PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Fuel Control Unit Replacement for Overhaul**	No.	WO/081-SNK/VII/2022
	Date	6 July 2022
	A/C Reg.	PK-SNK C208-00658
Reference : MP C208B Rev. 12	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform Fuel Control Unit Replacement for Overhaul
2. Make an entry in Maintenance Log.
3. Return the Completed Work Order and Form to PPC.

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

Additional Work :

Compliance Statement	Sign & Date Company Lic. No.: (Engineer In Charge)	Signature (Technical Manager)

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

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
6 July 2022	WO/081-SNK/VII/2022	Component Replacement	

A/C Type	Mfg. Serial Number	A/C Registration
C208	C208-00658	PK-SNK

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-PC1988988	
	#2	-	
Propeller/Rotor	#1	190345	
	#2	-	
Landing Gear	NLG		
	LH MLG		
	RH MLG		

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	1	001
2	Inspection Card	1	
3	Work Order	1	
4	Summary Inspection List	1	
5	Material and Tool List	-	
6	Escalation form	1	
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

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

WO Ref: WO/081-SNK/VII/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	NRC-01	FUEL CONTROL UNIT REPLACEMENT				

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: CESSNA 208	TTSN	:
A/C REG	: PK-SNK	TCSN	:
MSN	: C208-00658	DATE	:

TYPE OF INSPECTION	: FCU REPLACEMENT FOR OVERHAUL
DUE AT	: 3700 FH
REFF	: MP C208/ 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

smartaviation	**INSPECTION CARD** **(Form: SCA/MTC/ 048)**	TECHNICAL DEPARTMENT

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

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

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

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

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

NRC No. : 001

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

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/081-SNK/VII/2022		COMPONENT REPLACEMENT	PK-SNK/208-00658
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
01	73		
9. ZONE	10. PANEL		
ENGINE			

11. DESCRIPTION

PERFORM **FCU** REPLACEMENT

P/N OFF : 3244897-4

S/N OFF: F66983

P/N ON: 3244897-4 / 3122678-04

S/N ON: B10784

REFERENCE	☒ EMM Ch. 73 20 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) #						

1. PARTS REQUIRED

DESCRIPTION	PART NO	QTY	REMARK	
			STOCK	STATUS

1. TOOLS REQUIRED

DESCRIPTION	PART NO / MODEL	NEXT CALIBRATION DATE	STATUS

Distribution : 1. White : PPC/Engineering 2. Red : Quality 3. Yellow : Retain on Log Book

Engine Model(s): PT6A

73-20-00

FUEL CONTROL UNIT - MAINTENANCE PRACTICES

1. General

A. Maintenance personnel should make reference to the INTRODUCTION section and Chapter 70-00-00, STANDARD PRACTICES of this manual to familiarize themselves with general procedures.

B. Install suitable protective caps/covers over all disconnected tubes/lines and component openings.

C. Lockwire used shall comply with specification AMS 5687, heat and corrosion resistant steel wire MS9226-03 which is 0.025 inch diameter, and will not be called out in instructions.

2. Consumable Materials

The consumable materials listed below are used in the following procedures.

Item No.	Name
PWC01-001	Fuel, Engine
PWC03-001	Oil, Engine
PWC03-002	Fluid, Calibrating
PWC05-061	Cloth, Abrasive Coated Crocus
PWC05-077	Oil, Preservative
PWC05-101	Cloth, Abrasive
PWC05-166	Solution, Chemical Treatment
PWC05-168	Compound, Polishing
PWC11-027	Solvent, Petroleum
PWC11-031	Cleaner, Engine
PWC11-038	Solvent, Cleaning

3. Special Tools

Not Applicable

4. Fixtures, Equipment and Supplier Tools

The fixtures, equipment and supplier tools listed below are used in the following procedures.

