TASKCARD

A/C TYPE	Effectivity	DESCRIPTION							WORK ORDER NO.	
		737NG - PREFLIGHT CHECK								
A/C REG.	A/C MSN.	ACCESS							TASKCARD NO.	
									B789-05-INT-01-01-IDN	
A/C TSN.	A/C CSN.	NONE							THRESHOLD	INTERVAL
:										
OPERATOR	PLACE	ZONE							TASK	REVISION
		100 800	200	300	400	500	600	700	GVI	14
START DATE	FINISH DATE	NOTE							ATA	SKILL
		☐ ETOPS ☐ RVSM ☐ RNP10 ☐ RII ☐ CDCCL							05	A/P

REFERENCE			
Doc No.	**Doc Description**	**Doc No.**	**Doc Description**
AD FAA AD 2015-21-10, AND DGCA AD 15-11-005	Engine Fuel Shutoff Valve (Fuel Spar Valve) Position Indication Operational Check.	AMM 23-71-00-710-801	Voice Recorder System - Operational Test
AMM 31-31-00-710-801	Flight Data Recorder System - Operational Test	EA B737NG-EI-34-226	Pitot Probe Cover
AMM 34-43-00-860-145-002	WEATHER RADAR OPERATIONAL TEST	AMM 34-45-00-710-801	TCAS - OPERATIONAL TEST
AMM 72-21-00-200-801	Power Plant Inlet and Fan Blades Inspection (General Visual)	AMM 31-51-00-730-803	Takeoff Warning System Test - SUBTASK 31-51-00-750-067 - check of the speed brake handle input to the takeoff warning system

TOOLS REQUIRED		
PART NUMBER	**DESCRIPTION**	**QUANTITY**
NONE	NONE	NONE

MATERIAL REQUIRED		
PART NUMBER	**DESCRIPTION**	**QUANTITY**
BMS3-11 TYPE IV	FLUID - HYDRAULIC, EROSION ARRESTING, FIRE RESISTANT	1
LD4	FLUID - HYDRAULIC, EROSION ARRESTING, FIRE RESISTANT	1
MIL-PRF-5606	FLUID - LANDING GEAR SHOCK STRUT	1
MOBIL JET II	OIL	1

ACCOMPLISHMENT

NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
1	INTERVAL NOTE : Pre-Flight inspection is performed just before aircraft first departure of the day. This check is basically a "walk-around" inspection which requires a check of the aircraft interior and exterior for obvious damage, leaks, proper operating equipment, and security of attachment. **1. General** A. Accomplishment of the pre-flight must be performed by the approved authorization holder or by person who work under his direct supervision. The pre-flight inspection must be released by a		

BARCODE:

B789-05-INT-01-01-IDN

Lion Group

TASKCARD

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					B789-05-INT-01-01-IDN

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NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	person who appointed and approved by Quality Assurance department or a holder of higher degree/authorization/license. B. Maintenance release of the preflight is still valid until the next preflight, without any transit check, unless there is maintenance required in between called out by MEL. C. This task contains with the aircraft security inspections. If object(s) or material (powdery, gaseous or liquid) from un-identified origin is/are found, keep off the object (s) or material and immediately report to MCC In-Charge before taking any necessary action.		
2	**Job Set-up** : A. Ensure that aircraft arrival and parking areas are cleared of debris and obstructions.	A/P	
3	B. Connect external power source 115 V (+5 V), 400 Hz (+20 Hz). (If necessary)	A/P	
4	**Procedures – Preflight check.** **A. Aircraft maintenance log** : (1) Check AFML, CML, DMI, NSRDIL, DBC	A/P	
5	(2) Check the following aircraft document for completeness and validity/update : a) Certificate of Airworthiness (C of A). Valid until :	A/P	
6	b) Certificate of Registration (C of R). Valid until :	A/P	
7	c) Radio Permit. Valid until :	A/P	
8	d) Weight and Balance. Date Issued :	A/P	

BARCODE: B789-05-INT-01-01-IDN

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TASKCARD

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					B789-05-INT-01-01-IDN

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9	e) Swing Compass Date issued :	A/P	
10	f) Insurance Certificate Valid until :	A/P	
11	g) Operation Specifications (OPSPEC). Last Revision Date :	A/P	
12	h) Required Navigation Performance (RNP). Date Issued :	A/P	
13	i) Reduced Vertical Separate Minimal (RVSM). Date Issued :	A/P	
14	j) Noise Certificate Date Issued :	A/P	
15	k) Minimum Eqiupment List. Last revision :	A/P	
16	l). Aircraft Aeronautical Station Licence (AASL). Valid until :	A/P	
17	**B. Fuselage** : (1) Check fuselage access / service panels, cabin windows, hatches, navigation / communication antennas and radome from ground level for obvious damage and security. Verify that cargo door latches are fully engaged. Masts and drains for fluid leakage.	A/P	

BARCODE:

