

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

DATE OF ISSUED	JOWO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED	
9 July 2022	WO/006-SNE/V/2022	Inspection 100 Hrs / Annual		
A/C Type				
Mfg. Serial Number		A/C Registration		
PILATUS PORTER PC-6		1017		
		PK-SNE		
AIRCRAFT DATA				
Subject	Pos #	Serial Number (SN)	TTSN/TCSN	
Engine	#1	PCE-PG0568		
	#2	-		
Propeller/Rotor	#1	FY5100		
	#2	-		
Landing Gear	NLG			
	LH MLG			
	RH MLG			
PACKAGE COVERED				
No	Subject	Qty	Remark	
1	Non-Routine Card	-		
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
<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

Checked by :
Chief Maintenance

Verified by :
Chief Inspector

Approved by :
Technical Manager


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Dwi M.


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

WO Ref: WO/006-SNE/VII/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	APPENDIX	ENGINE GROUND RUN CHECK SHEET				
2	APPENDIX	100 HOURS / ANNUAL INSPECTION				
3	APPENDIX	FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST				
4	APPENDIX	FUEL INDICATING SYSTEM – ADJUSTMENT				
5	APPENDIX	FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS				
6	APPENDIX	WHEEL AND BRAKES INSPECTION				
7	NRC-001	NAVDATA BASE UPDATE				
8	NRC-002	EMERGENCY BATTERY – OPERATIONAL CHECK				
9	NRC-003	200 HRS STARGEN – BRUSH CHECK FOR WEAR				
10	NRC-004	200 HRS PROPELLER OVERSPEED GOVERNOR OPS CHECK				
11	SCA/MTC/023	EMERGENCY EQUIPMENT CHECK				



PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION (CRS-SMI)

A/C TYPE : PILATUS PORTER PC-6	TTSN :
A/C REG : PK-SNE	TCSN :
MSN : 1017	DATE :

TYPE OF INSPECTION : INSPECTION 100 HOURS / ANNUAL

DUE AT : 200 HOURS

REF : MP PILATUS PC-6 REV. 02

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
#1	WO/003-SNE/V/2022			
6. A/C REG/MSN	7. A/C TYPE	8. TRADE	12. VENDOR ORDER #	
PK-SNE / 1017	PILATUS PC6			
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. JOWO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/006-SNE/VII/2022		UPDATE SYSTEM	PK-SNE/1017
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
001	34		
9. ZONE	10. PANEL	-	

11. DESCRIPTION			
PERFORM UPDATE NAVIGATION DATABASE			
REFERENCE	☒ Garmin G950 Maintenance M.	☐	☐ 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

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



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

1. JOWO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/006-SNE/VII/2022		EMERGENCY BATTERY CHECK	PK-SNE/1017
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
002	24		
9. ZONE	10. PANEL	-	

11. DESCRIPTION			
EMERGENCY BATTERY - OPERATIONAL CHECK			
REFERENCE	☒ CMM	☐	☐ 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

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



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

1. JOWO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/006-SNE/VII/2022		INSPECTION	PK-SNE/1017
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
003	24		
9. ZONE	10. PANEL	-	

11. DESCRIPTION			
STARTER GENERATOR BRUSH CHECK FOR WEAR			
REFERENCE	☒ MM 24-31-11	☐	☐ 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

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

PC-6 MAINTENANCE MANUAL

STARTER-GENERATOR - INSPECTION/CHECK

1. General

This topic gives the procedure for the inspection/check of the brush assemblies of the starter-generator P/N 978.91.23.434.

The rate the brushes wear is linear if the operation of the aircraft is the same. For example, if the brushes wear by approximately 25% after 300 flying hours, then in the next 300 flying hours another 25% wear will occur.

If the brushes are worn to the maximum limit, you must remove the starter-generator and return it to a facility that can do the brush bed-in process.

If the starter-generator is removed, attach a label to it that gives the reason for removal and the hours run since the last overhaul.

2. Job Set Up Information

A. Tools and Equipment

Part No.	Description	Remarks
904.10.89.101	Torque screwdriver	1 Nm to 5 Nm (8.8 lbf in. to 44.2 lbf in.)
-	Soft brush (non-metallic)	Local supply
513.24.09.006	Gage, generator brush	Qty 1
-	Torch	Local supply
-	Mirror	Local supply
110.88.07.065	Safety clip (Circuit breaker hold open)	Qty 3
-	Warning signs 'DO NOT CONNECT ELECTRICAL POWER'	Qty 2
-	Dry air supply (29 PSIG / 200 kPa max)	Local supply

3. Procedures

A. Job Set Up

- (1) Make sure the BATTERY MASTER switch is set to OFF.
- (2) Open and install a safety clip to the circuit breaker:

START GEN (BATTERY BUS CB Panel)
- (3) Put warning signs 'DO NOT CONNECT ELECTRICAL POWER' at the EPU receptacle and BATTERY MASTER switch.
- (4) Open the engine panels PL1 and PR1.

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B. Remove the Brush Access Cover (Ref. Fig. 601, Sht. 1)

- (1) Record the position of the brush access cover (2) on the starter generator (1).
- (2) Loosen the screw (3).
- (3) Open the brush access cover (2) and slide it rearwards to remove it from the starter generator (1).
- (4) Clean the internal parts of the starter-generator (1) and the brush access cover (2) with a soft brush and dry clean compressed air (29 PSIG / 200 kPa max).

C. Examine the Brush Assemblies (Ref. Fig. 601, Sht. 2)

- (1) Examine the brush assemblies for damage:
 - (a) If there are any chips or cracks, reject the starter-generator (3).
 - (b) If there are any frayed electrical wires, loose connections or loose rivets, reject the starter-generator (3).
- (2) If necessary, replace the starter-generator (3) (Ref. 24-31-11, Page Block 401).

D. Measure the Brushes for Wear (Ref. Fig. 601, Sht. 2 and 3)

NOTE: It is not possible to use the gage (10) to get a measurement on all of the brushes (5).

- (1) For the brushes (5) that you can use the gage (10) to get a measurement:
 - (a) Put the gage (10) on the highest point of the brush (5).

NOTE: Do not put the gage (10) on the brush spring (7) or the brush spring support (6).
 - (b) Measure the distance from the top of the brush (5) to the top (highest point) of the brush holder assembly (9).

NOTE: Use a torch and a mirror where necessary.
 - (c) Record the measurement.
 - (d) Do the above procedure again (where possible) for each brush (5) per brush holder assembly (9).
- (2) For the brushes (5) that you cannot use the gage (10) to get a measurement:
 - (a) Use a torch and a mirror to visually examine the brushes (5) for similar wear measured with the gage (10).
 - (b) If a visually examined brush is shorter than the measured brushes, remove the starter-generator (Ref. 24-31-11, Page Block 401) and measure the brush with the gage.
- (3) Use the measurement(s) recorded and calculate the projected hours of brush life remaining, refer to Para. 3. E.

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- (4) If the projected hours of brush life remaining is less than the number of hours until the next scheduled inspection/check, reject the starter-generator.
- (5) If the visual examination determines that the brushes (5) are worn to the maximum limit, or are estimated to wear to the maximum limit before the next scheduled inspection/check, reject the starter-generator.
- (6) If necessary, replace the starter-generator (Ref. 24-31-11, Page Block 401).

E. Calculate the Projected Hours of Brush Life (Ref. Fig. 601, Sht. 4)

- (1) Use the brush wear graph and the measurement(s) that you recorded, to determine the remaining brush life (%).

NOTE: Use the largest measurement (the brush with the most wear) to determine the remaining brush life (%).
- (2) Record the remaining brush life (%).

NOTE: You must know the Time Since Overhaul/Time Since New (TSO/TSN) for the starter-generator.
- (3) Use the "Remaining Brush Life (%)" column and the "TSO/TSN (HOURS)" row on the Projected Brush-Life Table to determine the projected hours of brush life remaining.
- (4) Record the remaining hours of brush life.

F. Do a Check that the Brush Leads are Correctly Positioned (Ref. Fig. 601, Sht. 2)

- (1) Make sure that the brush leads (4) are correctly positioned, as shown in Fig. 601, Sht. 3, Position 2 (Butterflied).

NOTE: Use a torch and a mirror where necessary.
- (2) If the brush leads (4) are not correctly positioned:
 - (a) Push the brush leads (4) away from the shunt lead connection (8) and (at the spring side) make a bend in the brush leads (4), as shown in Fig. 601, Sht. 3, Position 1.

CAUTION: MAKE SURE THAT THE BRUSH LEADS ARE CORRECTLY POSITIONED (BUTTERFLIED) AND DO NOT OVERHANG THE LEADING EDGE (SPRING SIDE) OF THE BRUSH HOLDER ASSEMBLY. THE BRUSH LEADS CAN CAUSE HANG UP IF THEY ARE NOT CORRECTLY POSITIONED OR THEY CATCH ON THE LEADING EDGE OF THE BRUSH HOLDER ASSEMBLY.
 - (b) Push the brush leads (4) down and apart to get the correct "Butterflied" position, as shown in Fig. 601, Sheet 2 of 4, Position 2.
 - (c) Make sure that the brush leads (4) do not overhang the leading edge (spring side) of the brush holder assembly (9).

