**PT. SMART CAKRAWALA AVIATION**

# WORK ORDER

**Form: SCA/MTC/030**

| | | |
|---|---|---|
| Subject :<br>**Inspection Document 06 & Add Task** | No. | WO/024-SNJ/VII/2022 |
| | Date | 19 July 2022 |
| | A/C Reg. | PK-SNJ C208B-5640 |
| Reference :<br>MP C208B Rev. 12 | Prepared By | TS |
| | Checked By | CI |
| | Approved By | TM |
| To : Engineer In Charge | | |

**Description :**

1. Perform Inspection Document 06 & Add Task
2. Make an entry in Maintenance Log.
3. Return the Completed Work Order and Form to PPC.

#If any finding, please close the routine card, and transferred to inspection card.

**Additional Work :**

| | | |
|---|---|---|
| Compliance Statement | Sign & Date<br>Company Lic. No.:<br><br>(Engineer In Charge) | Signature<br><br>(Technical Manager) |

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

| DATE OF ISSUED | JO/WO # | TYPE OF MAINTENANCE | DATE OF ACCOMPLISHED |
|---|---|---|---|
| 19 July 2022 | WO/024-SNJ/VII/2022 | Inspection Doc. 06 & Add Task | |

| A/C Type | Mfg. Serial Number | A/C Registration |
|---|---|---|
| C208B | C208B-5640 | PK-SNJ |

## AIRCRAFT DATA

| Subject | Pos # | Serial Number (SN) | TTSN/TCSN |
|---|---|---|---|
| Engine | #1 | PCE-VA0738 | |
| | #2 | - | |
| Propeller/Rotor | #1 | 210140 | |
| | #2 | - | |
| Landing Gear | NLG | | |
| | LH MLG | | |
| | RH MLG | | |

## PACKAGE COVERED

| No | Subject | Qty | Remark |
|---|---|---|---|
| 1 | Non-Routine Card | 1 | NRC-001 |
| 2 | Inspection Card | 1 | |
| 3 | Work Order | 1 | |
| 4 | Summary Inspection List | 1 | |
| 5 | Material and Tool List | - | |
| 6 | Escalation form | - | |
| 7 | CRS (SMI / Unscheduled Maintenance) | 1 | |

## INSPECTION CARD (IC) LIST (Finding during maintenance)

| No | Taskcard Ref | Subject | Status | | Name/ Sign & Stamp |
|---|---|---|---|---|---|
| | | | Open | Close | |
| IC-001 | | | | | |
| IC-002 | | | | | |
| IC-003 | | | | | |
| IC-004 | | | | | |
| IC-005 | | | | | |
| IC-006 | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| IC-007 | | | | | |
| IC-008 | | | | | |
| IC-009 | | | | | |
| IC-010 | | | | | |
| IC-011 | | | | | |
| IC-012 | | | | | |
| IC-013 | | | | | |
| IC-014 | | | | | |
| IC-015 | | | | | |

| Prepared by : | Checked by : | Verified by : | Approved by : |
|---|---|---|---|
| Technical Support | Chief Maintenance | Chief Inspector | Technical Manager |
|  |  |  |  |
| ..... | ..... | ..... | ..... |
| Hani | Dodit | Yanuar | Istiono |

PT. SMART CAKRAWALA AVIATION

# CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

| | | | |
|---|---|---|---|
| A/C TYPE | : CESSNA 208B | TTSN | : |
| A/C REG | : PK-SNJ | TCSN | : |
| MSN | : C208B-5640 | DATE | : |