B789-05-INT-01-01-IDN

Lion Group

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					B789-05-INT-01-01-IDN

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18	(2) Operational Test .Do this task: Voice Recorder System - Operational Test, AMM TASK 23-71-00-710-801	A/P	
19	(3)Operational check of flight data recorder by put the TEST /NORMAL switch on the flight recorder test module in the TEST position	A/P	
20	**C. Wings :** Check that the fueling station door is secured	A/P	
21	**D. Engines:** (1) General visual inspection of left power plant inlet and fan blades (1) Do a visual check of these components for obvious signs of damage, and indications of birdstrike or foreign object damage (FOD): NOTE: It is not necessary to enter the inlet cowl to do this check. (a) Inlet cowl inner surfaces; (b) Spinner; (c) Fan blades; For Fan Blade Platform please make sure platform are all seated and not in loose condition	A/P	

Engine Position	Engine #1	Engine #2
Platform Finding (please state if there is finding or no, and state the platform position)		

See video on this link

bit.ly/4gVxDNQ

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B789-05-INT-01-01-IDN

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					B789-05-INT-01-01-IDN

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	For more information please download Engineering Information below SCAN ME (d) Abradable shroud; (e) Inlet to the gas generator (primary gas path); (f) Inner fan case (visible areas) (2) If you find indications of birdstrike or FOD, do the applicable fault		

BARCODE:

B789-05-INT-01-01-IDN

Lion Group

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					B789-05-INT-01-01-IDN

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	isolation procedure in the FIM. (3) If you find other damage, compare the damage to the limits in the applicable detailed inspection procedure for that component.		
22	(2) General visual inspection of right power plant inlet and fan blades (1) Do a visual check of these components for obvious signs of damage, and indications of birdstrike or foreign object damage (FOD): NOTE: It is not necessary to enter the inlet cowl to do this check. (a) Inlet cowl inner surfaces; (b) Spinner; (c) Fan blades; (d) Abradable shroud; (e) Inlet to the gas generator (primary gas path); (f) Inner fan case (visible areas) (2) If you find indications of birdstrike or FOD, do the applicable fault isolation procedure in the FIM. (3) If you find other damage, compare the damage to the limits in the applicable detailed inspection procedure for that component.	A/P	
23	(3) Check thrust reversers, exhaust tail plug, exhaust case struts, visible turbine blades and 4th stage blades on LPT for obvious damage and evidence of metal and/or oil accumulation	A/P	
24	Refer to 28-AWL-MOV/ FAA AD 2015-19-03, DGCA AD 15-09-012, FAA AD 2015-21-10, and DGCA AD 15-11-005 (4) Do an operational check to the left / right engine fuel spar valve actuator. (without engine operation) a. Make sure No. 1 and No. 2 Engine FIRE switches on the Aft Electronic Panel are in the NORMAL (IN) position. b. Make sure No. 1 and No. 2 Engine Start Switches on the Forward Overhead Panel are in the OFF or AUTO position. c. Move ENG 1/ENG 2 START LEVER on the CONTROL STAND to the IDLE position and wait approximately 10 seconds. NOTE: It is normal under this test condition for the ENG VALVE CLOSED indication light on the OVERHEAD PANEL to transition from DIM to BRIGHT and stay BRIGHT d. Move ENG 1/ENG 2 START LEVER on the CONTROL STAND to the CUTOFF position.	A/P	

BARCODE: B789-05-INT-01-01-IDN

Lion Group

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					B789-05-INT-01-01-IDN

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	e. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 1 Engine and No. 2 Engine changes from OFF to BRIGHT then DIM. If the test fails (bright light fails to illuminate), before further flight, repair faults as required		
25	AMM SUBTASK 31-51-00-750-067 C.6. Check of the speed brake handle input to the takeoff warning system: (a) If the airplane is not in the takeoff configuration, do the steps in thePrepare for the Test that put the airplane in the takeoff configuration. (b) Set the speed brake handle to the up position. 1) Make sure the intermittent horn comes on. 2) Make sure that the TAKEOFF CONFIG lights on the Captain's instrument panel, P1-3, and the First Officer's instrument panel, P3-1, come on. (c) Set the speed brake handle to the down position. 1) Make sure the intermittent horn stops. 2) Make sure that the TAKEOFF CONFIG lights on the Captain's instrument panel, P1-3, and the First Officer's instrument panel, P3-1, go off.	A/P	
26	**E. Final check :** (1) Make necessary entries for work accomplished and sign airworthiness release in the aircraft maintenance log.	A/P	
27	(2) Remove nose and main landing gear ground lock pins before door closed.	A/P	
28	(3) Prior to First Flight, remove all cover pitot probe	A/P	
29	**Job Close-up** : A.Removed external power source 115 V (+5 V), 400 Hz (+20 Hz), if no longer required	A/P	
30	---------- END OF TASK ----------		

BARCODE:

B789-05-INT-01-01-IDN

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					B789-05-INT-01-01-IDN

START TIME(UTC)	FINISH TIME(UTC)	TOTAL MAN HOUR		DEFECT FOUND Y N M.D.R.R. No:
		EST.	ACTUAL	
		0.94		

TASK CARD RELEASE

DATE (UTC) : ..... TIME (UTC) : ..... SIGNATURE : ..... AUTHORIZATION NO. : .....

BARCODE:

B789-05-INT-01-01-IDN