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G. Install the Brush Access Cover (Ref. Fig. 601, Sht. 1)

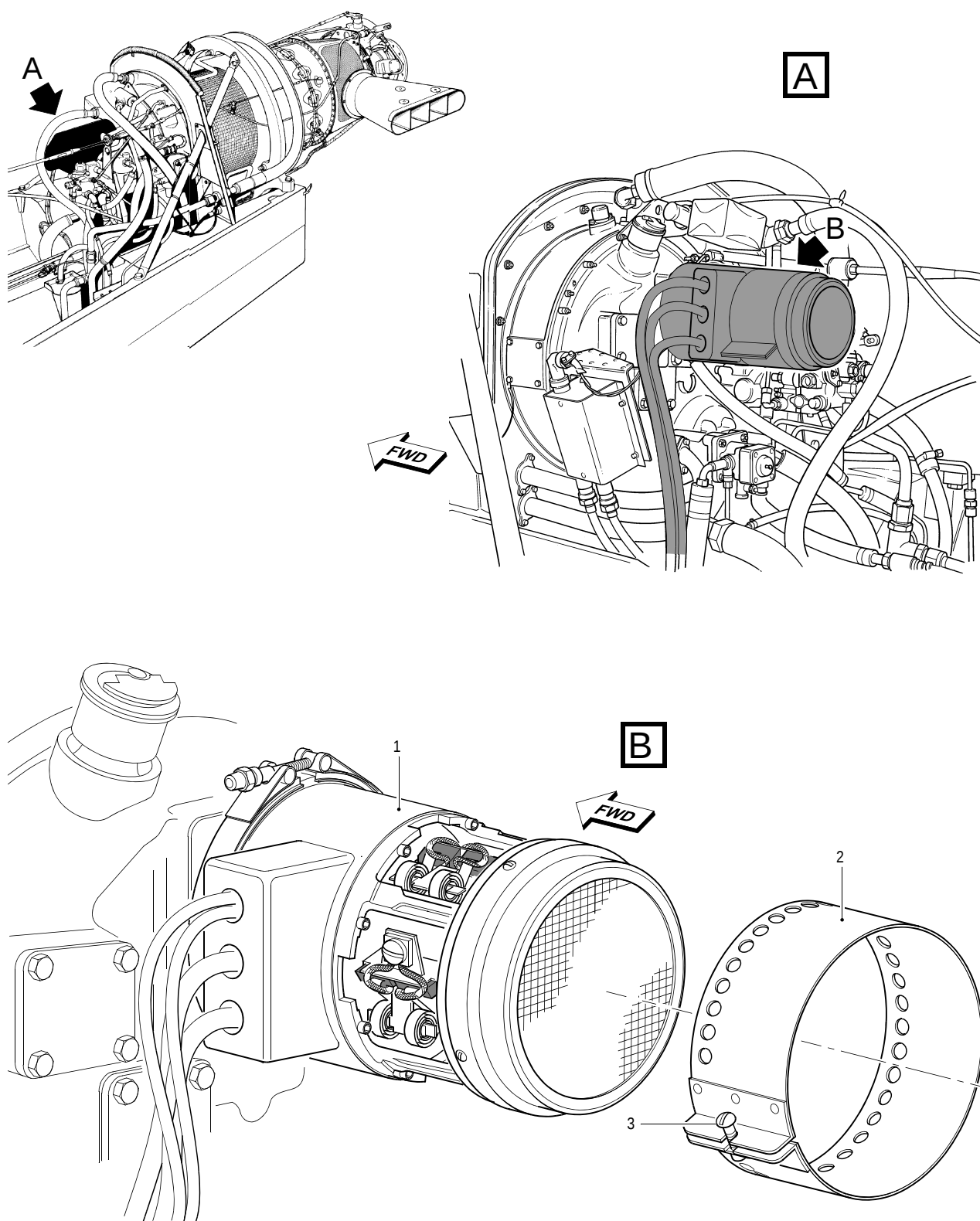
- (1) Open the brush access cover (2) and slide it forwards to install it on the starter generator (1).
- (2) Put the brush access cover (2) in the position recorded in the removal procedure. Make sure the vent holes are adjacent to the terminal block.
- (3) Torque tighten the screw (3) to between 2,5 to 4,0 Nm (22 to 35 lbf.in).

H. Job Close Up

- (1) Make sure that the work area is clean and clear of tools and other items.
- (2) Close engine access panels PL1 and PR1.
- (3) Remove the safety clip and close the circuit breaker:

START GEN (BATTERY BUS CB Panel)
- (4) Remove the warning signs from the EPU receptacle and the BATTERY MASTER switch.

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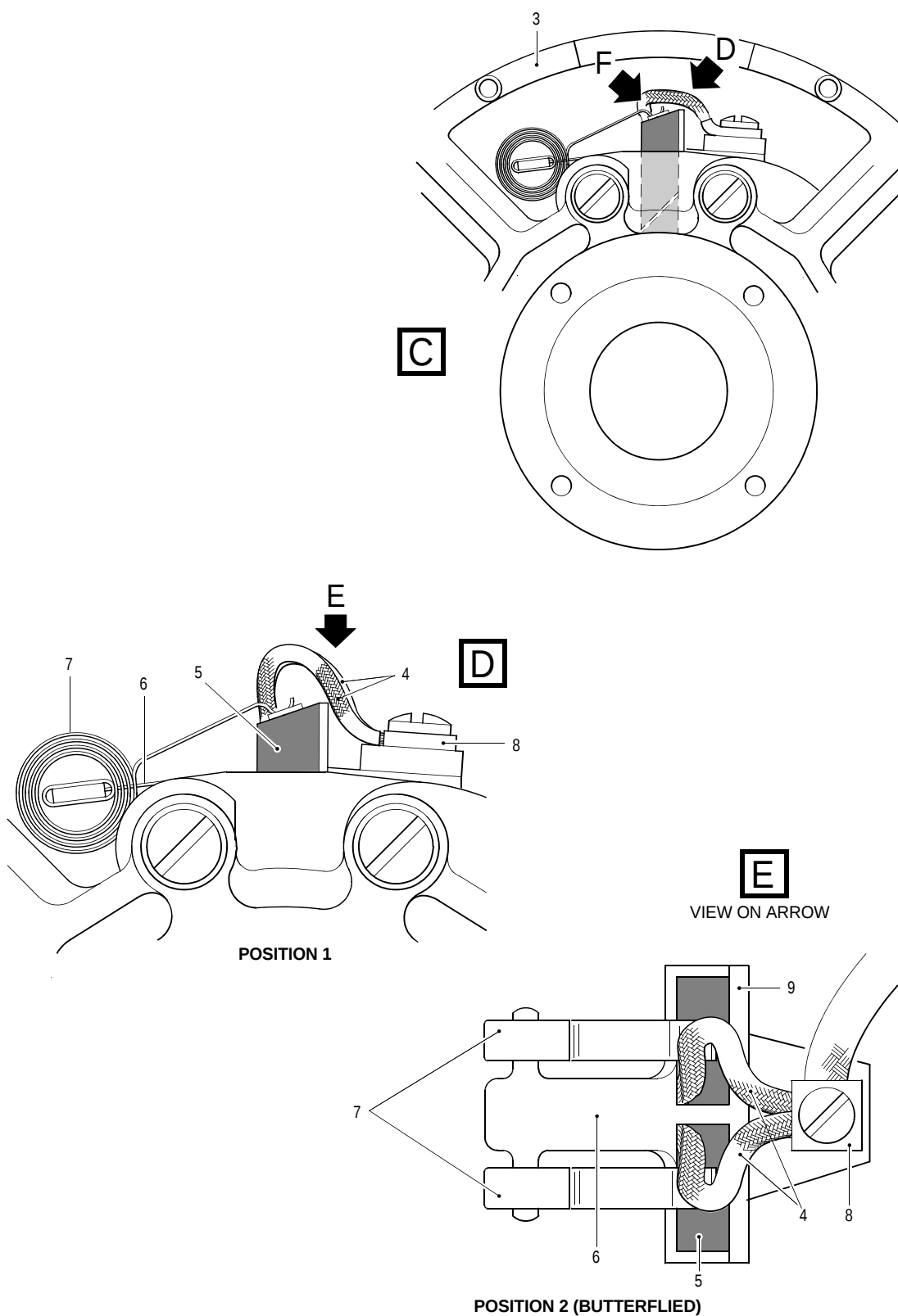
Starter-Generator - Inspection/Check - Band Clamp Removal/Installation
Figure 601 (Sheet 1 of 4)

