NO	TASK	SIGNATURE	
		SIGN	STAMP
5	Powerplant and accessories Examine		
6	Powerplant and accessories Inspect and pay particular attention to rear linkage cam box, fuel control unit arm, telescopic rod and rod end fittings. Disconnect rod ends and clean using solvent (PWC11-027) or (PWC11-031). Examine rod end for corrosion, roughness in rotation, side play and radial play. Lubricate with light grease (PWC04-001) or MIL-G-23827 after engine external wash. Reinstall rod ends and torque to specified value. (Ref.76-10-00) Check free movement and linkages.		
7	Powerplant and accessories Air inlet screen - Inspect cleanliness. (Ref.72-20-00) Inspect the air inlet screen wire mesh for cleanliness and/or damage. Screens with broken wire mesh must be replaced. Clean undamaged screens (Ref. Cleaning / Painting). Inspect the rubber sealing rims and flanges of the screen for security and damage.		
8	Powerplant and accessories Gas Generator Case - Inspect External surface, and fire seal mount ring brackets for cracks, distortion and corrosion. (Ref. 72-30-04) Examine for general condition, including cracks, distortion, corrosion and evidence of overheating. Minor corrosion on exposed surface of gas generator case may be removed. (Ref. Approved Repairs). If the condition of the corrosion exhibited on the exposed surfaces of the gas generator case indicates that further examination of the fuel manifold and igniter bosses is required, remove the fuel manifold adapters (Ref. 73-10-05, Removal/Installation) and spark igniters. (Ref. 74-20-00, Removal/Installation). Examine the mounting pads, fuel nozzle bosses and machined surfaces for corrosion and wear. Isolated corrosion pitting not closely grouped, less than 0.010 inch deep, not covering more than 75 percent of the surface is acceptable without repair.		
9	Powerplant and accessories Fireseal Mount Rings - Inspect Cracks and attachment of brackets and seals (Ref. 72-30-01/-02) Examine the rear fireseal mount ring halves for attachment, damage and condition. NOTE: For the external tubes/lines passing through the mount rings, refer to the relevant chapters in this manual. Examine the circumferential insulating strips for attachment. Loosened strips may be rebonded.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
10	Powerplant and accessories Exhaust Duct - Inspect cracks and distortion. (Ref. 72-50-05, Maintenance practices) Examine the outer surface condition for buckling, ripples or similar distortion. Inspect outer surface, particularly in vicinity of flanges A and C for cracking in metal skin, welds, or flange bolt holes. Inspect exhaust port flanges for cracking. Cracks not exceeding 0.500 inch in length and do not progress into the stitch weld or cracks in a tangential direction not exceeding 1.000 inch long are acceptable provided they are stop drilled with a 1/16 (0.0625) inch drill. Check for the integrity of internal structure through the exhaust ports. NOTE: Refer to the Aircraft Maintenance Manual for removal/ installation of the exhaust stubs. Examine the internal structure as far as possible for cracks, looseness and distortion. Inspect Engines that exhibit interior welds (Ref. 72-50-05, Maintenance Practices) visually inspect the forward area of the exhaust duct for cracks, from the propeller reduction gearbox mounting flange to 2 inches aft around the entire circumference of the duct. Exhaust ducts are considered serviceable provided.		29
11	Powerplant and accessories Accessories - Inspect attachment of accessories and linkages, air, oil, fuel lines (Ref. 73-10-07/-08) or (Ref. 70-00-00, Standard Practices Inspection). Inspect Fuel, Oil and Air Tubes from scratches, Nick, chafing, dents, pitting, rust and strainer. Inspect Security of pneumatic lines (Ref. 73-10-07/-08) Examine tube assemblies (Ref. 70-00-00, STANDARD PRACTICES - INSPECTION). Blend out minor damage that does not exceed specified limits. Replace the tube assemblies damaged beyond specified limits. Inspect heated rear pneumatic line.		29
12	Engine External Examine.		29
13	Engine flexible and rigid pipes Examine.		29
14	Engine cowling and seals Examine.		29
15	Fireshields and seals Examine.		29
16	Shock mounts Examine.		29