TYPE OF INSPECTION : INSPECTION DOC. 06 & ADD TASK
DUE AT : 1000 FH
REFF : MP C208B REV. 12

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**

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

WO Ref: WO/024-SNJ/VII/2022

| NO. | TASK CARD NO. | DESCRIPTION | DATE | EST MHR | NAME | STAMP |
|---|---|---|---|---|---|---|
| 1 | B03 | PT6A-140 ENGINE GROUND RUN PERFORMANCE | | | | |
| 2 | CHAPTER 12 | INSPECTION DOCUMENT 06 | | | | |
| 3 | CHAPTER 51 | ENGINE PT6A-140 100 HOURS INSPECTION/ MINOR INSPECTION | | | | |
| 4 | CHAPTER 52 | ENGINE PT6A-140 200 HOURS INSPECTION | | | | |
| 5 | CHAPTER 53 | ENGINE PT6A-140 200 HOUR/6 MONTHS INSPECTION | | | | |
| 6 | CHAPTER 56 | ENGINE PT6A-1000 HOURS INSPECTION | | | | |
| 7 | SCA/MTC/023 | EMERGENCY EQUIPMENT CHECK | | | | |
| 8 | NRC-001 | STARTER GENERATOR REPLACEMENT | | | | |

| | | |
|---|---|---|
| smartaviation | **INSPECTION CARD**<br>**(Form: SCA/MTC/ 048)** | TECHNICAL DEPARTMENT |

| 1. CARD # | 2. JO/WO # | 3. ORIGINATOR | 4. CARD REF | 5. DATE |
|---|---|---|---|---|
| | | | | |
| 6. A/C REG/MSN | 7. A/C TYPE | 8. TRADE | 12. VENDOR ORDER # | |
| | | | | |
| 9. ZONE | 10. STA | 11. MTC TYPE | | |
| | | | | |

| 13. DESCRIPTION/DEFECT-IF FINDING OF CPCP INSPECTION, PLEASE COMPLETE SET. 20 | 14<br>PPC/ENG | 15<br>DATE |
|---|---|---|
| | | |

| 16. CORRECTIVE ACTION | | 17<br>MECH | 18<br>ENG. LIC | 19<br>DATE |
|---|---|---|---|---|
| Performed at A/C TT : ..... A/C TC /LDG : ..... | | | | |
| 20. CORROSION INFORMATION | | | | |
| LOCATION | CAUSE OF DAMAGE | | | |
| | ☐ Environment | | | |
| | ☐ Internal Leakage | | | |
| CORROSION ☐ Isolated ☐ Widespread | ☐ Chemical Spill | | | |
| CORROSION LVL ☐ 1 ☐ 2 ☐ 3 | ☐ LAV/Galley Spill | | | |
| PROPOSED ACTION ☐ Doublers | ☐ Blocked Drain | | | |
| ☐ Others | ☐ Wet Insulation Blanket | | | |
| ..... | ☐ Other | | | |
| 21. If the defect is RII, Please Sign this card finally by RII Inspector | | | INSP | DATE |
| NOTICE OF INSPECTOR | | | | |
| | | | | |

| 22. PARTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PART DESCRIPTION | PART NO | QTY | SERIAL NO | | STATUS | |
| | | | ON | OFF | CLOSE | OPEN |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

| 23. TOOLS REQUIRED | | | |
|---|---|---|---|
| DESCRIPTION | PART NO. / MODEL | NEXT CALIBRATION DATE | STATUS |
| | | | |
| | | | |
| | | | |
| | | | |

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

| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
|---|---|---|---|
| WO/042-SNJ/VII//2022 | | REPLACEMENT COMPONENT | PK-SNJ-5640 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| #001 | 80 | | |
| 9. ZONE | 10. PANEL | - | |
| ENGINE | | | |

11. DESCRIPTION

PERFORM STARTER GENERATOR REPLACEMENT REPLACEMENT
P/N: 300SGL145Q-1
S/N: S00480

| | | | |
|---|---|---|---|
| REFERENCE | ☒ AMM | ☐ | ☐ 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 |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Reg. Mark : PK - SNJ  Date :

MSN : 5640  Station :

