PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Inspection Document 21 (Pitot Static Test) & Document 22 (Transponder Test) Due July 2022**	No.	WO/097/VI/2022
	Date	29 June 2022
	A/C Reg.	PK-SNP C208B-5495
Reference : MP C208B Rev. 12	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform Inspection Document 21 (Pitot Static Test) & Document 22 (Transponder Test) Due July 2022
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	Signature
Carried out	Company Lic. No.: SCA27 31/07/2022 (Engineer In Charge)	(Technical Manager)

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

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
29 June 2022	WO/097-SNP/VI/2022	Inspection Doc. 21 & Doc. 22	31 Juli 2022

A/C Type	Mfg. Serial Number	A/C Registration
C208B	C208B-5495	PK-SNP

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-VA0723	774 : 56 / 1192
	#2	-	
Propeller/Rotor	#1	P7785550-01	811 : 47
	#2	-	
Landing Gear	NLG		3854 : 15 / 6459
	LH MLG		3854 : 15 / 6459
	RH MLG		3854 : 15 / 6459

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	-	
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		NIL			
IC-002					
IC-003					
IC-004					
IC-005					
IC-006					

INSPECTION CARD (IC) LIST (Finding during maintenance)					
No	Taskcard Ref	Subject	Status		Name/ Sign & Stamp
			Open	Close	
IC-007					
IC-008					
IC-009					
IC-010					

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

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

WO Ref: WO/097-SNP/VI/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	CHAPTER 27	INSPECTION DOCUMENT 21 (PITOT/STATIC SYSTEM FUNCTIONAL CHECK)	31/07/2022		Wahyono	
2	CHAPTER 28	INSPECTION DOCUMRNT 22 (TRANSPONDER FUNCTIONAL CHECK)	31/07/2022		Wahyono	

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: CESSNA C208B	TTSN	: 3854:15
A/C REG	: PK-SNR	TCSN	: 6459
MSN	: C208B-5495	DATE	: 31 Juli 2022

TYPE OF INSPECTION : INSPECTION DOC. 21 (PITOT/STATIC) & DOC. 22 (TRANSPONDER)
DUE AT : JULY 2022
REFF : MP C208B REV. 12

EXCEPTION

- NO 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
WAHYONO	AIRFRAME & POWER PLANT	5702/SCA27		31 / Juli 2022
	EIRA			

THE NEXT DUE TYPE OF INSPECTION : Inspection Doc 21 (Pitot Static) Doc 22 (Transponder)

DUE AT : Juli 2024

Form: SCA/MTC/049

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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
NIL		

16. CORRECTIVE ACTION	17 MECH	18 ENG. LIC	19 DATE
NIL 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

Reg. Mark : PK - SNP :
Date : 31 Juli 2022
MSN : C208B-5495
Station : TIMIKA
TSN / CSN : 3854:15 / 6459
WO No. : WO/097-SNP/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
B341103	AUX	Pitot/Static System Functional Check Task 34-11-00-720		
*** End of Inspection Document 21 Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
Wahyono	Engineer		5702

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 : Wahyono
Stamp :
Signature :
Place/Date : TIMIKA, 31 Juli 2022

between the air pressure in the static pressure system and the true ambient static air pressure for any flight configuration.

(6) Examine the drain valve(s) for condition, water in static system, and security of installation.

CAUTION: **Do not open the autopilot drain plugs unless moisture is found in the left static system drain valve. If the autopilot static drain plug is removed to drain moisture, you must do a static system check after you install the plug.**

(7) Examine the drain valve(s) tubing connections for condition and security.

(8) Connect external electrical power to the airplane.

(9) Set the External Power Switch to BUS.

(10) Set the Battery Switch to ON.

(11) Set the Avionics Switches 1 and 2 to ON.

(12) Do a self-test on the air data test set and record the leak rate for future use.

(13) Connect the air data test set to the left pilot's pitot/static probe in accordance with the manufacturer's instructions.

CAUTION: **Make sure that the static system pressure is not more than pitot system pressure, or instrument damage can occur. Do not apply pitot pressure to the static system or a vacuum to the pitot system. Do not do a leak test of the pitot and static system with soap and water or other liquids.**

CAUTION: **Do not apply power to pitot probes when the test adapters are installed.**

NOTE: **The pressure sensors inside of the GDC 74 are internally heated and must stabilize before the test. The G1000 / Air Data System must be powered on for a minimum of 15 minutes before you take calibration readings.**

(14) Push in on the BARO correction knob on PFD1 and make sure that the pressure display reads 29.92 IN (1013 HPA).

(a) Set the barometric setting on the standby altimeter to 29.92 IN.

(15) Use the air data test set to increase the pressure to the left pitot systems to generate the airspeeds (A/S) shown in Table 601. Record the airspeed displayed on the PFD and the standby airspeed indicator.

Table 601. Airspeed Display Check

Input Airspeed	Airspeed Indication Limit on PFD1	Airspeed Indication on PFD1	Airspeed Indication on PFD2	Airspeed Indication Limit on Standby Airspeed Indicator	Airspeed Displayed on Standby Airspeed Indicator
100	100 ± 2 kts	100 Kts	100 Kts	100 ± 4 kts	102 Kts
125	125 ± 2 kts	125 Kts	125 Kts	125 ± 4 kts	125 Kts
150	150 ± 2 kts	150 Kts	150 Kts	150 ± 4 kts	150 Kts
175	175 ± 2 kts	175 Kts	175 Kts	175 ± 4 kts	175 Kts

NOTE: **Airspeed tape changes to RED above 175 KIAS.**

(16) Slowly increase the pressure and make sure that the airspeed warning horn gives an audible sound at 178 KIAS, +3 or -3 KIAS.