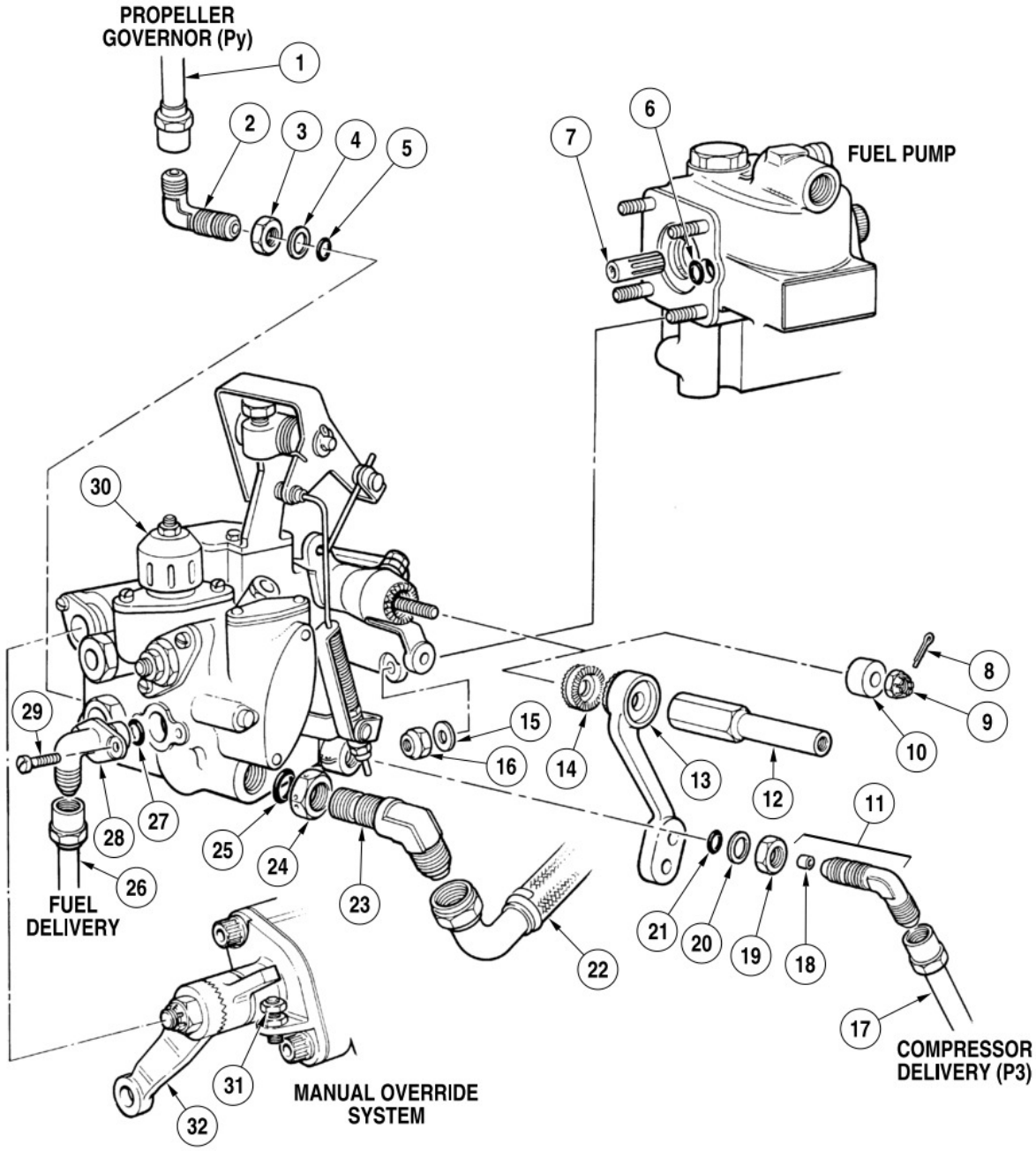
Name	Remarks
FCU Shipping Stand	P/N 2529654

5. Removal/Installation

A. Removal of Fuel Control Unit (Engines with Fuel Flow Divider) (Ref. Fig. 201)

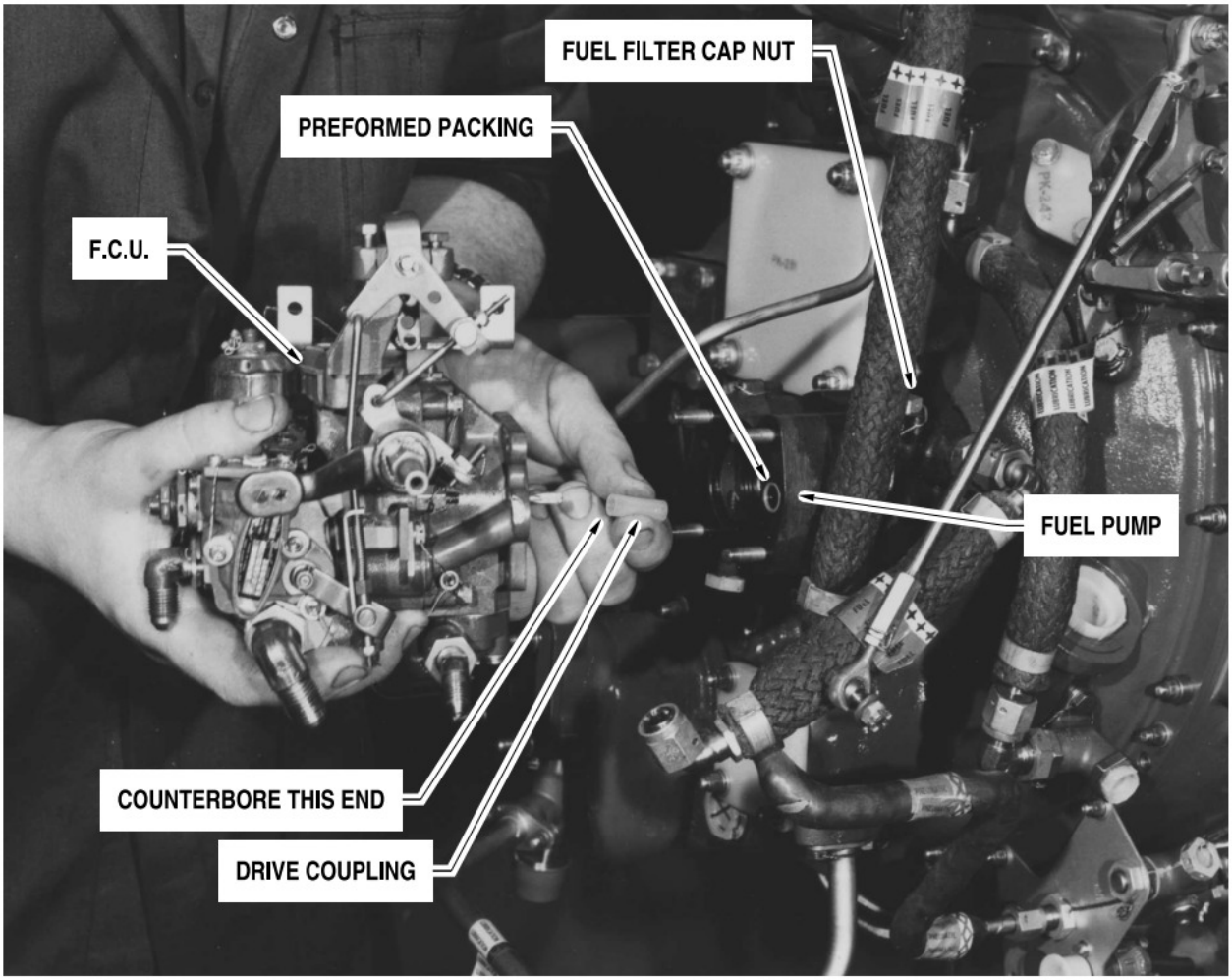
Figure 201 Removal/Installation of Fuel Control Unit (Engines with Fuel Flow Divider)