EFFECTIVITY: Aircraft with Starter-Generator
P/N 978.91.23.434

24-31-11

CONFIG 2
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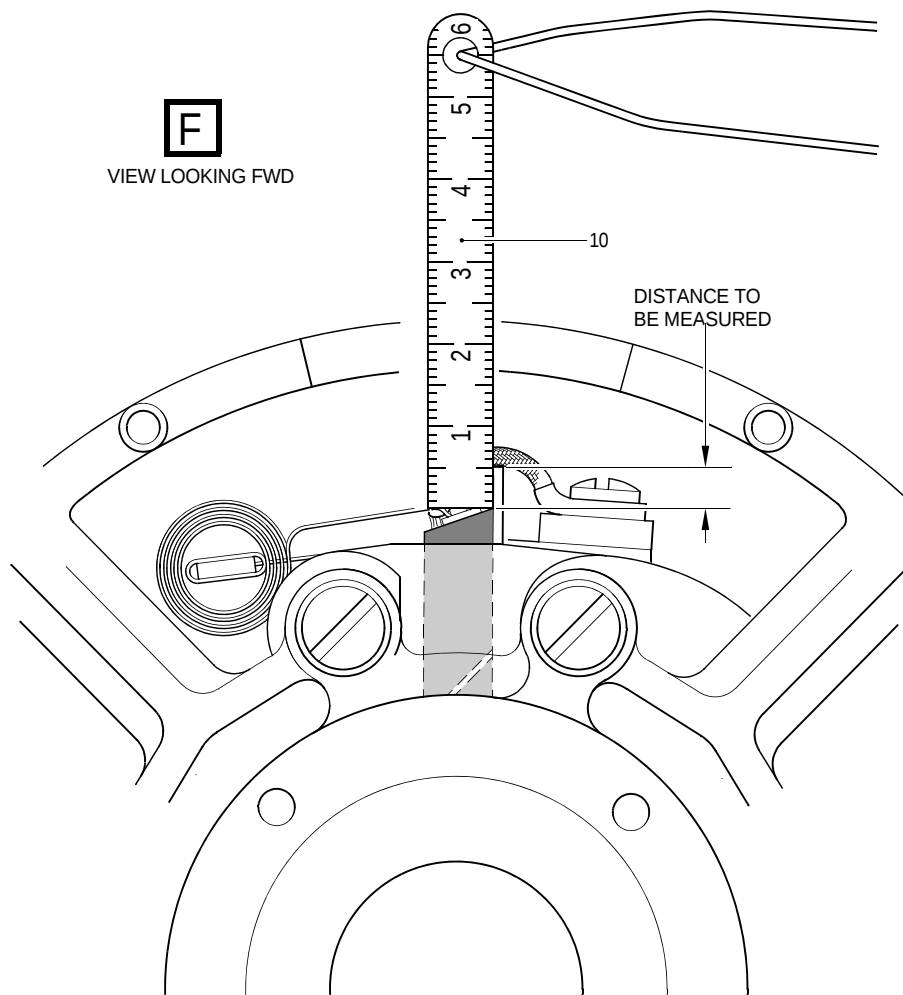
Starter-Generator - Inspection/Check - Brush Leads
 Figure 601 (Sheet 2 of 4)

EFFECTIVITY: Aircraft with Starter-Generator
 P/N 978.91.23.434

24-31-11

CONFIG 2
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Starter-Generator - Inspection/Check - Brush Wear Measurement
Figure 601 (Sheet 3 of 4)

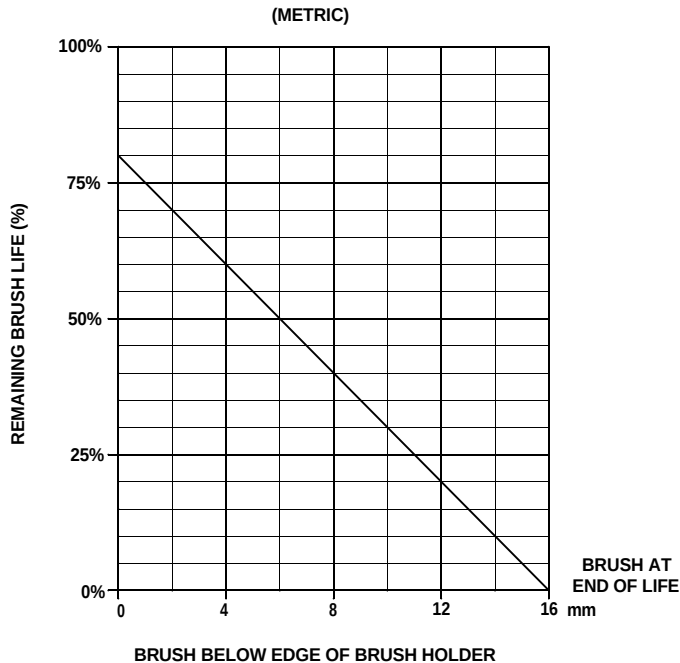
EFFECTIVITY: Aircraft with Starter-Generator
P/N 978.91.23.434

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BRUSH WEAR GRAPH



PROJECTED BRUSH-LIFE TABLE

USE THE REMAINING BRUSH LIFE PERCENTAGE AND
TSO/TSN TO PROJECT THE HOURS OF BRUSH LIFE REMAINING

REMAINING BRUSH LIFE (%)													
	15%	20%	25%	30%	35%	40%	45%	50%	55%	60%	65%	70%	75%
1600	282	400	533	686	862	1067	1309	1600	1956	2400	2971	3733	4800
1500	265	375	500	643	808	1000	1227	1500	1833	2250	2786	3500	4500
1400	247	350	467	600	754	933	1145	1400	1711	2100	2600	3267	4200
1300	229	325	433	557	700	867	1064	1300	1589	1950	2414	3033	3900
1200	212	300	400	514	646	800	982	1200	1467	1800	2229	2800	3600
1100	194	275	367	471	592	733	900	1100	1344	1650	2043	2567	3300
1000	176	250	333	429	538	667	818	1000	1222	1500	1857	2333	3000
900	159	225	300	386	485	600	736	900	1100	1350	1671	2100	2700
800	141	200	267	343	431	533	655	800	978	1200	1486	1867	2400
700	124	175	233	300	377	467	573	700	856	1050	1300	1633	2100
600	106	150	200	257	323	400	491	600	733	900	1114	1400	1800
500	88	125	167	214	269	333	409	500	611	750	929	1167	1500
400	71	100	133	171	215	267	327	400	489	600	743	933	1200
300	53	75	100	129	162	200	245	300	367	450	557	700	900
200	35	50	67	86	108	133	164	200	244	300	371	467	600
100	18	25	33	43	54	67	82	100	122	150	186	233	300

PROJECTED HOURS OF BRUSH LIFE REMAINING (HOURS)

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Starter-Generator - Inspection/Check - Brush Wear Graph and Projected Brush Life Table
Figure 601 (Sheet 4 of 4)

EFFECTIVITY: Aircraft with Starter-Generator
P/N 978.91.23.434

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CONFIG 2
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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/006-SNE/VII/2022		INSPECTION	PK-SNE/1017
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
004	71		
9. ZONE	10. PANEL	-	

11. DESCRIPTION			
PROPELLER OVERSPEED GOVERNOR OPERATIONAL CHECK			
REFERENCE	☒ MM 71-00-00	☐	☐ 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

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

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CHECK 9 - PROPELLER OVERSPEED GOVERNOR

A. General

This procedure is applicable only to aircraft with SB 133 and from MSN 804.

B. Procedure (Ref. Fig. 513)

- (1) Remove the engine cowls PT1 and PB1 (Ref. 71-10-00, Page Block 201).
- (2) Remove and discard the lockwire from the overspeed governor test lever.
- (3) Move the lever to the TEST stop and hold in position with lockwire (Material No. P02-006).
- (4) Make sure the work area is clean and clear of tools and other items.
- (5) Install the engine cowls PT1 and PB1 (Ref. 71-10-00, Page Block 201).
- (6) Start the engine (Ref. 71-00-00, Page Block 201).
- (7) Set the controls as follows:
 - Propeller Control Lever Fully Forward
 - Idle Control Lever LOW IDLE.
- (8) Move the Power Control Lever (PCL) slowly forward until the propeller is in the constant speed range (no further increase in propeller speed Np).
- (9) Make sure the Np is between:
 - H4 aircraft 1880 and 1920 rpm (85.5 and 87.3%)
 - H2 aircraft 2009 and 2049 rpm (91.3 and 93.1%)

CAUTION: IF NP IS OUT OF LIMITS AND THE OVERSPEED GOVERNOR IS NOT NEW, OR NEWLY OVERHAULED, REPLACE THE OVERSPEED GOVERNOR. YOU MUST INSTALL ONLY A NEW OR NEWLY OVERHAULED OVERSPEED GOVERNOR (ZERO HOURS TIME SINCE NEW, OR ZERO HOURS TIME SINCE OVERHAUL).

- (10) If Np is out of limits and the overspeed governor is new, or newly overhauled, adjust as follows:

- (a) Stop the engine (Ref. 71-00-00, Page Block 201).

CAUTION: DO NOT ADJUST THE MAXIMUM STOP SCREW.