(17) Slowly decrease the pressure and make sure that the airspeed warning horn sound stops at 178 KIAS, +3 or -3 KIAS.

(18) With the test set input set at 175 knots do the leak check on the system.

(a) After 1 minute the maximum allowable loss must not be more than 5 knots.

NOTE: **The aircraft's leak rate is determined by subtracting the recorded test set's internal leakage.**

(19) Set the altitude on the test set to the values shown in Table 602.

Table 602. Altitude Display Check

Test Set Altitude Input	Altitude Indication Limit	Altitude Indication PFD 1	Altitude Indication PFD 2	Standby Altimeter Reading Indication Limit	Standby Altimeter Reading Indication

1,500 ft	1,500 ± 25 ft	1495 ft	1500 ft	1,500 ± 25 ft	1500 ft.
10,000 ft	10,000 ± 80 ft	9980 ft	10.000 ft	10,000 ± 80 ft	10.040 ft
25,000 ft	25,000 ± 155 ft	25000 ft	25.000 ft	25,000 ± 155 ft	25.050 ft

(20) Slowly apply suction until the altimeter shows a 1000- foot (304.800 m) increase in altitude.
  (a) Close the suction source to keep the system closed for one minute.
  (b) Make sure that the decrease in altitude is not more than 100 feet as shown on the altimeter.
  (c) If the leakage rate is within tolerance, slowly release the suction source.
  (d) If the leakage rate is more than the maximum permitted rate, tighten all the connections and do a leakage test.
  (e) If the leakage rate is still more than the maximum permitted rate, do the steps that follow:
    1 Disconnect the static pressure lines from the airspeed indicator and the vertical speed indicator.
    2 Use the correct fittings and connect the pressure lines together so the altimeter is the only instrument connected to the static pressure system.
    3 Do a leak test to find whether the static pressure system or the bypassed instruments are the cause of the leakage.

(21) Do the test again for the right pitot/static system using PFD2. Record the data in Table 601 and Table 602.

NOTE: The standby altimeter and airspeed indicators are not connected to the right system.

(22) Slowly return the pitot/static system to the field elevation.

(23) Remove the air data test set in accordance with the manufacturer's instructions.

(24) Set the PITOT-STATIC HEAT switch to ON for 30 seconds, then OFF.

NOTE: The pitot tubes have two heating elements, one in the front of and one behind the static port compensating ring. Make sure that both elements are operating.

WARNING: Use extreme caution when you touch the pitot tube surface with you bare hands. The pitot tube will cause severe burns to skin if it is left on too long.

(25) Carefully make sure that the pitot tube becomes warm when the PITOT-STATIC HEAT switch is at the ON position.

(26) Set the Avionics Switches 1 and 2 to OFF.

(27) Set the Battery Switch to OFF.

(28) Set the External Power Switch to OFF.

(29) Remove the external electrical power from the airplane.

(30) Do the Restore Access.

G. Do a Functional Check of the Pitot/Static Systems (Alternate Method). Refer to Figure 601.

(1) Examine the pitot tube(s) and the static port(s) for condition, corrosion, and obstructions.

(2) Examine the mast(s) for condition, bends, and damage.
  (a) Make sure that the sealant at the mast-to-wing joint is in good condition.

(3) Examine all pitot/static system plumbing for condition and security.
  (a) Make sure there are no low spots in the tubing that would cause water to collect.

(4) Make sure that there is no moisture and/or restrictions caught in the static system.

(5) Make sure that there are no alterations or deformations of the airframe surface that would affect the relationship between the air pressure in the static pressure system and the true ambient static air pressure for any flight configuration.

(6) Examine the drain valve(s) for condition, water in static system, and security of installation.

CAUTION: Do not open the autopilot drain plugs unless moisture is found in the left static system drain valve. If the autopilot static drain plug is removed to drain moisture, you must do a static system check after you install the plug.

(7) Examine the drain valve(s) tubing connections for condition and security.

(8) Connect external electrical power to the airplane.

Reg. Mark : PK - SNP
MSN : C208B-5495
TSN / CSN : 38545 / 6459

Date : 31 Juli 2022
Station : TIMIKA
WO No. : WO/097-SNP/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
B345001	AUX	Transponder Functional Check Task 34-50-00-720		
*** End of Inspection Document 22 Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
Wahyono	Engineer		5792

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 : Wahyono
Signature :
Stamp :
Place/Date : TIMIKA, 31 Juli 2022

Additional Work Sheet
Inspection Doc. 21 & Doc. 22

Aircraft Registration: **PK-SNP**

WO# Nr: **WO/097-SNP/VI/2022**

Parts Used Sheet

Special Tool Used

No.	Description	Due Date	Engineer
1.	LaverSab 6250	JUN 2023.	Wahyono.
2.	LaverSab ARTS 7000.	06 Juli 2024	Wahyono.