TSN / CSN :  WO No. : WO/042-SNJ/VII//2022

| NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| 01 | 130 | For **engine PT6A-114A** if there is an engine starting fault or an electrical generation defect, inspect the starter generator drive spline and the main oil filter. Refer to EMM Chapter 72-00-00 12Y | | |
| 02 | 130 | For **engine PT6A-140** if there is an engine starting fault or an electrical generation defect, inspect the starter generator drive spline and the main oil filter. Refer to EMM Task 05-50-00-210-824 | | |
| *** End of Starter Generator Replacement Inspection Items *** | | | | |

| **PERSONNEL PRTICIPATING 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 : _____

# STARTER/GENERATOR - REMOVAL/INSTALLATION

## 1. General

A. This section gives removal and installation information for all starter/generators used on the airplane.

## 2. Starter/Generator Removal and Installation

A. Remove the Starter/Generator (Refer to Figure 401).

**NOTE: Two mechanics are required to properly remove or install the starter/generator.**

**CAUTION: Make sure the starter/generator drive shaft is aligned with and concentric to the armature shaft. Slight misalignment and/or binding of the starter/generator drive can reduce the unit's service life.**

(1) Remove the left and right upper cowling doors. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

(2) Remove all external power from the airplane, make sure the battery switch is in the OFF position, and disconnect the battery from the airplane electrical system.

(3) Remove the cover from the terminal block.

(4) Put an identification tag on each of the electrical leads for later identification and remove the terminal nuts.

(5) Remove the speed sensor circuit connector.

**NOTE: Removal of the A/C drive unit is necessary for access to the starter generator on airplanes before 208000505 and 208B002025 that have a 200 AMP starter generator option installed.**

(6) Loosen the clamp that holds the cooling air blast hose on the starter/generator and remove the hose.

**NOTE: Two mechanics are required to properly remove or install the starter/generator. One mechanic is to hold the starter/generator in position to keep the mounting surfaces flush with the quick attach/detach (QAD) adapter pad. This keeps the starter/generator aligned while the other mechanic loosens and removes the V-band clamp.**

**CAUTION: Hold the starter/generator in place to prevent damage to the splined drive shaft before you do the following step.**

(7) Loosen the V-band that holds the starter/generator to the quick attach/detach QAD adapter.

(8) Carefully remove the starter/generator from the QAD adapter pad so that the starter/generator drive spline is not put into a bind.

(9) Remove the QAD adapter as necessary.

(a) Remove the nuts that hold the QAD adapter to the engine accessory gearbox and remove the adapter.

(b) Discard the gasket.

(10) Use a cloth that is damp with MIL-PRF-680 or an equivalent solvent to clean the starter-generator splines.

(11) Use a 10X magnifying glass to examine for signs of electrical arcing damage (in the form of pitting).

**NOTE: If there are signs of arching on the starter-generator drive splines, refer to Cessna SNL07-16 and P&WC S.I.L NO. Gen-PT6-024 for additional information and inspection requirements.**

**NOTE: If the Starter-Generator was removed for an electrical fault, refer to the Pratt and Whitney Canada PT6A Maintenance Manual 05.50.00 unscheduled inspection section- Starter-Generator Replacement.**

B. Install the Starter/Generator (Refer to Figure 401).

(1) Do the following steps before you install the starter/generator. Make sure:

(a) There are no burrs or foreign objects on the starter/generator shaft.

(b) The starter/generator guide pins are clean and not bent or damaged.

(c) The mounting surfaces of the starter/generator and the QAD adapter pad are clean and do not have any burrs.

(d) The QAD adapter is fastened to the engine transfer case correctly.

(e) The QAD adapter pad guide pin holes does not have any burrs or foreign objects, and that they are in good condition.

**NOTE: For a 300-Amp Starter/Generator installation, the QAD adapter must be located with the internal machined circular recesses on the top.**

(2) Install the QAD adapter onto engine accessory gearbox with a new gasket, and install nuts as necessary.

(3) Install a new O-ring around the groove on the splined drive shaft.

(4) With the T-bolt unlatched, put the V-band on the starter/generator between the mounting flange and the terminal block.