- (b) Remove and discard the lockwire from the ground-test stop-screw.
- (c) Adjust the ground-test stop-screw a maximum 0.5 turn for each adjustment.

NOTE: Turn the ground-test stop-screw clockwise to increase the propeller speed.

- (d) Safety the ground-test stop-screw with lockwire (Material No. P02-006).

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- (e) Make sure the work area is clean and clear of tools and other items.
- (f) Do steps (3) thru (10) again until the Np is correct.
- (11) Stop the engine (Ref. 71-00-00, Page Block 201).
- (12) Remove the engine cowls PT1 and PB1 (Ref. 71-10-00, Page Block 201).
- (13) Remove and discard the lockwire from the overspeed governor test-lever.
- (14) Move test-lever to the MAX RPM position.
- (15) Hold the test-lever in position with lockwire (Material No. P02-006).
- (16) Install the engine cowls PT1 and PB1 (Ref. 71-10-00, Page Block 201).
- (17) Start the engine (Ref. 71-00-00, Page Block 201).
- (18) Make sure you can get the maximum governed Np of:
 - H4 aircraft 2000 rpm
 - H2 aircraft 2200 rpm
- (19) Stop the engine (Ref. 71-00-00, Page Block 201).

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	ENGINE GROUND RUN CHECK SHEET - PT6A-27 ENGINE WITH FOUR BLADE PROPELLER (HARTZELL STC SA377CH)
	 

WORK ORDER NO. WO/006-SNE/VII/2022		:	
Aircraft Registration	PK-SNE	Aircraft Total Hours	
Aircraft Serial No.	1017	Aircraft Total Landings	
Engine Serial No.	PCE-PG0568	Engine TSN / TSO	
Propeller Serial No	FY5100	Propeller TSN / TSO	
Ambient Temp	°C	FBP (Field Barometric Pressure)	In.Hg
Date		Time	
Mechanic / Engineer		Authorized Engineer	
Reason For Ground Run			

Checks to be carried out. No:	1 2 4 5 7 8 9 10 11 12 13 14 15
--------------------------------------	---------------------------------

Engine Ground Run Check Frequency

Check Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Each 100 / Yearly	X	X		X			X	X			X	X	X	X	X
Each 200									X						
Pre-Complete Overhaul	X	X	X	X		X	X	X	X	X	X	X	X	X	X
After Short Term Storage															X
After Long Term Storage	X	X	X	X		X	X	X	X	X	X	X	X	X	X

In additional the following check must be carried out after Installation, Repair and Adjustment of any of the following components.

Check Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine Installation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Propeller Installation		X	X	X	X			X							
Fuel Control Unit	X				X	X	X	X		X	X				
HP Fuel Pump						X	X								
Fuel Nozzle						X	X								
Starting Flow Control	X				X		X	X							
Emer Fuel Control Actuator											X				
Prop Governor	X		X	X	X		X	X							
Prop Overspeed Governor									X						
Compressor Bleed Valve						X	X								
Engine Controls	X			X	X			X	X						
Low Pitch Warning Switch				X											
Suction Components														X	

Use this sheet's to record engine run result, use in conjunction with task cards.

NO.	CHECK	TARGET	ACTUAL
ENGINE START			
	ITT (Troubleshoot If More Than 925°C)	Max. 1090 °C	°C
	Cabin Heat	OFF	OK?
1	Low Idle (Minimum Governing) Speed	51 - 53 % Ng	% Ng
	Fuel Pressure / Boost Pump OFF	Light out or 25 ± 5 psi	OK?
	ITT		°C
	Oil Pressure		psi
	Oil Temperature		°C
2	Propeller Governor		
	Maximum Np	1980 - 2000 rpm (90.0 - 90.9 %)	rpm
	Py Disconnected		% Ng
	Py Connected		% Ng
	Difference	Maximum 0.3% Ng	%
	Airbleed Link at Minimum	1900 - 1950 rpm (86.4 - 88.6 %)	rpm
3	Aircraft with SB 161:		
	Propeller Control Lever at Minimum	1880 - 1900 rpm (85.5 - 86.4 %)	rpm
	Propeller Fine Pitch Setting (High Idle)		
	Target Torque	psi	psi
	Power Lever to Give Np	1694 rpm (77 %)	rpm
	Basic High Idle	68 - 72% Ng	%Ng
4	Propeller Low Pitch Warning		
	PCL from Reverse to Detent	Light OFF 1 to 2 mm before Detent	mm
5	Minimum Pitch in Flight		
	Ng	67 - 73 %	% Ng
	Np	1800 - 1950 rpm (81.8 - 88.6 %)	rpm
	Torque	4 - 7 psi	psi
6	FCU Maximum Governing Speed (Ng) (Trim stop deployed)	97.1 % Ng	% Ng



MAINTENANCE PROGRAM

PILATUS PORTER PC6

Appendix – Engine Ground Run Check Sheet

NO.	CHECK	TARGET	ACTUAL
7	Engine Performance Target Torque Pressure Fuel flow (Actual minus 23 lb / hr or 3.4 gal / hr) Target Ng Maximum ITT	Ref: AMM 71-00-00 psi lb / hr % Ng °C	psi lb / hr % Ng °C
8	Reverse Power Setting Np Torque	1880 - 1925 rpm (85.5 - 87.5 %) psi	rpm psi
9	Propeller Overspeed Governor Test Lever Selected to: TEST NORMAL	1880 - 1920 rpm (85.5 - 87.3 %) 1980 - 2000 rpm (90.0 - 90.9 %)	rpm rpm
10	Acceleration 64 % – 90 % Ng Deceleration 85% to 60% Ng or low idle speed(Whichever comes first)	2.5 – 4 secs Maximum 6-12 sec (Dependent upon altitude)	secs secs altitude (kFt)
	Manual Override (MOR) (Aircraft with SB 164) Use Toggle Switch In Small Increment (REF. to WARNINGS and CAUTIONS in Check 11)	Increase to 15% above Idle (Max Increase less than 4 % per Second) Decrease To Idle (Max Decrease less Than 4% per Second)	OK? OK?
12	Oil Pressure	80 -100 psi	psi
13	Generator (Ref. 24-30-00)	Online by 60% Ng	% Ng
14	Suction (High Idle)	4.5 – 5.2 in. Hg	in. Hg
15	Engine Rundown Time After Stop	MIN 30 secs	secs
Additional			
	Generator Check (High Idle Under Load)	27.75 – 28.25 VDC	VDC
	After Engine Run		
	Check Eng. For Signs of Fuel/Oil/Air Leaks	NO LEAKS FOUND	OK?
	Safety All Screws, Bolts, Locknuts as Req.		OK?

Ref. AMM Pilatus Porter PC6 Chapter 05-22-01, P&WC Maintenance Manual Model PT6A-27 Manual
Part No. 3013242 Chapter 72-00-00, Propeller Owner's Manual Hartzell (Manual 149)

100 HOURS / ANNUAL INSPECTION

Reg. Mark	:	PK - SNE	Date	:	
MSN	:	1017	Station	:	
TSN / CSN	:		WO No.	:	WO/006-SNE/VII/2022

NO	TASK	SIGNATURE	
		SIGN	STAMP
1	Aircraft document Perform inspection document folder (onboard). Check content completeness of aircraft document. (Ref. CASR 91.25)		
2	Emergency equipment list Perform emergency equipment list. Form SCA/MTC/023. Make one copy and insert into the aircraft document folder.		
3	After engine run safety all screws bolts locknuts as applicable (duplicate inspection). Perform after engine run safety all screws bolts locknuts as applicable.		
4	After engine run check engine for signs of fuel, oil, air leaks. Perform after engine run check engine for signs of fuel, oil, air leaks.		
B. AIRFRAME			
Aircraft - General			
1	External surfaces Examine, particularly for fuel, oil and hydraulic leaks.		
2	Aircraft external Wash.		
3	Aircraft preparation Remove and examine the protective covers, blanks and restraints. Replace if damaged, torn or is not properly install.		
4	Placard and markings Examine and replace as necessary.		
5	Aircraft lifting Put the aircraft on jacks.		
6	Fuselage Remove access panels and fairings.		
7	Fuselage - internal Remove cockpit and cabin seats and interior fuselage linings.		

NO	TASK	SIGNATURE	
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8	Wings Remove access panels and fairings (not fuel tanks).		
9	Engine cowls Remove.		
10	Empennage Remove access panels and fairings.		
Chapter 21 - Air Conditioning			
1	Engine bleed air line and hoses Examine.		
2	Air inlet screens, filters and hoses Clean and examine.		
3	Mixer unit Examine.		
4	Butterfly vents - passenger cabin Examine.		
5	Emergency shut-off valve Examine.		
6	System component, pipes, cables, controls and linkages. Examine.		
7	System cables, controls and linkages Lubricate (Material No. P04-037).		
8	Air conditioning system Check operation during engine ground run checks.		
Chapter 24 - Electrical Power			
1	Generator voltage Check generator voltage at high idle under load _____ VDC.		
Chapter 25 - Equipment and Furnishings			
1	Pilot and Co-pilot seats Examine seat and seat attachments. Make sure that the seat adjustment mechanism operates correctly. Lubricate moving parts. (Material No. P04-011).		
2	Pilot and Co-pilot seats harnesses Examine. Inertial reel system - Operational test.		