NO	TASK	SIGNATURE	
		SIGN	STAMP
17	Support ring Examine.		29
18	Support struts Examine.		29
19	Electrical harnesses Examine.		29
Chapter 72 - Engine			
1	Compressor inlet screen Clean. Examine.		29
2	Gas generator case Examine.		29
3	Propeller shaft oil seal Examine, look for oil leaks		29
4	Accessories Examine.		29
Chapter 73 - Engine Fuel and Control			
1	HP fuel pump Examine.		29
2	HP fuel pump outlet filter Examine, replace if contaminated		16
3	Fuel HP Outlet Filter Perform fuel HP outlet filter replacement. P/N : AN6235-3A or ALTERNATIVE P/N. P/N OFF : AN 6235-3A P/N ON : AN 6235-3A		16
4	Fuel control unit Examine Check for leaks from vent. (Ref. P&WC EMM 73-20-00) Check flow divider and dump valve for installation and leaks (Ref. EMM 73-10-06). Check FCU for installation, linkages and pneumatic tubes (Ref. EMM 73-20-00). Evidence of FCU bearing washout indicated by traces of blue dye effluent is caused by a mixture of bearing grease and fuel. For post-SB1472 engines fitted with a manual override on the fuel control, check FCU Manual Override System for static operation (Ref.EMM 71-00-00).		29

NO	TASK	SIGNATURE	
		SIGN	STAMP
5	Fuel control unit Perform SIL NO. PT6A-221R01 – FCU Health Monitoring - Deceleration Check. Ref. P&WC PT6A-27 MM 71-00-00		
6	Pneumatic System Check P3 filter for installation. Clean or replace filter, dependent on condition, service experience or environment.		
7	Starting flow control unit Examine.		
8	Propeller governor Examine.		
9	Air pipes Examine.		
10	Fuel pipes Examine.		
11	Gas generator case drain valves Examine.		
12	Igniter exciter Examine and check ignition system/current regulator for installation and condition (Ref.74-10-01 and 74-10-02) Inspect the ignition exciters for signs of damage and general condition. Inspect the input and output connectors for damage, paying particular attention to the connector threads for corrosion. Inspect the cover and box of the regulator for general condition. A cracked or distorted mounting bracket on the box, or loose components on the box or cover, must be repaired at an overhaul facility. Inspect the seal on the box and the sealing gasket on the cover for general condition. A loose seal or gasket may be rebonded using adhesive cement (PWC08-010).		
13	Ignition cables Examine and check ignition cable for chafing, wear and installation (Ref.74-20-01) Inspect cables for signs of damage to braiding and general condition. Inspect cable coupling nuts for corrosion. Inspect central conductor and insulation for contamination and burning. Do retention test on igniter end of cable only: - Connect contact with tool (Ref. Table 201). - Contact must hold a 0.125 lb. weight. - If contact does not hold weight, ship cable to an authorized repair shop for inner cable replacement.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
14	Spark igniters Examine and check spark igniters/glow plugs for cleanliness and erosion. Check function (Ref. 74-20-02 and 74-00-00). Inspect the exterior cylindrical area of the firing end of the igniter shell for chafing wear. Wear is acceptable to a depth of 0.015 inch. Inspect the igniter shell and electrode for erosion (Ref. Fig. 207 and Table 202). If erosion equals or exceeds amounts shown, reject the spark igniter. Do a functional test on acceptable and replacement spark igniters (Ref. 74-00-00, Adjustment/Test).		29
15	Interconnect rod Inspect accessible lockwire and safety cable for security and installation of the interconnect rod.		29
16	Idle control system Examine.		29
17	Power control system Examine.		29
18	Propeller control system Examine.		29
19	Engine controls Lubricate rod ends with grease. (Material No. P04-002).		29
20	Emergency fuel control system Examine. Do a functional test.		29
Chapter 78 - Exhaust			
1	Exhaust duct Examine.		29
2	Exhaust stubs Examine.		29
Chapter 79 - Oil			
1	Oil cooler system Examine. Flap - Do an operational test.		29
2	Oil filter Examine and clean.		29
3	Chip detector Do a functional test. Check Magnetic Detectors for continuity.		29

NO	TASK	SIGNATURE	
		SIGN	STAMP
4	Scavenge Oil pump Examine.		
5	Oil filler cap and dipstick Examine.		
6	Oil separator (Aircraft with SB75) Examine.		
General			
1	Powerplant Make sure that the work area is clean and clear of tools and other items.		
2	Powerplant Do a functional test.		
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. FOUND 4 SEC		
D. ELECTRICS AND INSTRUMENTS **Chapter 21 - Air Conditioning**			
1	Cockpit blower motor Examine and operational test.		
2	Cabin blower motor Examine and operational test.		
Chapter 24 - Electrical Power			
1	Battery mountings Examine attachment fittings, ventilation hoses, cable connectors, wiring.		
2	External power receptacle Examine.		
3	Starter/Generator Examine.		
4	Starter/Generator Examine QAD adaptor and clamp.		
5	Starter and power generation relays Examine. Functionally test during engine ground run.		