(SHEET 1 OF 2)



c9191a

(SHEET 2 OF 2)



c618a

1. Propeller Governor Tube (Py)
2. Elbow
3. Jam Nut
4. Packing Retainer
5. Preformed Packing
6. Preformed Packing
7. Coupling
8. Cotterpin (used for shipping only)
9. Castellated Nut (used for shipping only)
10. Spacer (used for shipping only)
11. Metered Elbow
12. Extension
13. FCU Arm
14. Serrated Spacer
15. Washer
16. Nut
17. Compressor Delivery Tube (P3)
18. Metering Plug
19. Jam Nut
20. Packing Retainer
21. Preformed Packing
22. Fuel Input Hose
23. Elbow
24. Jam Nut
25. Preformed Packing
26. Fuel Delivery Tube
27. Preformed Packing
28. Flanged Elbow
29. Screw
30. Fuel Control Unit
31. Manual Override MAX STOP Adjustment Screw
32. Manual Override Control Lever

NOTE: 1. Various components on the fuel control unit (FCU) assembly are lockwired and sealed. These components must not be tampered with.

NOTE: 2. To prevent contamination of work areas, use a container to catch spillage when disconnecting the fuel lines.

NOTE: 3. To assist in the following removal, and subsequent installation procedures, on some airframe types it is recommended that the fuel control unit and fuel pump be removed as a single unit, then split on the bench (Ref. 73-10-02).

NOTE: 4. If the FCU is to stored off the engine, prepare the FCU for short or long term storage (Ref. Storage) after removal is complete.

(1) On FCUs incorporating a manual override system, disconnect the airframe linkage from the FCU manual override control lever (32) (Ref. airframe manufacturer's manual).

(2) Disconnect the fuel input hose (22) from the elbow fitting (23) on the fuel control unit (30). Cap the end fittings.

(3) Disconnect the fuel delivery line (26) from the elbow fitting (28) on the FCU. Cap the end fittings.

(4) Disconnect the coupling nuts of the compressor delivery tube (17) and propeller governor tube (1) from the respective elbow fittings on the FCU. Cap the end fittings.

(5) Remove the cotterpin, castellated nut, washer and bolt that fasten the FCU reversing interconnect rod to the fuel control unit arm (13).

(6) Remove the four self-locking nuts (16) and washers (15) that secure the fuel control unit (30) to fuel pump. Remove the FCU from the mounting studs.

(7) Remove the fuel control-to-fuel pump coupling (7) and preformed packing (6).

(8) If the fuel control unit is being replaced, remove the fuel control arm extension (12), the fuel control unit arm (13) and the serrated spacer (14), and retain these parts for installation on the replacement unit.

(9) Also remove the elbow fittings (2) and (11), and the associated packings, retainers and jam nuts from the respective ports on the FCU, and retain these parts for installation on the replacement unit.

(10) Fit the spacer (10) on the FCU and secure with a castellated nut (9) and cotterpin (8) on the displaced FCU and return to an overhaul facility.

NOTE: Do not remove elbow fittings (23) and (28).

B. Installation of Fuel Control Unit (Engines with Fuel Flow Divider) (Ref. Fig. 201)

NOTE: 1. To assist in the following installation, it is recommended that on some airframe types, the fuel control unit and fuel pump be assembled into a single assembly on the workbench, then installed as a unit onto the engine (Ref. 73-10-02).

NOTE: 2. When a replacement FCU is being installed, check the length of storage and do reconditioning after storage (Ref. Storage).

CAUTION: VARIOUS COMPONENTS ON THE FUEL CONTROL UNIT ARE LOCKWIRED AND SEALED. MAKE SURE ALL SUCH SEALS ARE INTACT PRIOR TO INSTALLATION AND ARE NOT TAMPERED WITH. UNITS WITH BROKEN SEALS MUST BE RETURNED TO AN OVERHAUL FACILITY FOR RECALIBRATION.