NO	TASK	SIGNATURE	
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3	Passenger seats Examine seats, seat attachments and seat harnesses. If seats with Torso Restraint System are installed, make sure the backrest release mechanism operates correctly. Lubricate moving parts (Material No. P04-028).		
4	Linings and curtains Examine.		
5	Emergency locator transmitter Examine Check battery expiry date _____		
6	Fire extinguisher Examine Check expiry date _____		
7	First aid kit Examine Check expiry date _____		
8	Crash axe Make sure it is stored correctly.		
9	Stretchers (if Installed) Examine stretchers and mountings.		
10	Parachute dispatch system (if Installed) Examine. Signal light system - Operational test.		
Chapter 27 - Flight Controls - General			
1	Control column Examine. Check for excessive play at Teflon bearing at base of column by pulling up and pushing down on column. Maximum play is 0,2 mm (0.008 in.).		
2	Control lock Examine.		
3	Rudder pedals Examine. Check for excessive play and full and free range of movement. Especially examine the brake pedal at the weld for cracks		
Chapter 27 - Flight Controls - Ailerons			
1	Aileron control system Examine system including stops, cables, pulleys, guides, and bellcranks.		
2	Aileron controls Do a functional test.		
3	Aileron to rudder interconnect spring Examine.		

NO	TASK	SIGNATURE	
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4	Aileron trim tab electrical actuator (Electrical system) Examine.		
5	Aileron trim system (Mechanical or Electrical trim tab systems) Check neutral settings, sense and range of movement. Check cockpit indicator.		
Chapter 27 - Flight Controls - Rudder			
1	Rudder control system Examine system including stops, cables, pulleys, guides, and bellcranks.		
2	Rudder Do a functional test.		
3	Rudder trim tab electrical actuator (Electrical system) Examine.		
4	Rudder trim tab (Mechanical or Electrical trim tab systems) Do an inspection / check. Check neutral settings and range of movement. Check cockpit indicator.		
Chapter 27- Flight Controls - Elevator			
1	Elevator control system Examine system including stops, cables, pulleys, guides, and bellcranks.		
2	Elevator control system Do a functional test.		
3	Elevator balance tabs Check neutral settings, sense and range of movement.		
Chapter 27 - Flight Controls - Stabilizer			
1	Horizontal stabilizer trim actuator Electrical system Examine.		
2	Horizontal stabilizer trim actuator attachments Examine. On the Lugs, look for cracks and signs of excessive asymmetrical wear.		
3	Horizontal stabilizer trim system Examine.		
4	Electrical system Do a functional test.		
Chapter 27 - Flight Controls - Flaps			
1	Flap actuator and support bracket (Electrical system) Examine		

NO	TASK	SIGNATURE	
		SIGN	STAMP
2	Flap control system – Bellcranks, levers and push/pull rods (Elect. Sys) Examine		
3	Flaps Do a functional test.		
Chapter 28 - Fuel System			
1	Water collector tank and fuel filter Drain a minimum of 0,25 liters (0.5 pint) of fuel from each drain valve. Make sure that there is no water in the fuel.		
2	Fuel filter Examine.		
3	Fuel shut-off valve Examine.		
4	Main fuel tanks Examine vents, filler caps and seals.		
5	Fuel pipes and hoses Examine.		
6	Air maze fuel filter Examine inlet pipe and adjacent oil hose for chafing.		
7	Perform fuel filter clean (Airmaze). P/N: 968.35.21.147 S/N: NSN. P/N OFF : P/N ON :		
8	Fuel flow transmitter Examine.		
9	Engine driven fuel pump (EDP) Examine.		
10	Fuel system Set shut-off valve to OPEN and then set the AUX F PUMP to ON. Look for leaks on complete fuel system and unusual noise from the fuel pump. Set AUX F PUMP to OFF and then set shut-off valve to CLOSE.		
11	Fuel System Fuel distribution system test or adjustment.		
12	Fuel Indicating System Fuel indicating system test or adjustment.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
Chapter 28 - Fuel System - Underwing Tanks			
1	Underwing tanks Examine.		
2	Transfer pump filters Examine and clean.		
3	Underwing tank system Check operation.		
4	Underwing Tank Fuel System Fuel system underwing tank inspection (if installed).		
5	Underwing Tank Fuel System Fuel system underwing tank inspection transfer pump filter.		
Chapter 32 – Landing Gear and Brakes			
1	Brakes Check brake pad wear. Visual Insp. Beringer.		
2	Main wheels rotation and debur discs. Perform main wheels LH and RH rotation and debur discs.		
3	Hydraulic pipes Examine.		
4	Brake system Check brake fluid level. Apply brakes, examine system for leaks.		
5	Park brake system Examine. Make sure system operates correctly		
6	Main wheel tires Examine.		
7	Main wheels Remove. Examine bearings, axles and wheels. Lubricate bearings and axels with grease (MIL - G - 81322). On installation rotate the wheel position LH to RH and vice versa		
8	Main wheels Perform main wheels inspection fill out the main wheel’s inspection.		
9	Brake discs Examine. Check for wear.		

NO	TASK	SIGNATURE	
		SIGN	STAMP
10	V-struts Examine. Note: If you find damage that is more than 0,127 mm (0.005 in.) deep, reject the V-strut.		
11	V-struts If you find damage that is 0,127 mm (0.005 in.) deep or less, refer to Pilatus CMM 02270 for minor repair procedures.		
12	V-struts attachments Examine. Lubricate (Material No. P04-002)		
13	Main landing gear shock struts Examine. Lubricate (Material No. P04-002). Check fluid level.		
14	Main wheels Install. Inflate tire.		
15	Main wheel - dirt scraper Examine.		
16	Tail landing gear Examine. Make sure there are no cracks in the welded seams. Check the locking-lever pivot pins. Lubricate (Material No. P04-002)		
17	Tail wheel tire Examine.		
18	Tail wheel Remove. Examine bearings, axle and wheel. Lubricate bearings with grease (Material No. MIL-G-81322; Aeroshell 22, Royco22, Mobil 28)		
19	Tail wheel Install. Inflate tire.		
20	Steering system Examine. Check cable tension and range of movement.		
21	Debris guard Examine.		
22	Steering system Inspect steering cable tension with a turn buckle installed in the steering cable – adjust the turnbuckle to give a cable tension of minimum 32 lbs., maximal 35 lbs. and install two new locking clips.		

NO	TASK	SIGNATURE	
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Chapter 35 - Oxygen System			
1	Oxygen bottle(s) and attachment brackets (if installed) Examine.		
2	Oxygen system pipes, flexible tubes and fittings (if installed) Examine.		
3	Oxygen regulators (if installed) Examine.		
Chapter 52 - Doors			
1	Pilot, Co-pilot doors Examine. Remove safety wire. Make sure that the emergency release mechanism and latching mechanism operate correctly. Do the check of vertical play of the door Lubricate mechanism (Material No. P04-011). Install safety wire. (Material No. P02-021)		
2	Cabin RH / LH sliding door Examine door, sliding rails, rollers, stops and seals Make sure that the latching mechanism operates correctly. Lubricate mechanism. (Material No. P04-037)		
3	Cabin trap-door (if Installed) Remove trap-door hatch cover. Examine doors, hinges, seal, and structural damage. Make sure that the latching mechanism and door release mechanism operate correctly. Test door for correct operation. Lubricate mechanism (Material No. P04-037)		
Chapter 53 - Fuselage			
1	Access panels and fasteners Examine.		
2	Fuselage - external Examine.		
3	Fuselage - internal Examine these structures as follows: - cockpit floor - cabin floor - cabin floor T-rails - door frames - accessible frames, stringers, and skin.		
4	Fuselage Make sure that the drain holes are not blocked.		
Chapter 55 - Stabilizers			

NO	TASK	SIGNATURE	
		SIGN	STAMP
1	Empennage Examine internal skin and structures as far as possible. Examine panels and fasteners. Make sure that the water drain holes are not blocked.		
2	Dorsal fin Examine.		
3	Vertical stabilizer Examine.		
4	Rudder - support structure Examine rudder support brackets, torque tube, control rod attachment points and attaching parts.		
5	Rudder Examine rudder skin and structure, balance weight attachment and mountings for static discharge wicks		
6	Rudder upper attachment Remove access panel EL4. Examine the attachment bolt and lockwire for security. Install access panel EL4.		
7	Rudder trim tab Examine tab. hinge, control rod attachment point and attaching parts.		
8	Horizontal stabilizer Inspection/ Check.		
9	Horizontal stabilizer actuator Examine the attachment brackets		
10	Elevator support structure Examine elevator support brackets, hinge bearings, control rod attachment points, control lever and attaching parts		
11	Elevator Examine skin and structure, fixed tab (H4 only) and mountings for static discharge wicks		
12	Elevator attachments Remove access panels ET1 and EB1 Examine the attachment bolts and lock wire for security. Install access panels ET1 and EB1		
13	Elevator balance tab Examine tab, hinges, control attachment points and attaching parts. Lubricate hinges. (Material No. P04-011)		
Chapter 56 - Windows			
1	Windows and windshields Examine.		