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
ROHPININDO. N S P	ENGINEER		9634
BASRI	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

Signature :

Stamp :

Place/Date : BERAU / 12/01/2022

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

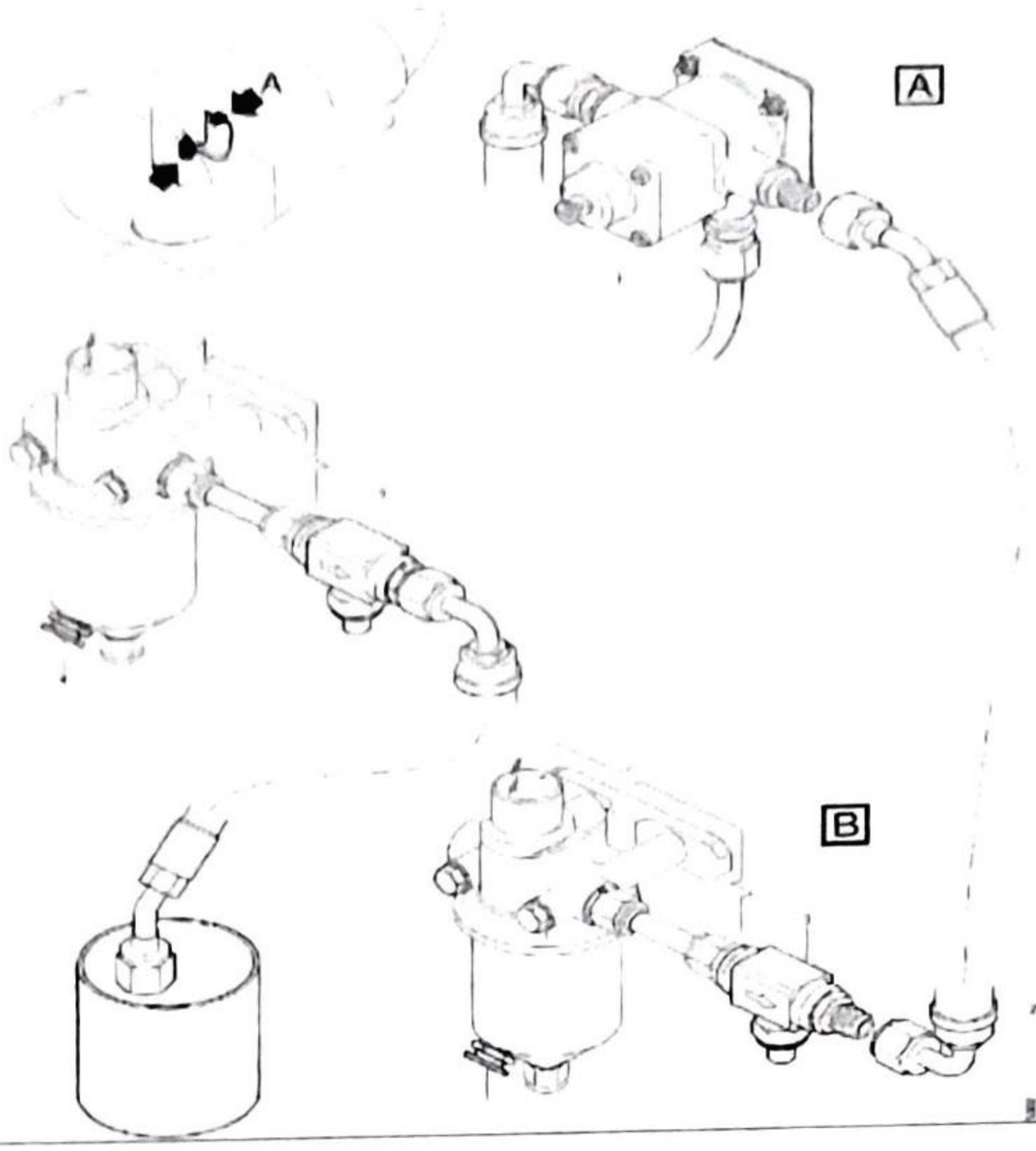
Reg. Mark	: PK - SNB	Date	: 11/01-2022
MSN	: 1015	Station	: BEJ
TSN / CSN	: 409:00 / 464	WO No.	: WO/006 - SNB/XII/2021