**NOTE: Two mechanics are required to properly remove or install the starter/generator. One mechanic is to hold the starter/generator in position to keep the mounting surfaces flush with the quick attach/detach QAD adapter pad. This keeps the starter/generator aligned while the other mechanic installs and tightens the V-band clamp.**

**CAUTION: The spline drive shaft must stay aligned with and concentric to the armature. If the starter/generator is allowed to be installed with the drive shaft out of position, excessive vibration and damage may develop during operation.**

(5) Carefully look at the spline drive shaft and the armature shaft interface plates. If the drive shaft looks to be out of position, lightly tap on the spline drive shaft with a plastic mallet to move it to a full concentric position. Figure 401.

(6) Carefully engage the spline drive shaft with the engine spline.

**CAUTION: Keep the starter/generator flush up against the adapter during installation. Do not let the unit hang loosely without the V-band being latched because to much load on the drive shaft shear section may cause damage.**

(7) Make sure the dowel pins are engaged.

(8) Put the V-band over the mating flanges and latch.

(9) Tap the V-band at several places with a rubber mallet to make sure that there is correct alignment of the spline drive shaft and the armature shaft, and tighten the T-bolt nut to two-thirds the recommended torque.

**NOTE: The correct torque value is stamped on the V-band.**

(10) Tap the V-band repeatedly with the rubber mallet and tighten the T-bolt nut to the recommended torque.

(11) Install the cooling air blast hose with the clamp on the starter/generator.

(12) Tighten the cooling air blast hose clamp.

(13) Connect the speed sensor cable connector to the starter/generator.

(14) Install the electrical cables in the same relationship to the terminal posts as you tagged them during the removal procedure, and install the nuts.

(15) Put the cover in place over the terminal block.

(16) Reconnect the battery to the airplane electrical system.

(17) Install the left and right upper cowling doors. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