(1) When a replacement fuel control unit (30) is being installed, carry out depreservation, and assemble the fittings, prior to installation as follows:

NOTE: Depreservation is not required when the original fuel control unit is being installed.

(a) Remove the shipping plugs from the drain and fuel outlet ports and the cap from the fuel inlet fitting. Make sure the air section of the unit is sealed with shipping plugs and/or caps in the Py and Px ports.

(b) Drain as much residual preservation fluid as possible from the fuel section of the unit.

(c) Flush the fuel section of the unit with fuel (PWC01-001) that has been passed through a 10-micron (nominal) filter.

(d) Remove the shipping plug from the P3 port and assemble the nut (19), packing retainer (20), and preformed packing (21), on the elbow (11). Install the elbow in the P3 inlet port of the unit and position at the same angle as noted during removal (Ref. 70-00-00). Tighten the nut and torque 38 to 42 lb.in. Cap the elbow to prevent the ingress of foreign material until the unit is ready for installation.

(e) Remove the shipping plug from the Py port and assemble the nut (3), packing retainer (4), and preformed packing (5) on the elbow (2). Install the elbow in the Py port of the unit and position it at same angle as noted during removal (Ref. 70-00-00). Tighten the nut and torque 38 to 42 lb.in. Cap the elbow to prevent the ingress of foreign material until the unit is ready for installation.

CAUTION: IF THE FCU SPLINE AND THE PLASTIC DRIVE COUPLING (7) ARE NOT FULLY ENGAGED, IT COULD PUSH AND DISENGAGE THE FUEL PUMP DRIVE SHAFT WHEN MATED WITH THE FUEL PUMP ASSEMBLY.

(2) Install and push the plastic drive coupling (7) on the FCU shaft to make sure that the coupling is correctly engaged on the FCU shaft such that there is no more visible spline is found.

(3) Install the preformed packing (6) in the recess of the mounting face of the fuel pump; lubricate with engine oil (PWC03-001).

(4) Make sure that the fuel control unit driveshaft bearing retainer plate and surround area is clean. Remove all traces of blue grease or blue dye residue.

CAUTION: MAKE SURE THAT THE EACH STUD PROTRUDES A MINIMUM OF 0.054 IN. FROM EACH NUT.

CAUTION: CARE MUST BE TAKEN TO ALIGN THE SPLINES. DO NOT FORCE THE SPLINES TO ENGAGE THE FCU AND FUEL PUMP AS THIS COULD DISENGAGE THE PUMP SHAFT.

(5) Put the fuel control unit (30) on the studs of the fuel pump. Push in to engage the splines of the coupling (7) with the splines of the pump driveshaft. As the mounting faces meet, make sure that the preformed packing (6) is not displaced. Attach the fuel control unit (30) to the fuel pump with the washers (15) and the nuts (16). Torque the nuts 75 to 85 lbf.in.

(6) When a replacement fuel control unit is being installed, remove the shipping components, (items 8, 9 and 10) from the FCU and retain for reinstallation. Install the serrated spacer (14), together with the FCU arm (13) on the FCU and engage the serrations with the arm set at the approximate position to that on the original unit. Secure with the FCU arm extension (12); tighten fingertight.

(7) Align the outer hole in the FCU arm (13) with the hole in the rod end connector of the FCU reversing interconnect rod by rotating the arm (13) and serrated spacer (14) around on the serrations. Alignment is achieved when a bolt can be inserted freely through the holes in the arm and rod end connector. (Ref. Aircraft Maintenance Manual).

(8) After adjustment, torque the extension (12), 25 to 35 lb.in., and secure with lockwire.

(9) Secure the FCU reversing interconnect rod to the outer hole in the FCU arm (13) with a bolt, washer and castellated nut. Tighten the nut and torque 12 to 18 lb.in., making sure the slots in the nut are aligned with the hole in the bolt within the torque limit. Install and lock the cotterpin.

(10) Connect the coupling nuts of the compressor delivery tube (17) and propeller governor tube (1) to the elbow fittings (11 and 2) respectively. Tighten the nuts, torque 90 to 100 lb.in., and secure with lockwire.

CAUTION: IF NECESSARY, TO ALTER THE ANGULAR POSITION OF THE INLET ELBOW TO ALIGN WITH THE INLET HOSE, REFER TO 70-00-00, REMOVAL/INSTALLATION TO AVOID DAMAGE TO THE PREFORMED PACKING.

(11) Connect the coupling nut of the fuel input hose to the elbow fitting (23) on the FCU. Torque the nut 170 to 200 lb.in., and secure with lockwire.

(12) Connect the coupling nut of the fuel delivery tube to the elbow fitting (28) on the FCU. Tighten the nut, torque 90 to 100 lb.in., and secure with lockwire.

CAUTION: MAKE SURE ENGINES INSTALLED ON AIRFRAMES WITHOUT MANUAL OVERRIDE CONTROL SYSTEM, THE OVERRIDE LEVER IS FULLY ENGAGED ON ITS SERRATIONS AND SECURED. IT MUST BE POSITIVELY SAFETIED AND LEAD SEALED IN THE FULL COUNTERCLOCKWISE POSITION AGAINST THE OVERRIDE LEVER'S INTERNAL STOP.