NO	TASK	SIGNATURE	
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2	Emergency window Examine.		
Chapter 57 - Wings			
1	Access panels and fasteners Examine.		
2	Wing - external Examine skin and structure, particularly in area of fuel tanks, all access hole and external component or equipment attaching points. Look for loose rivets along the main spar (this can indicate advanced corrosion of the spar cap).		
3	Wing - internal Examine internal skin and structure, particularly in the area of fuel tank, as far as possible. Look for signs of corrosion on the upper and lower main spar caps.		
4	Wings Make sure that the drain holes are not blocked.		
5	Wing struts - external Examine attachment brackets. Examine strut exterior.		
6	Wing struts - internal Examine.		
7	Wing tips Examine.		
8	Aileron support structure Examine aileron support brackets, hinge bearings, control rod attachment points and attaching parts.		
9	Ailerons Examine aileron skin and structure, balance arms and static discharge wicks.		
10	Aileron - balance tabs Examine balance tabs, tab control rods, rod ends, support brackets, hinges and attaching parts. Lubricate hinges (Material No. P04-011).		
11	Flap support structure Examine flap support brackets, hinge bearings, control rod attachments, actuator support bracket and attaching parts.		
12	Flaps Examine structure and skin. Use a mirror and light to examine the skin of the flaps and slats for cracks in the areas where the angles are attached.		
General - Close Up			
NOTE: Do these steps when the engine, electrical and avionic inspections are complete			

NO	TASK	SIGNATURE	
		SIGN	STAMP
1	Access panels and fairings Install.		
2	Fuselage - internal Install internal linings.		
3	Engine cowls Install.		
4	Aircraft Remove the aircraft from jacks.		
5	Aircraft Make sure that the work area is clean and clear of tools and other items.		
C. PROPELLER & ENGINE			
Chapter 61 - Propeller			
1	Spinner dome Remove.		
2	Propeller de-ice boots, slip-ring and brushes Examine.		
3	Slip-ring (Beta) Examine. Check gap between slip-ring and carbon block is no more than 0,50 mm (0.02 in.).		
4	Spinner body and backplate Examine.		
5	Blades Examine.		
6	Spinner Dome Install.		
Chapter 71 - Powerplant			
1	Power Recovery Wash Perform power recovery wash.		
2	Engine Run Perform engine run IAW HARTZELL STC SA377CH.		
3	Engine compartment Clean engine, engine compartment and cowlings.		
4	Engine compartment Examine. Make sure water drain holes are not blocked.		

NO	TASK	SIGNATURE	
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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	
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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.		
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.		
12	Engine External Examine.		
13	Engine flexible and rigid pipes Examine.		
14	Engine cowling and seals Examine.		
15	Fireshields and seals Examine.		
16	Shock mounts Examine.		

NO	TASK	SIGNATURE	
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17	Support ring Examine.		
18	Support struts Examine.		
19	Electrical harnesses Examine.		
Chapter 72 - Engine			
1	Compressor inlet screen Clean. Examine.		
2	Gas generator case Examine.		
3	Propeller shaft oil seal Examine, look for oil leaks		
4	Accessories Examine.		
Chapter 73 - Engine Fuel and Control			
1	HP fuel pump Examine.		
2	HP fuel pump outlet filter Examine, replace if contaminated		
3	Fuel HP Outlet Filter Perform fuel HP outlet filter replacement. P/N : AN6235-3A or ALTERNATIVE P/N. P/N OFF : P/N ON :		
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).		

NO	TASK	SIGNATURE	
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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	
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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).		
15	Interconnect rod Inspect accessible lockwire and safety cable for security and installation of the interconnect rod.		
16	Idle control system Examine.		
17	Power control system Examine.		
18	Propeller control system Examine.		
19	Engine controls Lubricate rod ends with grease. (Material No. P04-002).		
20	Emergency fuel control system Examine. Do a functional test.		
Chapter 78 - Exhaust			
1	Exhaust duct Examine.		
2	Exhaust stubs Examine.		
Chapter 79 - Oil			
1	Oil cooler system Examine. Flap - Do an operational test.		
2	Oil filter Examine and clean.		
3	Chip detector Do a functional test. Check Magnetic Detectors for continuity.		

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.		
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	
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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.		
5	Airspeed indicator Check, calibrate if necessary.		
6	Gyro operated instruments Operational test.		
7	Magnetic compass Check correction card date validity _____		
Chapter 37 – Vacuum			
1	Vacuum system suction regulator Clean filter.		
2	Vacuum system Examine. Replace if air filter is contaminated.		
3	Vacuum system pressure regulator Examine.		
4	Vacuum system ejector Examine.		
E. AVIONICS			
Chapter 23 - Communications and Chapter 34 - Navigation			
1	Antennas Examine.		
2	Headsets and microphones Clean. Examine.		
3	Avionic equipment Examine.		
4	Avionic connectors and cables Examine.		
5	Avionic equipment racks and shock mounts Examine.		
6	All Avionics systems Examine switches and circuit breakers.		



MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – 100 Hours / Annual Inspection

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

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

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 : _____ Stamp : _____

Signature : _____ Place/Date : _____

Appendix – FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

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

Reg. Mark	: PK - SNE	Date	:
MSN	: 1017	Station	:
TSN / CSN	:	WO No.	: WO/006-SNE/VII/2022

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 ($10^{\circ} \pm 1^{\circ}$ 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).			

Appendix – FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

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 not extend 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 to the 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 the container.		
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 valve lever to OPEN.		
4	After 5 minutes, set the fuel-system valve lever to CLOSED and the AUX F PUMP switch 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 the container.		

Appendix – FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

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 leaks are 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.		

Appendix – FUEL DISTRIBUTION SYSTEM – ADJUSTMENT TEST

NO	TASK	SIGNATURE	
		SIGN	STAMP

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

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.

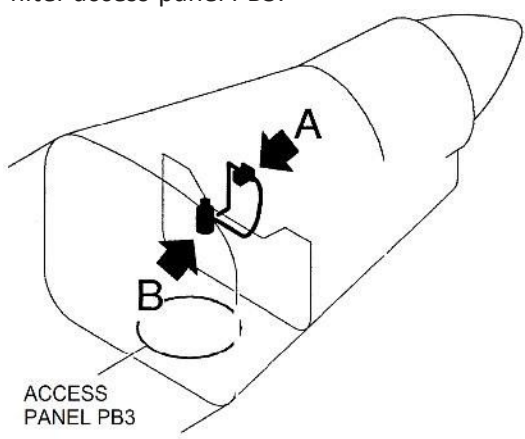
Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

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

Reg. Mark	: PK - SNE	Date	: _____
MSN	: 1017	Station	: _____
TSN / CSN	: _____	WO No.	: WO/006-SNE/VII/2022

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 ($10^{\circ} \pm 1^{\circ}$ 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.		

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

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 EngineDriven Pump (EDP) (1).		

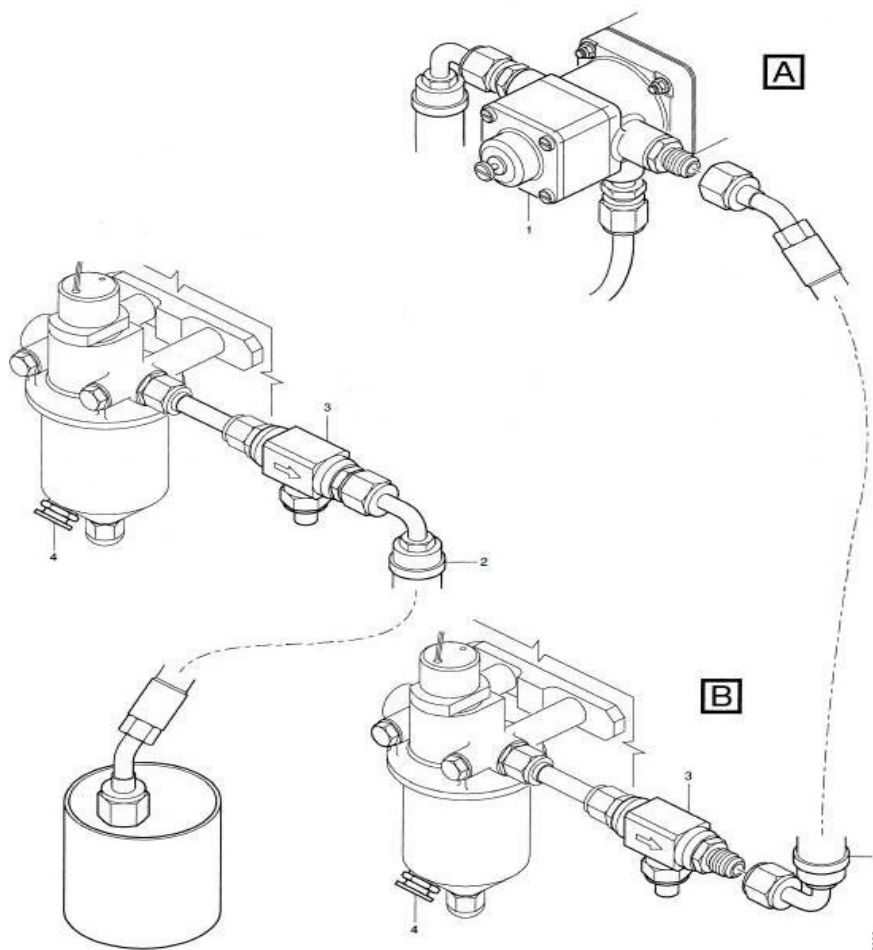


Figure 1 fuel Distribution – Adjusment/Test

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.		