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		29
E. Close Up (Ref. Fig. 501)			
1	Remove the outlet hose (2) from the fuel flow transmitter (3).		29
2	Install the outlet hose (2) between the fuel flow transmitter (3) and the EDP (1)		29
3	Energize the aircraft electrical system.		29
4	Set the fuel-system valve lever to OPEN.		29
5	Set the AUX F PUMP switch to ON.		29
6	Do leak checks at the outlet hose (2) and the tee adapter (3) connection. No leaksare permitted.		29
7	Set the AUX F PUMP to OFF.		29
8	Set the fuel-system valve lever to CLOSED.		29
9	De-energize the aircraft electrical system.		29
10	Discard the fuel as given in the local regulations.		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 and the engine access panel PL1.		29

NO	TASK	SIGNATURE	
		SIGN	STAMP



PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
ARIS KURNIAWAN	ENGINEER		9523
ROHPINDO N.S.P	ENGINEER		9634
BASRI	MECHANIC		

RETURN TO SERVICE

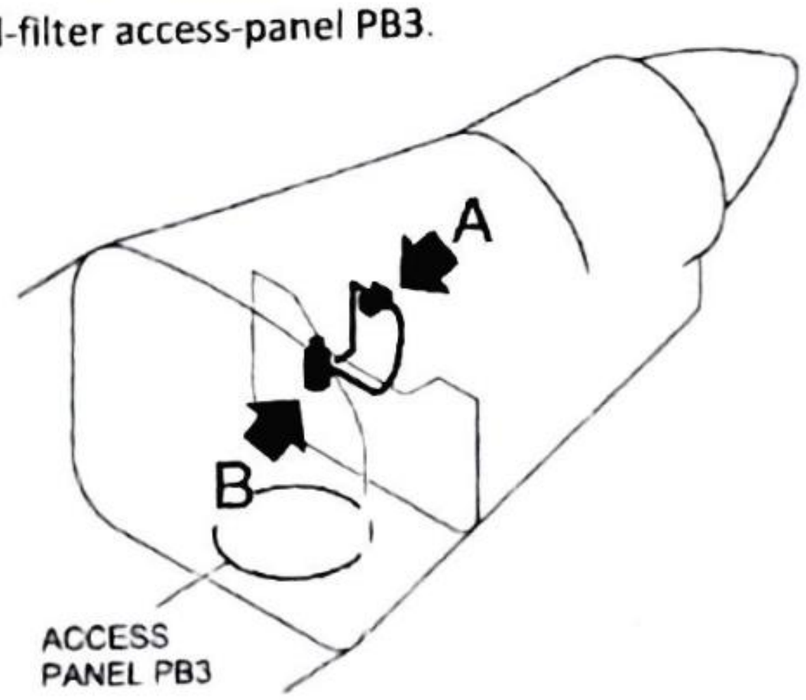
The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : ARIS KURNIAWAN Stamp : 29

Signature : Place/Date : BERAU | 11/01/2022

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

Reg. Mark	: PK - SNB	Date	: 11/01/2022
MSN	: 1015	Station	: BEJ
TSN / CSN	: 409.00/464	WO No	: WO/006-SNB/XII/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).**		