Figure 401 : Sheet 1 : Starter/Generator Installation

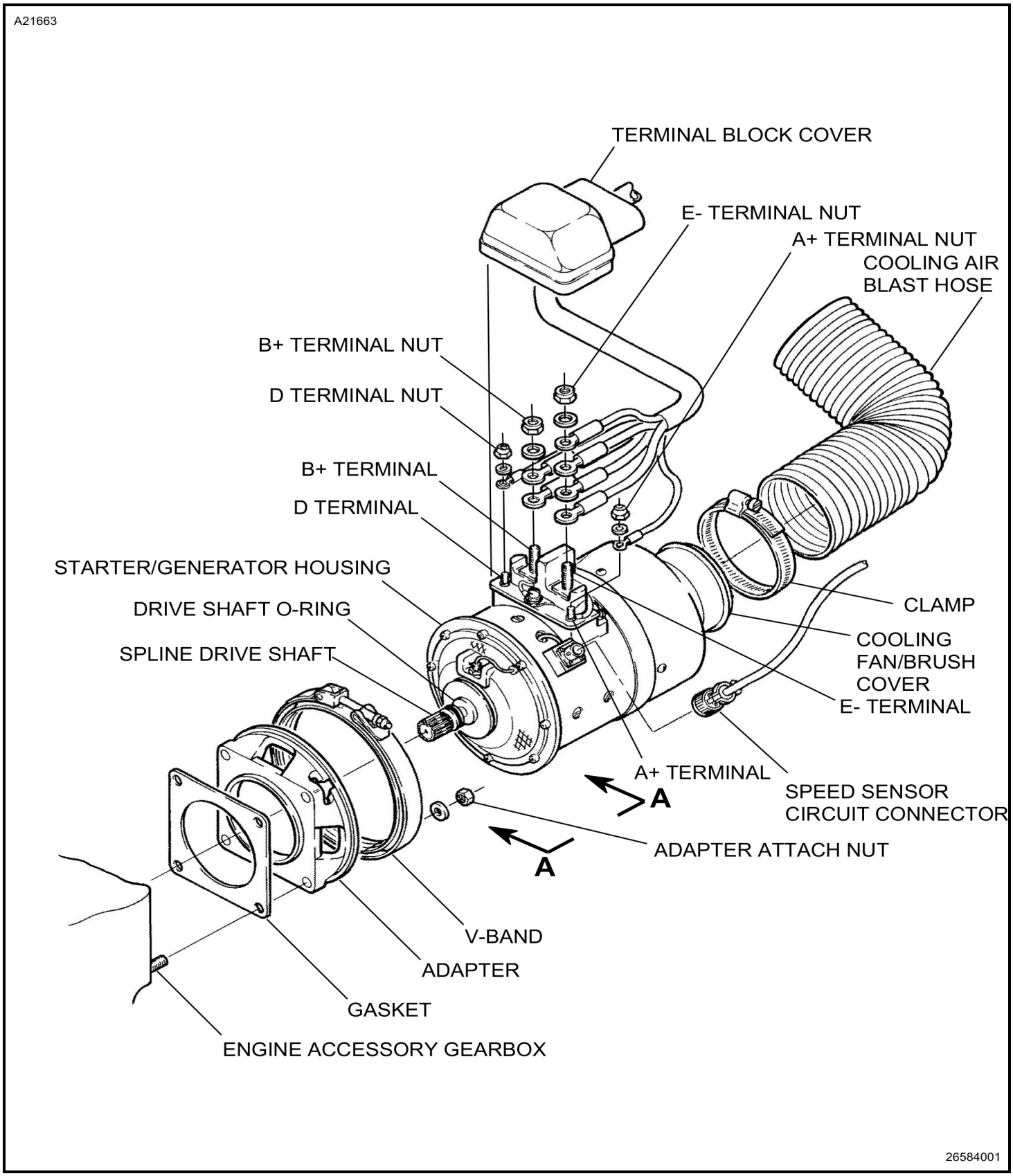
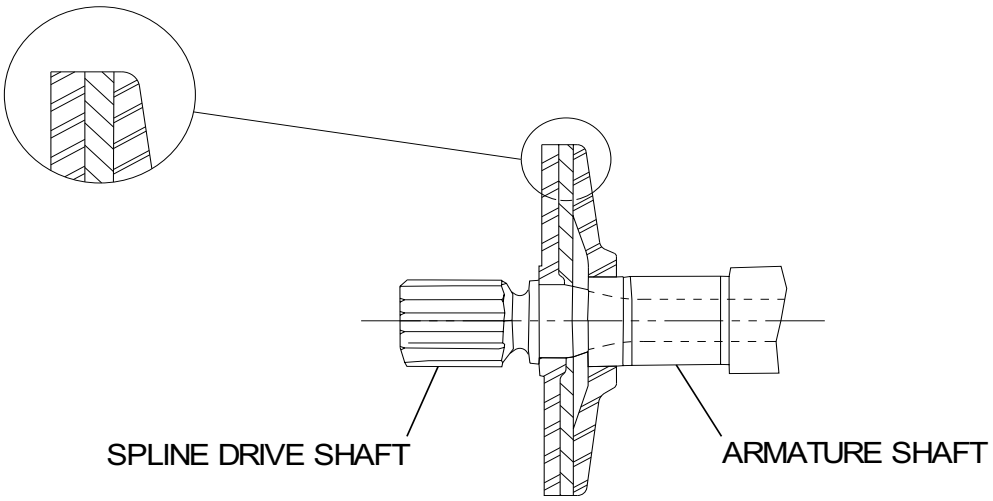
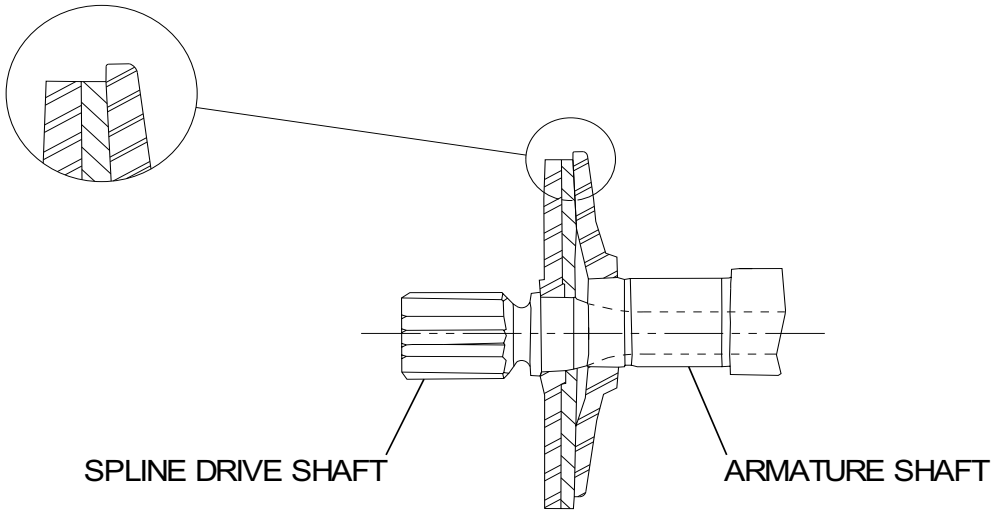


