Make sure that the work area is clean and clear of tools and other items.		29
12	Close the fuel-filter access panel PB3.		29
13	Close the engine access panel PL1.		29

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
FEBRI HERMAWAN	ENGINEER		6445.
KRISTIYONO	MECHANIC		
ARIS KURNIAWAN	ENGINEER		9523

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 : FEBRI HERMAWAN

Stamp : 09

Signature : _____

Place/Date : BERAU / 04-DEC'-2021

Appendix – FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

Ref. AMM Pilatus Porter Chapter 28-15-00

FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

Reg. Mark : PK - SNC
MSN : 1016
TSN / CSN : 97:47 / 54

Date : 04-DEC - 2021
Station : BERAU
WO No. : WO/001-SNC/XI/2021.

NO	TASK	SIGNATURE	
		SIGN	STAMP

Tools Equipment for Aircraft with Underwing Fuel system and Fuel Transfer Pump. P/N: 115.55.06.443
Regulated Air supply

Expendable Parts

Part no:	Description	Fig. Item no.
968.84.30.305	Filter (if required)	Fig 701, item 3
946.91.27.355	O-ring	Fig 701, item 5
968.84.30.309	O-ring	Fig 701, item 2

WARNING: OBEY THE SAFETY PRECAUTIONS GIVEN IN 28-00-00, PAGE BLOCK 201, WHEN YOU DO WORK ON THE FUEL SYSTEM.

1	Open and install the safety clip to the circuit breaker **EXT FUEL**.		29
2	Remove the Access panel LB7, LB9, RB7 and RB8.		29
3	Loosen the clamp (item 7) and disconnect the tube (item 8) from the elbow of thepump inlet.	N/A	29
4	Remove the bolt (item 6), the bowl (item 4), the O-Ring (item 2) and filter (item 3)from the pump (item 1). **WARNING**: MAKE SURE YOUR HANDS ARE CLEAN BEFORE YOU CLEAN THE FILTER (3)DO NOT USE COTTON OR CLOTH TO CLEAN THE FILTER COTTON CAN CONTAMINATE THE FILTER.	N/A	29
5	Use a regulated air supply to blow through from the inside of the filter (item 3) toremove unwanted material.	N/A	29
6	If the filter (item 3) is damaged or cannot be cleaned, discard the filter and install anew one.	N/A	29
7	Remove and discard the O-Ring (item 5) from the bolt (item 6) and install a new O-ring (item 5).	N/A	29

Appendix – FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

NO	TASK	SIGNATURE	
		SIGN	STAMP
8	Put the filter (item 3), new O-ring (item 2) and bowl (item 4) in position and installthe bolt (item 6).	N/A	29
9	Connect the tube (item 8) to the elbow of the pump outlet and tighten the clamp(item 7).	N/A	29
10	Close the circuit breaker EXT FUEL.		29
11	Energizer the aircraft electrical system (Ref. AMM 24-40-00, Page Block 1).		29
12	Set the NORMAL-EMERG switch to EMERG and check that the pump operates.		29
13	Check the pump for leaks. No leaks are permitted.		29
14	Set the NORMAL-EMERG switch to NORMAL.		29
15	Remove the electrical power from the aircraft (Ref. AMM 24-40-00, Page Block 1).		29
16	Make sure that the work area is clean and clear of tools and other item.		29
17	Install the access panel LB7, LB9, RB7 and RB8.		29

Appendix – FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
ARIS KURNIAWAN	ENGINEER		3523
KRISTIYONO	MECHANIC		

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 : ARIS KURNIAWAN Stamp : 29

Signature : Place/Date : BERAU 04/12-2021

WHEEL AND BRAKES INSPECTION SHEET OF PILATUS PORTER PC6

Reg. Mark : PK - SNC.
MSN : 1006
TSN / CSN : 97:47 / 54.
Date : 03 - DEC' - 2021.
Station : BERAU.
WO No. : WO/001-SNC/X1/2021.

NO	TASK	SIGNATURE	
		SIGN	STAMP
1	Perform Detail Visual Inspection with Flash Light, Mirror, and Magnifying Glass ofthe Brake Pedals and System for Cracks, Corrosion, and Security of Installation.		
2	Inspect Wheel and Brakes IAW ATA 32-40-00 and BERINGER Time Limits /Maintenance Checks MC-STC-002.		
3	Inspect hydraulic brake fluid reservoir, check brake fluid level, apply brakes,examine system for leaks, and service with MIL-PRF-5606 (ROYCO 756) hydraulic fluid as required.		
4	Inspect tire condition IAW ATA 12-14-32 and Michelin Aircraft Tire Care and Service Manual (Michelin Service Manual can be used as a guide line for all approved main tires but will not supersede manufacture inspection recommendations)		
5	Check Brake Disc Thickness Record R: 0,273 mm/inch. Minimum brake disc thickness **0.252 inch / 6.4 mm.** L: 0,276"		
6	Examine brake disc condition for Coning, Groove and Bumps. See figure 2 asattached.		
7	Inspect Brake Pad for wear. Brake Pad must be changed before grooves are R. P: 0,220" B: 0,230" L. P: 0,221" B: 0,230" invisible. See figure 3 as attached. Friction material on Brake Pad minimumthickness **0.100 inch / 2.5 mm.**		
8	Check play between disc and key disc drive. Max play **0.024 inch / 0.6 mm**. Seefigure 3 as attached. ~~0,07~~ L/H: 0,07 R/H: 0,07		
9	Check Main wheels Tire. Examine and check inflation pressure 3,3 bar ~~(49 psi)~~. 20 PSI / R: 20. PSI. L: 20 PSI		
10	Check Tail wheel. Examine and check for installation and inflation pressure 2,2bar (**47 psi**). 47,1PSI		
11	Check and examine brake master cylinders for leaks and connections.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
12	After complete installation, check disc safety wire. Safety wire (**0.041**) must be inplace to prevent disc from sliding out the slots. See figure 1 as attached		
13	Record both Main Wheel Tire: S/N LH 19025074 and Hub S/N 493 S/N RH 19049269 and Hub S/N 492		
14	Record Tail Wheel Tire S/N 83432003 Hub S/N 277		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
FEBRI HERMAWAN	ENGINEER		6445.
KRISTIONO	MECHANIC		

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 : FEBRI - HERMAWAN. Stamp :

Signature : Place/Date : BERAU/03-DEC'-2021.