(13) On fuel control unit (FCU) incorporating a manual override system, connect airframe linkage to the manual override control lever.

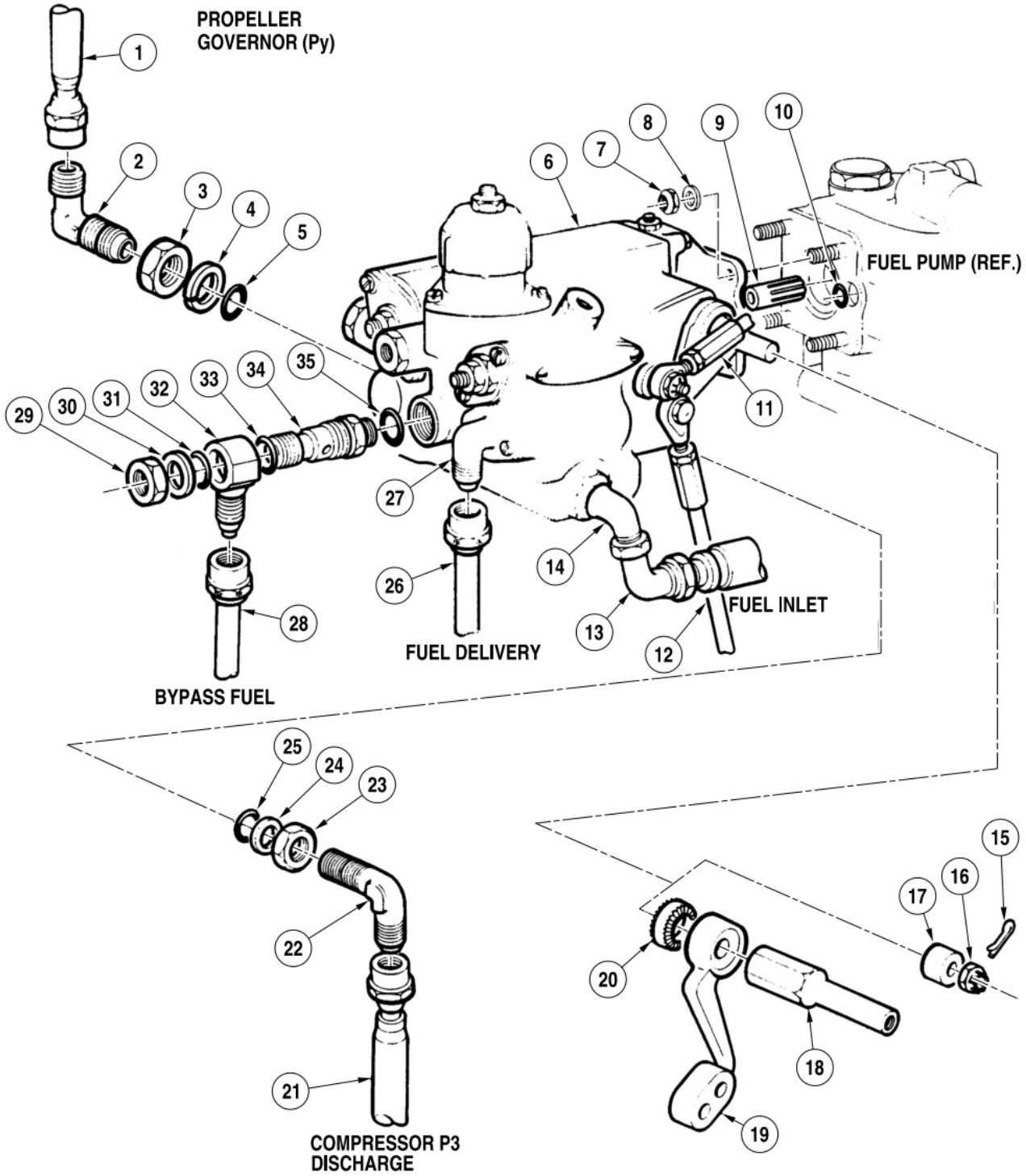
(14) Do a pressure leak test on the FCU pneumatic system. (Ref. 73-10-07).

(15) Check the FCU operation and for leakage at the next engine test. (Ref. Para. 9.).

C. Removal of Fuel Control Unit (Engines with Starting Control) (Ref. Fig. 202)

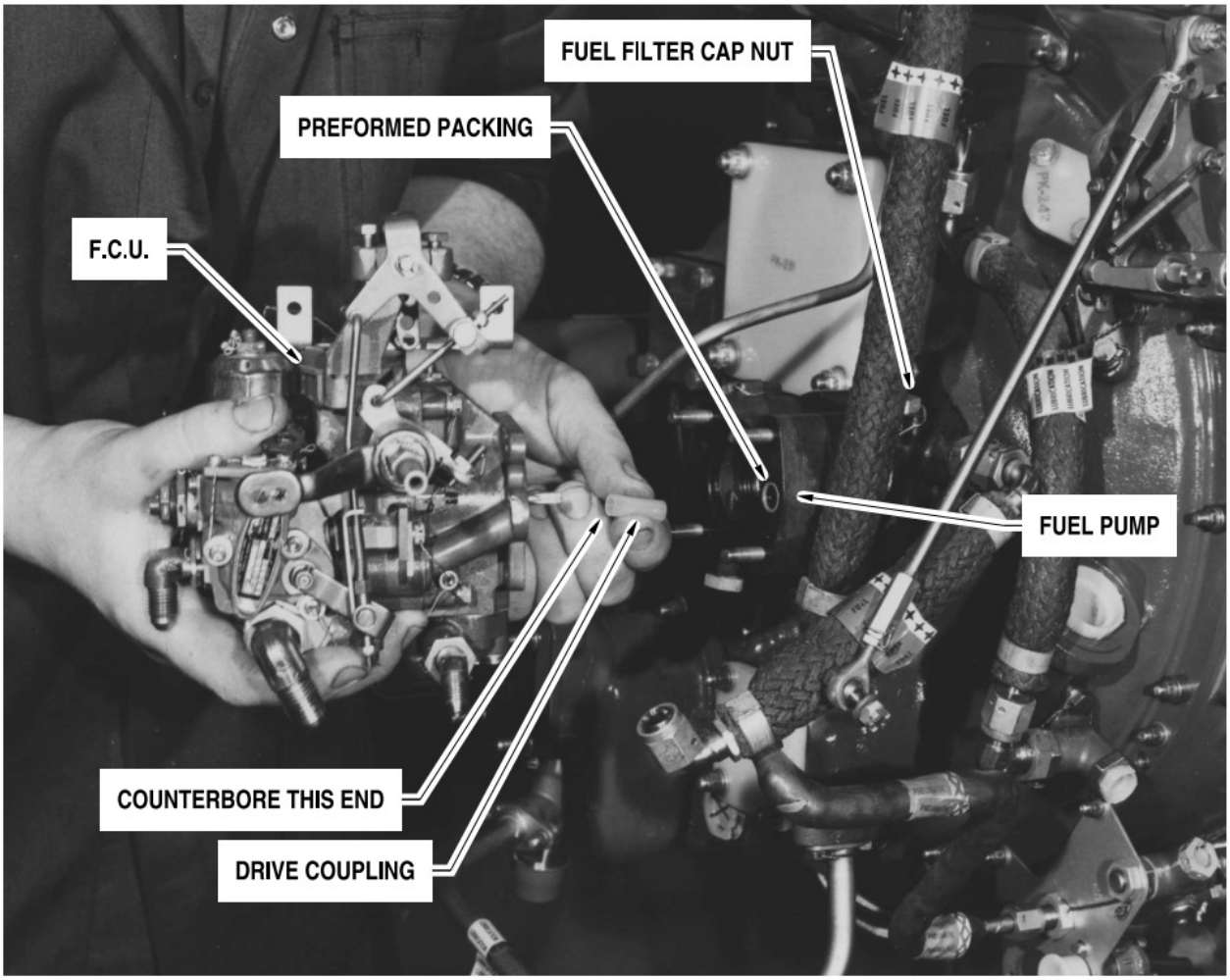
Figure 202 Removal/Installation of Fuel Control Unit (Engines with Starting Control)

(SHEET 1 OF 2)



c116082

(SHEET 2 OF 2)



c618a

1. Propeller Governor Tube (Py)
2. Elbow
3. Jam Nut
4. Packing Retainer
5. Preformed Packing
6. Fuel Control Unit
7. Self-locking Nut
8. Washer
9. Coupling
10. Preformed Packing
11. Fuel Control Rod
12. Starting Control Rod
13. Fuel Inlet Line
14. Fuel Inlet Elbow
15. Cotterpin (used for shipping only)
16. Castellated Nut (used for shipping only)
17. Spacer (used for shipping only)
18. Extension
19. Fuel Control Arm
20. Serrated Spacer
21. Compressor (P3) Delivery Line
22. Metered Elbow
23. Jam Nut
24. Packing Retainer
25. Preformed Packing
26. Fuel Delivery Tube
27. Fuel Delivery Elbow
28. Bypass Fuel Tube
29. Boss Connector Nut
30. Backup Ring
31. Preformed Packing
32. Multiple Connector
33. Preformed Packing
34. Fluid Passage Bolt
35. Preformed Packing

CAUTION: VARIOUS COMPONENTS ON THE FUEL CONTROL UNIT (FCU) ASSEMBLY ARE LOCKWIRED AND SEALED. THE SEALS AND LOCKWIRE MUST NOT BE BROKEN.

NOTE: 1. To prevent contamination of work areas, use a container to catch spillage when disconnecting the fuel lines.

NOTE: 2. To assist in the following removal, and subsequent installation procedures, on some airframe types it is recommended that the fuel control unit and fuel pump be removed as a single unit, then split on the bench (Ref. 73-10-02).

WARNING: WEAR ANY SAFETY EQUIPMENT NECESSARY FOR WORKING ON FUEL SYSTEMS.

(1) Disconnect the fuel inlet hose (13) from the elbow fitting (14) on the FCU (6). Cap the open fittings.

(2) Disconnect the coupling nut of the fuel delivery (26) from the fitting (27). Cap the open fittings.

(3) Disconnect the coupling nut of the bypass line (28) from the fitting (32). Cap the open fittings.

(4) Disconnect the coupling nut of the compressor P3 delivery line (21) from filling (22). Cap the open fittings.

(5) Disconnect the coupling nut of the propeller governor tube (1) from fitting (2) on the FCU. Cap the open fittings.

(6) Disconnect the upper end of the starting control interconnect rod (12) to the lever on the FCU (Ref. 73-10-04).

(7) Disconnect the fuel control rod (11) to the fuel control unit arm (Ref. 76-10-00).

(8) Remove the FCU (6) as follows:

CAUTION: HOLD THE FCU IN POSITION.

(a) Remove the four self-locking nuts (7) and washers (8).

(b) Remove the FCU.

(c) Remove adapter (9).

(d) Remove and discard packing (10).

(9) If the fuel control unit is being replaced continue as follows:

(a) Remove the fuel control arm extension (18), the fuel control unit arm (19) and the serrated spacer (20). Keep these parts for installation on the replacement unit.

CAUTION: DO NOT REMOVE ELBOW FITTINGS (27) OR (14).

(b) Remove the elbow fittings (2) and (22) and the associated packings, retainers and jam nuts from the respective ports on the FCU. Keep these parts for installation on the

replacement unit.

(10) If the FCU is to stored off the engine, prepare the FCU for short or long term storage (Ref. Storage).

D. Installation of Fuel Control Unit (Engines with Starting Control) (Ref. Fig. 202)

CAUTION: FUEL CONTROL UNITS WITH BROKEN SEALS OR WIRE MUST BE RETURNED TO AN APPROVED OVERHAUL SHOP FOR RECALIBRATION.

(1) Make sure the various components on the fuel control unit that are lockwired and sealed have all seals intact and show no signs of having been broken prior to installation.

(2) When a replacement FCU is to be installed check the length of time it has been in storage and do any recommended reconditioning after storage (ref. storage).

CAUTION: DO NOT PERMIT FUEL OR OIL TO ENTER THE DRIVE BODY CAVITY OR ANY AIR PRESSURE PORTS.

(3) Before flushing, ensure air section of unit is well sealed to prevent contamination by entry of fuel.

(4) Remove shipping caps and covers from replacement unit.

(5) Flush fuel section of unit with fuel (PWC01-001), that has been passed through a 10-micron (nominal) filter, until all preservation fluid has been removed. Make sure residual flushing fuel is drained from unit.

CAUTION: MAKE SURE RESIDUAL FLUSHING FUEL IS DRAINED FROM UNIT.

(6) Flush fuel section of unit with fuel (PWC01-001), that has been passed through a 10-micron (nominal) filter, until all preservation fluid has been removed.

(7) Install the fittings that were removed in Para. A. as follows:

(a) Install elbow (2) with locknut (3), back-up ring (4) and preformed packing (5) (Ref. 70-00-00). Lightly coat the packing with engine oil (PWC03-001). Cap elbow to prevent ingress of foreign material until unit is ready for installation.

NOTE: Do not final torque locknuts (3). Final torquing will be done at a later stage of installation.

CAUTION: MAKE SURE METERING PLUG IS INSTALLED IN ELBOW (22).

(b) Install metered elbow (22) with locknut (23), back-up ring (24) and preformed packing (25) (Ref. 70-00-00). Lightly coat the packing with engine oil (PWC03-001). Cap elbow to prevent ingress of foreign material until unit is ready for installation.

NOTE: Do not final torque locknuts (23). Final torquing will be done at a later stage of installation.

(c) Install fluid passage bolt (34) with preformed packing (35). Apply a thin layer of engine oil (PWC03-001) on the preformed packing (35). Tighten the bolt, torque to 90 to 100 lbf.in. and lockwire.

(d) Lightly coat packings (31) and (33) with engine oil (PWC03-001).

(e) Install preformed packing (33) and fluid connector (32) on passage bolt (34). Attach with locknut (29), back-up ring (30) and preformed packing (31). Cap fluid connector (32) to prevent ingress of foreign material until unit is ready for installation.

NOTE: Do not final torque locknut (29). Final torquing will be done at a later stage of installation.

CAUTION: IF THE FCU SPLINE AND THE PLASTIC DRIVE COUPLING (9) ARE NOT FULLY ENGAGED, IT COULD PUSH AND DISENGAGE THE FUEL PUMP DRIVE SHAFT WHEN MATED WITH THE FUEL PUMP ASSEMBLY.

(8) Install and push the plastic drive coupling (9) on the FCU shaft to make sure that the coupling is correctly engaged on the FCU shaft such that there is no more visible spline is found.

(9) Lubricate preformed packing (10) with engine oil (PWC03-001) and install it in the mounting face of the pump.

CAUTION: MAKE SURE THAT THE EACH STUD PROTRUDES A MINIMUM OF 0.054 IN. FROM EACH NUT.

CAUTION: CARE MUST BE TAKEN TO ALIGN THE SPLINES. DO NOT FORCE THE SPLINES TO ENGAGE THE FCU AND FUEL PUMP AS THIS COULD DISENGAGE THE PUMP SHAFT.

(10) Put the fuel control unit (6) on the studs of the fuel pump. Push in to engage the splines of the coupling (9) with the splines of the pump driveshaft. As the mounting faces meet, make sure that the preformed packing (10) is not displaced. Attach the fuel control unit (6) to the fuel pump with the washers (8) and the nuts (7). Torque the nuts 75 to 85 lbf.in.