Figure 401 : Sheet 2 : Starter/Generator Installation

A68000




**VIEW A-A**
DRIVE SHAFT CONCENTRIC WITH ARMATURE SHAFT




**VIEW A-A**
DRIVE SHAFT OUT OF POSITION

## Appendix B03 – PT6A-140 Engine Run Performance Sheet

Reg. Mark : PK - SNJ WO/FML No. : WO/042-SNJ/VII//2022

| PRE – INSPECTION | |
|---|---|
| Location | |
| Date | |
| Cycle | |
| Filed Barometric | |
| OAT | |
| Altitude | |

| POST – INSPECTION | |
|---|---|
| Location | |
| Date | |
| Cycle | |
| Filed Barometric | |
| OAT | |
| Altitude | |

| PRE – INSPECTION | Target | Actual |
|---|---|---|
| Tq | | |
| Np | | |
| ITT | $^{O}$C | $^{O}$C |
| Ng | % | % |
| Wf | | |
| Oil Press | | $^{O}$C |
| Oil Temp | | $^{O}$C |
| Start Temp | | $^{O}$C |

| POST– INSPECTION | Target | Actual |
|---|---|---|
| Tq | | |
| Np | | |
| ITT | $^{O}$C | $^{O}$C |
| Ng | % | % |
| Wf | | |
| Oil Press | | $^{O}$C |
| Oil Temp | | $^{O}$C |
| Start Temp | | $^{O}$C |

**Engine Run Up Checks**

**Inertial** ☐ **EPL** ☐ **OVG** ☐ **Stby Alt** ☐ **BOV** ☐ **Brake** ☐ **Randown** ☐

**NOTE:**

1. Brake system at Torque 2000 ft-lbs.
2. Inertial Separator at Torque 400 ft-lbs.
3. EPL check can't exceed 4% Ng per second.
4. Standby Alt at 80% Ng.
5. Low idle at 55.5 - 57% 40Amps.
6. High idle at 64 - 66% Ng 40Amps

**Engine Performance Target Table (Cessna C208B EX)**

| **OAT** ($^{O}$C) | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Tq** (ft.lbs) | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 | 2397 |
| **Np** | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| **ITT** ($^{O}$C) | 835 | 837 | 839 | 841 | 841 | 841 | 841 | 841 | 841 | 842 | 843 | 844 | 846 | 846 | 846 |
| **Ng** (%) | 102.7 | 102.7 | 102.7 | 102.7 | 102.7 | 102.7 | 102.7 | 102.6 | 102.6 | 102.6 | 102.6 | 102.6 | 102.6 | 102.6 | 102.5 |
| **WF** (PPH) | 578 | 578 | 578 | 578 | 578 | 578 | 578 | 570 | 565 | 565 | 560 | 560 | 555 | 548 | 548 |