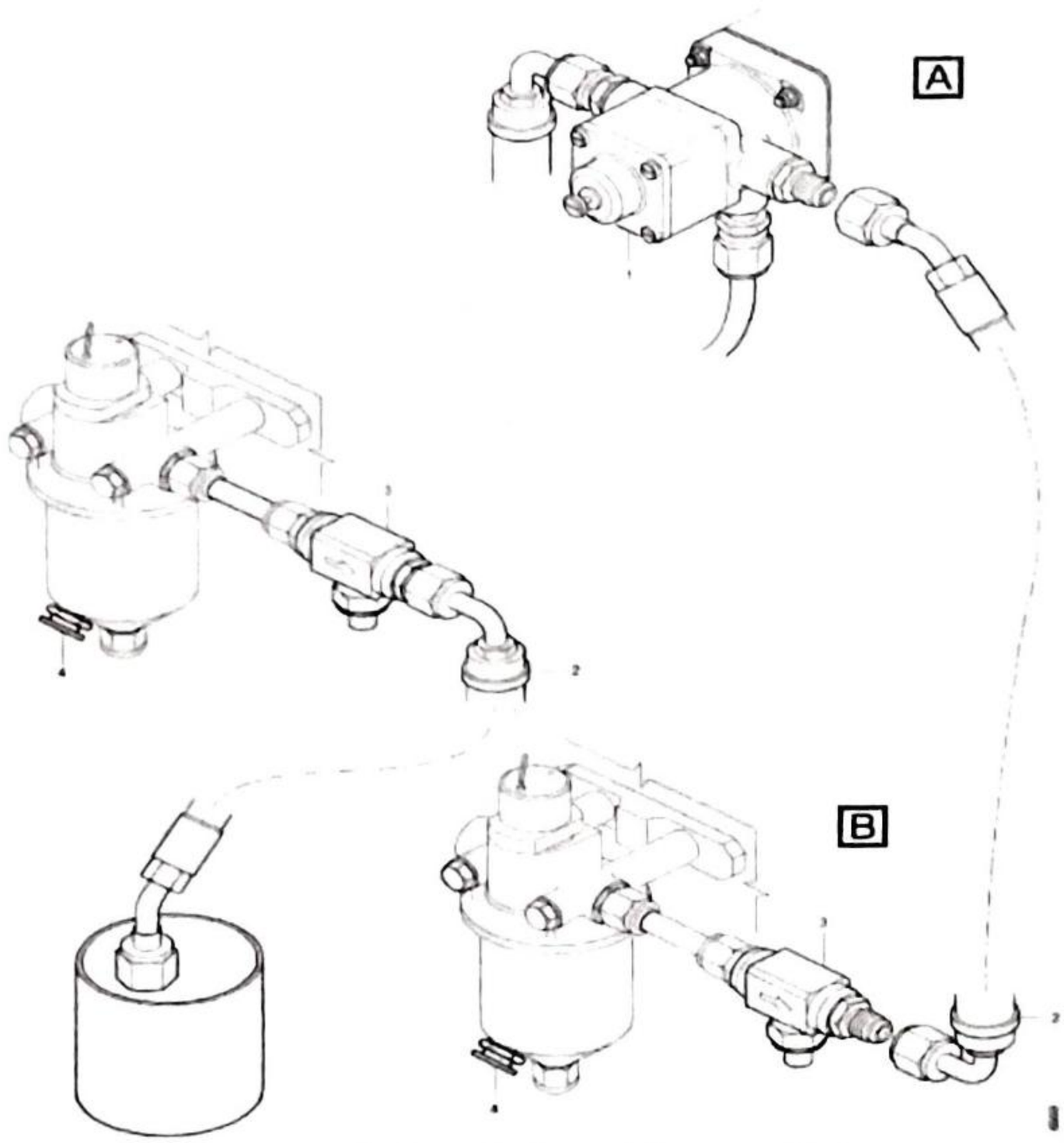


Figure 1 fuel Disrtibution – Adjusment/Test

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.		
10	Reset the fuel used totalizer to zero.		
C. Low Fuel Flow Indication Check (Ref. Fig. 1)			
1	Set the fuel-system valve-lever to OPEN.		
2	When the fuel flow has stabilized, record the fuel flow indication. Fuel flow: 22 GPH		
3	After 5 minutes set the fuel-system valve-lever to CLOSED		
4	Record the fuel used from the fuel used totalizer. Fuel used: 2 GAL		
5	Measure the quantity of the fuel in the container. Quantity: 7 Liter		
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).		
7	Calculate the fuel rate for 1 hour as follows: - Quantity of fuel in container after 5 minutes x 12 = Flow rate/hour.		
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)		
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.**		
10	Empty the container.		
D. High Fuel Flow Indication Check Using the Auxiliary Fuel Pump System (Ref. Fig. 1)			
1	Set the AUX F PUMP switch to ON.		

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: 6 GAL **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: 72 GPH		
6	Measure the quantity of the fuel in the container and subtract the quantity recorded inStep (3). Quantity: 22 liters		
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).		

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.		29
5	Set the fuel-system valve lever to OPEN.		29
6	Set the AUX F PUMP switch ON.		29
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.		29
9	De-energized the aircraft electrical system.		29
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
ARIS KURNIAWAN	ENGINEER		9523
ROHPINDO N.S P	ENGINEER		9684
BASRI	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 : 11/01/2022