(11) Remove caps and reconnect fuel and air pressure lines as follows:

(a) Connect fuel bypass line (28) to fluid connector (32) finger tight. Torque locknut (29) 38 to 42 lb.in., and lockwire. Torque the coupling nut of line (28) 90 to 100 lb.in., and lockwire.

(b) Connect fuel delivery line (26) to elbow (27). Torque the coupling nut 90 to 100 lb.in. and lockwire.

(c) Connect Py line (1) to elbow (2). Torque locknut (3) 38 to 42 lb.in. Torque the coupling nut of line (1) 90 to 100 lb.in.

NOTE: Do not lockwire connections of air pressure lines. Lockwiring must be done after pressure test (Ref. 73-10-07, Adjustment/Test).

(d) Connect P3 air pressure line (21) to metered elbow (13). Torque locknut (23) 38 to 42 lb.in. Torque the coupling nut of line (21) 90 to 100 lb.in.

NOTE: Do not lockwire connections of air pressure lines. Lockwiring must be done after pressure test (Ref. 73-10-07, Adjustment/Test)

(e) Connect fuel inlet line (13) to elbow (14). Torque the coupling nut of line (13) 270 to 300 lb.in. and lockwire.

(f) If new or replacement FCU is being installed continue as follows:

1 Remove cotterpin (15), castellated nut (16) and spacer (17) from FCU (6).

2 Install serrated spacer (22), fuel control arm (19) and FCU arm extension (18) on FCU (6). Tighten the extension fingertight.

(g) Reconnect FCU reversing interconnect rod (11) and starting control rod (12) to FCU (6).

(h) Adjust the reversing interconnect rod (11) and starting control rod (12) as necessary (Ref. 76-10-00).

(i) Do any necessary testing (Ref. 73-10-07, Adjustment/Test).

(j) Lockwire all connection locknuts.

APPLICATION AND APPROVAL FORM SHORT TERM ESCALATION AND DEFERRED RECTIFICATION INTERVAL (D76)

Form: **SCA/MTC/007**

Applicant No.	:	001/STE/TM//2022	Date	:	25 May 2022
Aircraft Type	:	C208B	Aircraft Registration	:	PK-SNK

Component / ~~Inspection / Technical Directive / Work Requiring~~ Escalation:
Fuel Control Unit Overhaul

Part Name / Subject	:	Cessna Caravan	Position	:	Nabire
Part No. / Models	:	C208B	TSN/TSO	:	3599:32 Hrs
Serial No.	:	208-00658	CSN/CSO	:	5232 Cyc
Total Time	:	3599:32 Hrs	Approved TBO	:	3600 Hours
Escalation	:	I / ~~II~~	Approved Deferment Interval	:	100 Hrs
			Due at	:	3700 FH

Escalation Required:

100 Hours
Due at 3700:00 Hours

Reason for Escalation:

Awaiting Sparepart

Special Action / Attention / Instruction Incorporated:

N/A

Enclosed:

Dwi M.
Escalation Requestor: Name & Sign

APPROVAL NO. 001 / CI / STE / SCA/V/ 2022

Remark:

I hereby certify that aircraft / component / part bearing this escalation has been inspected and safe for flight

Date:	Preparation by:	Reviewed & Approved by:	Escalation II - Approved by
25 May 2022	(Istiono) Technical Manager	(Yanuar A. Fattah) Chief Inspector	( ) PAI / DGCA Inspector

ESCALATION CLOSING :
- Close / Accomplishment Date :
- At Aircraft Total Time :
- Short Brief / Explanation of Closure :

(Name & Sign)

Rev. 00, August 2020

SHORT TERM ESCALATION FORM FILLING OUT PROCEDURES		
1.	APPLICANT NO	Enter applicant number of STE,
2.	REQUESTOR BY	Enter name and sign of person who request the STE
		Enter the title of person who request the STE
3.	ITEM TO BE ESCALATED : Component / Inspection / Technical Directive / Work	Select item to escalated, Component or Inspection or Technical Directive or Work?
4.	ESCALATION	Enter Type/Squence of Escalation
5.	PART NUMBER / MODEL	Enter Part Number and Model of part to be escalated
6.	SERIAL NUMBER	Enter Serial Number of part to be escalated
7.	AIRCRAFT REGISTRATION	Enter Aircraft registration Mark of part to be escalated
8.	TYPE OF INSPECTION	Enter Type of inspection to escalated. Example: A, B, C Check
9.	APPROVED TBO	Enter current interval of inspection to be escalated.
10.	APPROVED DEFERMENT INTERVAL	Enter additional time requested for the escalation. Example: 20 Hours
11.	REASON FOR ESCALATION	Enter the reason of escalation. Example: Waiting for slot, waiting for spare part
12	PREPARATION BY	Enter name of person who request the escalation (Technical Manager)
13.	REVIEW AND APPROVED BY	Enter name of person who Review and Approved the escalation (Chief Inspector)
14	ESCALATION II – APPROVED BY	Enter name of DGCA – PAI as approved of escalation issued.
15.	REMARKS	Enter Hours / Cycles escalation approved by Chief Inspector.