**Note:**

1. Make sure that inertial separator in normal condition, no bleed air extracted from the engine and air condition OFF.
2. This table only applies to altitude 0-500 feet MSL. For higher altitude, refer to EMM 72-00-00.
3. Max fuel flow is 580 lb/hr fuel flow is not more than 15 lbs/hr higher than the value shown in table.
4. If parameters are outside the target performance table to EMM chapter 71-00-00.

**REMARKS:**

| PERFORMED BY | | | |
|---|---|---|---|
| Name | Sign & Stamp | Date | Location |
| | | | |

Reg. Mark : PK - SNJ Date :

MSN : 5640 Station :

TSN / CSN : WO No. : WO/042-SNJ/VII//2022

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| A110001 | ALL | Interior and Exterior Placard and Decal Detailed Inspection Task 11-00-00-220 | | |
| D121001 | 121 | Brake System Servicing Task 12-10-01-610 | | |
| D121003 | 710 | Shimmy Damper Servicing Task 12-10-01-611 | | |
| C122101 | 700 | Landing Gear Lubrication Task 12-21-03-640 | | |
| B236001 | 343 375 376 571 671 | Static Discharge System Functional Check Task 23-60-00-720 | | |
| A255101 | 251 252 255 256 257 258 | Cargo Nets Detailed Inspection Task 25-51-00-220 | | |
| C270001 | 215 216 226 373 374 503 525 603 625 | Flight Controls Lubrication Task 27-00-00-640 | | |
| B273101 | 211 212 503 | Stall Warning System Operational Check Task 27-31-00-710 | | |
| C275001 | 525 527 625 627 | Flap Tracks and Rollers Lubrication Task 27-50-00-640 | | |
| B281001 | 575 675 | Fuel Vent Line Float Valve Operational Check Task 28-10-03-710 | | |
| A281001 | 521 621 | Fuel Filler Assembly Detailed Inspection Task 28-10-01-220 | | |
| B301003 | 122 AUX | Bleed Air Pressure Regulator Functional Check (without TKS and not incorporating CAB93-2) Task 30-10-00-720 | | |
| B322001 | 710 | Shimmy Damper Functional Check Task 32-20-02-720 | | |

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| B341101 | AUX | Pitot Tube Heaters Operational Check Task 34-11-00-710 | | |
| A353001 | 256 | Oxygen Mask Detailed Inspection Task 35-30-00-220 | | |
| B761003 | AUX | Emergency Power Lever Annunciator Light (EPL) Operational Check Task 76-10-01-710 | | |
| *** End of Inspection Document 06 Items *** | | | | |

| PERSONNEL PRTICIPATING 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 : _____

Reg. Mark : PK - SNJ
Date :
MSN : 5640
Station :
TSN / CSN :
WO No. : WO/042-SNJ/VII//2022

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | | DATE |
|---|---|---|---|---|---|
| | | | SIGN | STAMP | |
| F710001 | 130 | Do a check of the FCU manual override system for static operation.<br>For the engines installed with a manual override system only. | | | |
| F710003 | 130 | Do a compressor performance recovery wash | | | |
| F720000 | 130 | Do a visual inspection of the Control Linkages and wiring. | | | |
| F720001 | 130 | Do a visual inspection of the engine exhaust duct welds. | | | |
| F720002 | 130 | Do a visual inspection of the engine exhaust duct for cracks. | | | |
| F720003 | 130 | Do a visual inspection of the gas generator case and the center fireseal. | | | |
| F720004 | 130 | Do a visual inspection of the rear fireseal mounting ring. | | | |
| F722001 | 130 | Do a visual inspection of the air inlet screen. | | | |
| F723000 | 130 | Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion | | | |
| F725005 | 130 | Do a detailed inspection of the turbine exhaust duct. | | | |
| F731002 | 130 | Do a check for the fuel pump installation and leaks. | | | |
| F731003 | 130 | Do a check of the oil-to- fuel heater installation | | | |
| F731035 | 130 | Do a visual Inspection of the Fuel - Oil Heat Exchanger Fuel Filter Element<br><br>**(CLEANING / REPLACEMENT)**<br>P/N OFF: _____<br>P/N ON: _____ | | | |