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

NO	TASK	SIGNATURE	
		SIGN	STAMP
8	Set the fuel-system valve-lever to OPEN until you get a constant flow of fuel into the container.		
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: _____		
3	After 5 minutes set the fuel-system valve-lever to CLOSED		
4	Record the fuel used from the fuel used totalizer. Fuel used: _____		
5	Measure the quantity of the fuel in the container. Quantity: _____		
6	Make sure the difference between the fuel used totalizer indication and the quantity of fuel 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 $\times 12$ = 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 be the same $\pm 12,5$ liter/hour ($\pm 3,3$ gals/hour)		
9	If the difference between the actual and calculated fuel flow is out of limits, replace the 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.		

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

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: _____ NOTE: TO MAKE THE TEST EASIER, YOU CAN MAKE AN ORIFICE TO GET THE CORRECT 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 at the 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 PUMP switch to OFF.		
5	Record the fuel used from the fuel used totalizer. Fuel flow: _____		
6	Measure the quantity of the fuel in the container and subtract the quantity recorded in Step (3). Quantity: _____		
7	Make sure the difference between the fuel used totalizer indication and the quantity of fuel in the container is not more than ± 1 liter ($\pm 0,26$ 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 $\pm 12,5$ 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, replace the indicators, signal conditioner or fuel flow transmitter. NOTE: IT IS RECOMMENDED THAT THE FUEL FLOW TRANSMITTER IS REPLACED 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).		
4	Energize the aircraft electrical system.		
5	Set the fuel-system valve lever to OPEN.		
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.		
8	Set the AUX F PUMP switch to OFF.		
9	De-energized the aircraft electrical system.		
10	Discard the fuel in accordance with local regulation.		
11	Make sure that the work area is clean and clear of tools and other items.		
12	Close the fuel-filter access panel PB3.		
13	Close the engine access panel PL1.		

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER



MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – FUEL INDICATING SYSTEM – ADJUSTMENT/TEST

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 : _____ Stamp : _____

Signature : _____ Place/Date : _____

Appendix – FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

Ref. AMM Pilatus Porter Chapter 28-15-00

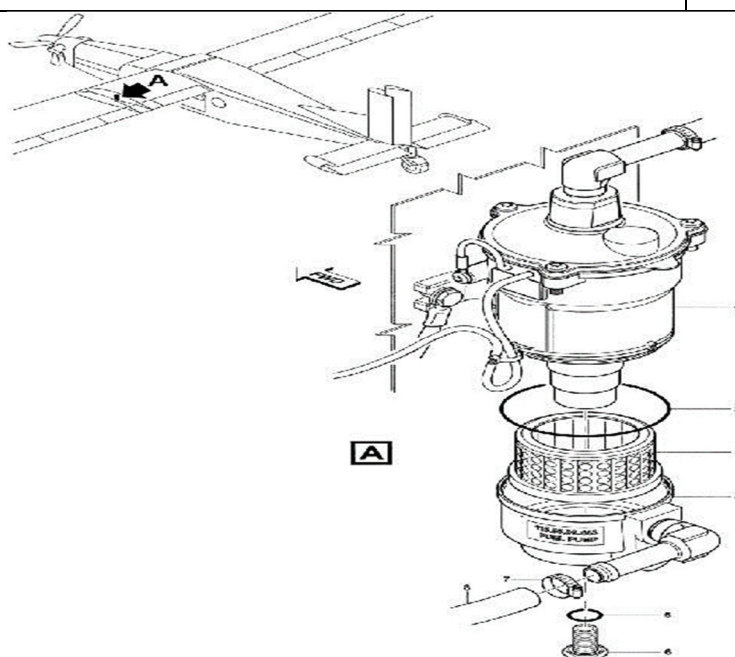
FUEL SYSTEM UNDERWING TANK INSPECTION TRANSFER PUMP FILTERS

Reg. Mark	: PK - SNE	Date	: _____
MSN	: 1017	Station	: _____
TSN / CSN	: _____	WO No.	: WO/006-SNE/VII/2022

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 .		
2	Remove the Access panel LB7, LB9, RB7 and RB8.		
3	Loosen the clamp (item 7) and disconnect the tube (item 8) from the elbow of the pump inlet.		
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.		
5	Use a regulated air supply to blow through from the inside of the filter (item 3) to remove unwanted material.		
6	If the filter (item 3) is damaged or cannot be cleaned, discard the filter and install a new one.		
7	Remove and discard the O-Ring (item 5) from the bolt (item 6) and install a new O-ring (item 5).		

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 install the bolt (item 6).		
9	Connect the tube (item 8) to the elbow of the pump outlet and tighten the clamp (item 7).		
10	Close the circuit breaker EXT FUEL.		
11	Energize the aircraft electrical system (Ref. AMM 24-40-00, Page Block 1).		
12	Set the NORMAL-EMERG switch to EMERG and check that the pump operates.		
13	Check the pump for leaks. No leaks are permitted.		
14	Set the NORMAL-EMERG switch to NORMAL.		
15	Remove the electrical power from the aircraft (Ref. AMM 24-40-00, Page Block 1).		
16	Make sure that the work area is clean and clear of tools and other item.		
17	Install the access panel LB7, LB9, RB7 and RB8.		



PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

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 : _____ Stamp : _____

Signature : _____ Place/Date : _____

WHEEL AND BRAKES INSPECTION SHEET OF PILATUS PORTER PC6

Reg. Mark	: PK - SNE	Date	: _____
MSN	: 1017	Station	: _____
TSN / CSN	: _____	WO No.	: WO/006-SNE/VII/2022

NO	TASK	SIGNATURE	
		SIGN	STAMP
1	Perform Detail Visual Inspection with Flash Light, Mirror, and Magnifying Glass of the 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 _____ mm/inch. Minimum brake disc thickness 0.252 inch / 6.4 mm.		
6	Examine brake disc condition for Coning, Groove and Bumps. See figure 2 as attached.		
7	Inspect Brake Pad for wear. Brake Pad must be changed before grooves are invisible. See figure 3 as attached. Friction material on Brake Pad minimum thickness 0.100 inch / 2.5 mm.		
8	Check play between disc and key disc drive. Max play 0.024 inch / 0.6 mm. See figure 3 as attached.		
9	Check Main wheels Tire. Examine and check inflation pressure 3,3 bar (49 psi).		
10	Check Tail wheel. Examine and check for installation and inflation pressure 2,2bar (47 psi).		
11	Check and examine brake master cylinders for leaks and connections.		

MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – WHEEL AND BRAKES INSPECTION

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

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

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 considered fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

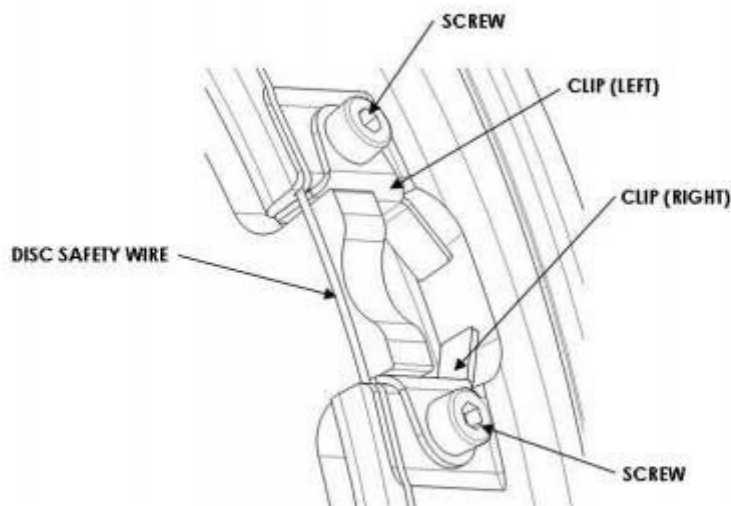
 Aeropole, 05130 TALLARD - FRANCE Tel: +33 (0)4 92 20 16 19 Fax: +33 (0)4 92 52 69 66 e-mail : contact@beringer-aero.com	TIME LIMITS / MAINTENANCE CHECKS	<i>Manuel référence :</i> BRG-ALTP-02
		<i>Référence document :</i> MC-STC-002

2. Scheduled maintenance checks

2.1. Flight maintenance checks

Next flight maintenance checks are in addition to PC-6 maintenance manual.

Additional flight maintenance checks		Preflight inspection
Component	Operation	
Safety wire of brake disc	Visual inspection	
Brake pads	Inspect for wear and damage	



CAUTION: Disc safety wire must be in place, it prevents disc from sliding out the slots.

FIGURE 1

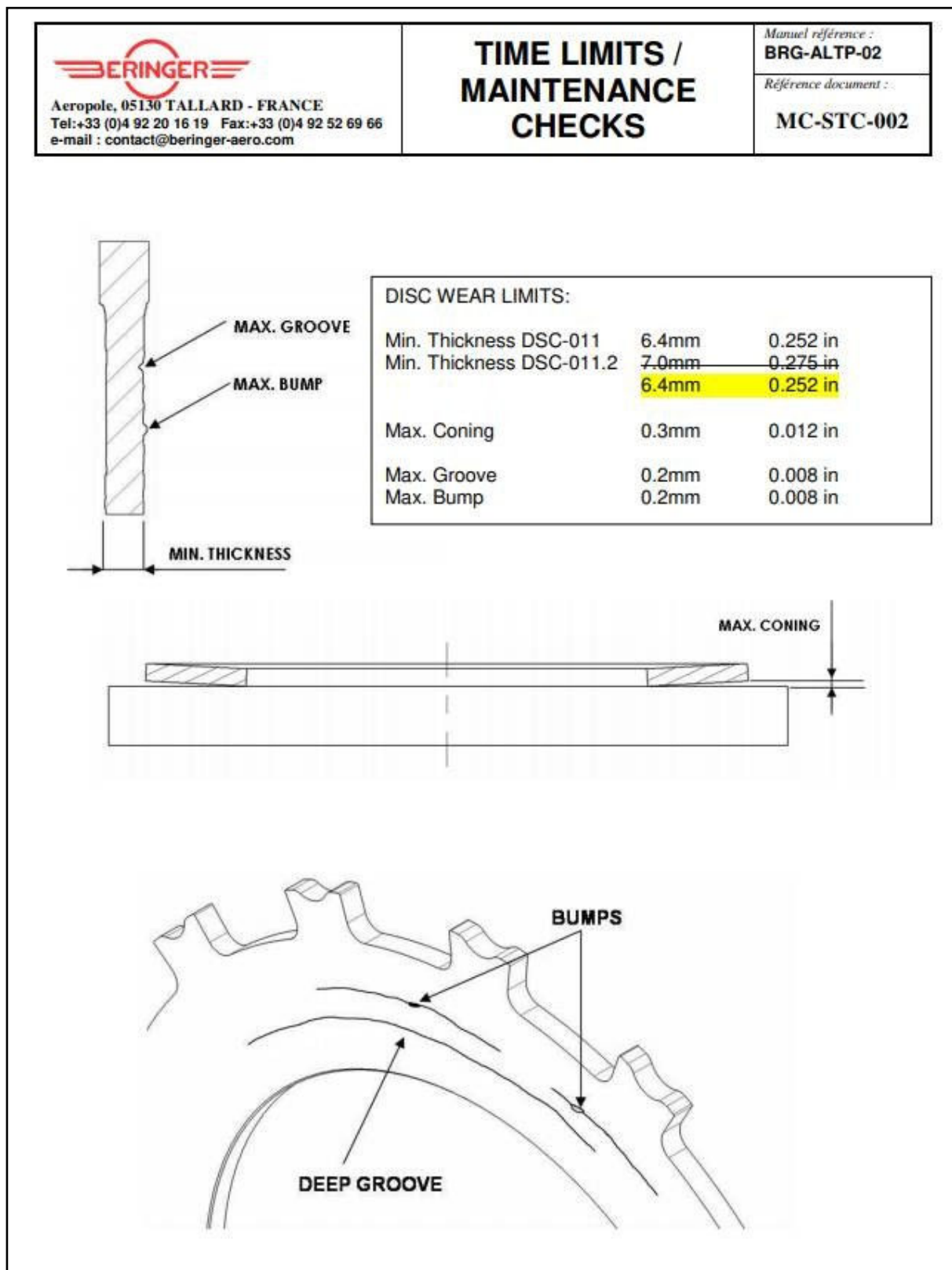


FIGURE 2

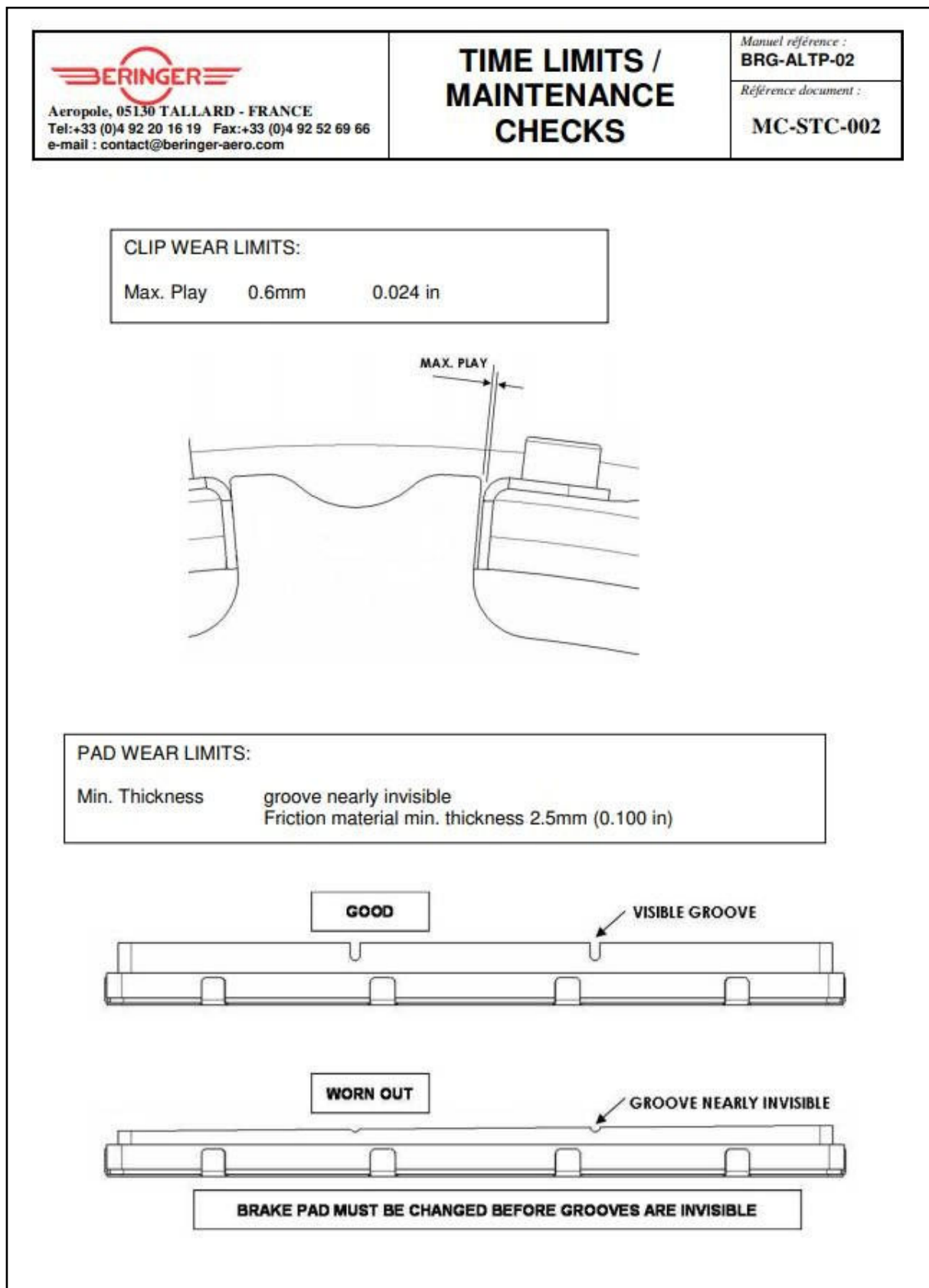


FIGURE 3



EMERGENCY EQUIPMENT LIST INSPECTION & MONITOR

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

DATE :	A/C REG : PK-SNE
A/C TYPE : PILATUS PC6	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 100 Hours / Annual Inspection

Aircraft Registration: **PK-SNE**

WO# Nr: **WO/006-SNE/VII/2022**

Parts Used Sheet

Special Tool Used

[illegible]



Additional Work Sheet 100 Hours / Annual Inspection

Aircraft Registration: **PK-SNE**

WO# Nr: WO/006-SNE/VII/2022

Parts Used Sheet

Part Used

[illegible]