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | | DATE |
|---|---|---|---|---|---|
| | | | SIGN | STAMP | |
| F731006 | 130 | Do a check of the drain valve for installation and leaks | | | |
| | | NOTE:<br>There is no need to remove the drain valve if there is no leaks. | | | |
| F731007 | 130 | Do a check of the flow divider for installation and leaks. | | | |
| F731008 | 130 | Do a visual inspection of the P3 filter and drain valve. | | | |
| F731015 | 130 | Do a visual inspection of Fuel Pump outlet filter.<br><br>**(CLEANING / REPLACEMENT)**<br>P/N OFF: _____<br>P/N ON: _____ | | | |
| F731018 | 130 | Clean or replace the P3 filter based on condition, service experience or environment.<br>**Note:**<br>If corrosions are found, replace filter. | | | |
| F732001 | 130 | Do a check of the FCU for installation, linkages and pneumatic tubes. | | | |
| F792000 | 130 | Inspect and clean oil filter for debris. | | | |
| *** End of Engine PT6A-140 100 Hours Inspection Items *** | | | | | |

| PERSONNEL PRTICIPATING 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 : _____

Reg. Mark : PK - SNJ Date :

MSN : 5640 Station :

TSN / CSN : WO No. : WO/042-SNJ/VII//2022

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| F793001 | 130 | Do a visual inspection of the chip detector for debris. | | |
| *** End of Engine PT6A-140 200 Hours Inspection Items *** | | | | |

| PERSONNEL PRTICIPATING 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 : _____

Reg. Mark : PK - SNJ  Date :

MSN : 5640  Station :

TSN / CSN :  WO No. : WO/042-SNJ/VII//2022

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| F793000 | 130 | Do a visual inspection of the AGB internal scavenge oil pump inlet screen | | |
| *** End of Engine PT6A- 140 200 Hours or 6 Months Inspection Items *** | | | | |

| PERSONNEL PRTICIPATING 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 : _____

Reg. Mark : PK - SNJ  Date :

MSN : 5640  Station :

TSN / CSN :  WO No. : WO/042-SNJ/VII//2022

| ITEM CODE NO. | ZONE | TASK | SIGNATURE | |
|---|---|---|---|---|
| | | | SIGN | STAMP |
| F731028 | 130 | Replace the P3 filter.<br>P/N OFF: _____<br>P/N ON: _____ | | |
| F792001 | 130 | Remove and discard the oil filter element. Install a new oil filter element.<br>P/N OFF: _____<br>P/N ON: _____ | | |
| *** End of Engine PT6A-140 1000 Hours Items *** | | | | |

| PERSONNEL PRTICIPATING 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 : _____

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

| | |
|---|---|
| **DATE :** | **A/C REG : PK-SNJ** |
| **A/C TYPE : C208B** | **CHECKER : SIGN:** |

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

**Additional Work Sheet**
**Inspection Doc. 06 & Add Task**

Aircraft Registration: **PK-SNJ**

WO# Nr: **WO/024-SNJ/VII/2022**

Parts Used Sheet

## Special Tool Used

| No. | Description | Due Date | Engineer |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

**Additional Work Sheet**
**Inspection Doc. 06 & Add Task**

Aircraft Registration: **PK-SNJ**

WO# Nr: **WO/024-SNJ/VII/2022**

Parts Used Sheet

## Part Used

| Date | Part Nr. | Serial Nr. | Description | Qty | Engineer |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |