

TASKCARD

A/C TYPE	Effectivity	DESCRIPTION	WORK ORDER NO.	
A/C REG.	A/C MSN.	B737-800 - PREFLIGHT CHECK (PRE-DEPARTURE SERVICE CHECK - PDSC)	TASKCARD NO.	
A/C TSN.	A/C CSN.	ACCESS	B789-05-999-01-01-BTK-IDN	
:	:		THRESHOLD	INTERVAL
OPERATOR	PLACE	ZONE	TASK	REVISION
		100 200 300 400 500 600 700 800	SVC	15
START DATE	FINISH DATE	NOTE	ATA	SKILL
		<input type="checkbox"/> ETOPS <input type="checkbox"/> RVSM <input type="checkbox"/> RNP10 <input type="checkbox"/> RII <input type="checkbox"/> CDCCL	05-20	

REFERENCE

Doc No.	Doc Description	Doc No.	Doc Description
AMM 12-13-11-600-801	Replenish the Engine Oil	AMM 12-13-31-610-803	Fill the APU Gearbox
AMM 23-71-00-710-801	Voice Recorder System - Operational Test	AMM 24-22-00-860-813	Supply External Power
AMM 24-22-00-860-814	Remove External Power	AMM 28-22-11-865-001	Spar Valve Actuator Operational Test (FAA AD 2015-21-10 & DGCA AD 15-11-005)
AMM 31-31-00-710-801	Flight Data Recorder System - Operational Test	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
AMM 49-11-00-990-804	Oil Consumption Limit	AMM 72-21-00-200-801	Power Plant Inlet and Fan Blades Inspection (General Visual)
EI B737NG-EI-34-226	pitot probe covers		

TOOLS REQUIRED

PART NUMBER	DESCRIPTION	QUANTITY
H3310	HEADPHONE - 600 OHM, WITH 1/4 INCH MONO RCAAUDIO PLUG / GROUND HEAD SET	1

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	<p>INTERVAL NOTE : This Pre-Flight (Pre-Departure/Service) Check should be performed at:</p> <ol style="list-style-type: none"> Prior to each ETOPS flight [A/C Reg. for ETOPS MLI 070-071, 081-082 & 145] Prior to first flight of the day for non-ETOPS Flight. <p>NOTE: Check is to be completed within 2 - 4 hours of ETOPS departure unless a higher level check has been completed</p> <p>At a minimum, the PDSC is to verify the condition of all ETOPS significant systems, verify the status of the airplane by reviewing all applicable maintenance</p>		

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	records, perform an interior and exterior inspection, check engine and APU oil levels and calculate consumptions rates A.0. GENERAL <p>A.1. The PDSC for ETOPS must be performed by an appropriately certified engineer who is ETOPS qualified as defined by the BATIK AIR program. The certified ETOPS engineer must certify, by signature, that the ETOPS PDSC has been completed appropriately.</p> <p>A.2. 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.</p>				
2	B.0. JOB SET-UP: <p>B.1. Ensure that aircraft arrival and parking areas are cleared of debris and obstructions.</p>	A/P			
3	AMM TASK 24-22-00-860-813 <p>B.2. Connect external power source 115 V (+5 V), 400 Hz (+20 Hz). (If necessary)</p>	A/P			
4	AMM TASK 10-11-01-630-001 <p>B.3. - Remove the covers from the following components:</p> <ul style="list-style-type: none"> • All pitot probes <input type="checkbox"/> Removed • Total air temperature (TAT) probe <input type="checkbox"/> Removed • Angle of attack (AOA) sensor. <input type="checkbox"/> Removed • All barricade tape and vinyl adhesive tape from all of the static ports. <input type="checkbox"/> Removed - GVI of the static ports, Total Air Temperature (TAT) probe, <input type="checkbox"/> Checked pitot probes, and angle-of-attack vane for damage and security. 	A/P			
5	PROCEDURES C.0. FLIGHT COMPARTMENT <p>C.1. Review aircraft logbook (AFML, CML, DMI, NSRDIL, DBC) for reported</p>	A/P			

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	discrepancies and oil consumption from previous flights. Correct as necessary.				
6	C.2. Verify flight deck indications and/or warnings are resolved or approved dispatch paperwork is applied.			A/P	
7	AMM TASK 23-71-00-710-801 C.3. Operational Test of Cockpit Voice Recorder System (MP TASK 23-040-00)			A/P	
8	AMM TASK 31-31-00-710-801 C.4. Operational check of flight data recorder by put the TEST/NORMAL switch on the flight recorder test module in the TEST position. (MP TASK 31-999-01)			A/P	
9	AMM Task 28-22-11-865-001 C.5.1 Do an Operational Test of the left engine fuel Tested spar valve actuator. (without engine operation) (This Task is 28-AWL-MOV/ FAA AD 2015-19-03, DGCA AD 15-09-012, FAA AD 2015-21-10, and DGCA AD 15-11-005) 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 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. e. Move ENG 1 START LEVER on the CONTROL STAND to the CUTOFF position. f. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for No. 1 Engine changes from OFF to BRIGHT then DIM. If the test fails (bright light fails to illuminate), before further flight, repair faults as required (refer to Boeing AMM 28-22-11).			A/P	
10	AMM Task 28-22-11-865-001			A/P	

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	C.5.2 Do an Operational Test of the right engine fuel Tested spar valve actuator. (without engine operation) (This Task is 28-AWL-MOV/ FAA AD 2015-19-03, DGCA AD 15-09-012, FAA AD 2015-21-10, and DGCA AD 15-11-005) 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 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. e. Move ENG 2 START LEVER on the CONTROL STAND to the CUTOFF position. f. Verify the SPAR VALVE CLOSED indication light on the OVERHEAD PANEL for 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 (refer to Boeing AMM 28-22-11).		<input type="checkbox"/>		
11	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 the Prepare for the Test that put the airplane in the takeoff configuration. (b) Set the speed brake handle to the up position. <input type="checkbox"/> Checked 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.		<input type="checkbox"/> Checked <input type="checkbox"/> Checked <input type="checkbox"/> Checked	A/P	

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	(c) Set the speed brake handle to the down position. <input type="checkbox"/> Checked 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.				
12	AMM Task 30-31-00-730-801 C.7. Pitot Probe, AOA Sensor, and TAT Probe Heater - System <input type="checkbox"/> Tested Test AMM Task 25-11-00-200-802 C.8.Captain's, First Officer's, and Observer's Seat Visual <input type="checkbox"/> Checked Harness Inspection AMM Task 25-11-00-200-801 C.9.Captain, First Officer, and Observer Seat Harness <input type="checkbox"/> Checked and Inertia Reel Operational Check			A/P	
13	<u>EXTERNAL WALK AROUND</u> <u>D.0. FLIGHT CONTROL</u> D.1. GVI of the vertical stabilizer, rudder, horizontal stabilizers, <input type="checkbox"/> Checked and elevators for obvious damage. Inspect the tail skid for strike indication and condition. <input type="checkbox"/> Checked Refer to the maintenance manual procedures for resolution prior to ETOPS dispatch (If applicable).			A/P	
14	<u>E.0. LANDING GEAR</u> E.1. GVI of the Nose & main landing gear tires, wheels, and brakes for obvious damage and wear. - The NLG and MLG shock absorber shows normal extension, there is no sign of under-inflation on the tires, <input type="checkbox"/> Checked - There is no hydraulic fluid leakage on the brake units. <input type="checkbox"/> Checked			A/P	
15	<u>F.0. FUSELAGE</u>			A/P	

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	F.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.		<input type="checkbox"/> Checked		
16	F.2. General Visual Inspection (GVI) of ram air inlet/exhaust doors and cabin pressure outflow valve to ensure there are no obstructions.		<input type="checkbox"/> Checked	A/P	
17	F.3. GVI of the fuselage access and/or service panels, navigation/communication antennas and radome for condition and security.		<input type="checkbox"/> Checked	A/P	
18	F.4. GVI of the fuselage and APU drains masts for fluid leakage.		<input type="checkbox"/> Checked	A/P	
19	G.0. WINGS G.1. Check that the fueling station door is secured.		<input type="checkbox"/> Checked	A/P	
20	G.2. GVI of the left and right wing leading edge and associated devices, wing lower surface, wing tip area, and wing to fuselage section for general condition.		<input type="checkbox"/> Checked	A/P	
21	H.0. ENGINES: H.1. Remove covers the left of: - The Engine inlet, - Turbine exhaust fan, - Exhaust, - and General visual inspection of left engine cowling inlet cowl, nosedome and visible fan blades. 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			A/P	

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	<p>For Fan Blade Platform please make sure platform are all seated and not in loose condition</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Engine Position</td> <td style="width: 50%;">Engine #1</td> </tr> <tr> <td colspan="2" style="height: 100px; vertical-align: top;">Platform Finding (please state if there is finding or no, and state the platform position)</td> </tr> </table>	Engine Position	Engine #1	Platform Finding (please state if there is finding or no, and state the platform position)			
Engine Position	Engine #1						
Platform Finding (please state if there is finding or no, and state the platform position)							
	<p>See video on this link bit.ly/4gVxDNQ </p> <div style="text-align: center; margin-top: 20px;">  <small>bitly</small> </div>						
	<p>For more information please download Engineering Information below</p> <div style="text-align: center; margin-top: 20px;">  SCAN ME </div>						

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	<p>(d) Abradable shroud; (e) Inlet to the gas generator (primary gas path); (f) Inner fan case (visible area)</p> <p>NOTE: If you find indications of birdstrike or FOD, do the applicable fault isolation procedure in the FIM.</p> <p>NOTE: If you find other damage, compare the damage to the limits in the applicable detailed inspection procedure for that component.</p> <p>H.2. GVI of access panels, pressure relief doors, open latches, and signs of fluid leakage</p> <p>H.3. GVI of the number left engine thrust reversers, exhaust tail plug, exhaust case struts, exhaust area, visible turbine blades and 4th stage blades on LPT for obvious damage and evidence of metal and/or oil accumulation.</p>				
22	<p>H.4. Remove covers the right of:</p> <ul style="list-style-type: none"> - The Engine inlet, - Turbine exhaust fan, - Exhaust, - and General visual inspection of left engine cowling, inlet cowl, nosedome and visible fan blades. <p>Do a visual check of these components for obvious signs of damage, and indications of birdstrike or foreign object damage (FOD):</p> <p>NOTE: It is not necessary to enter the inletcowl to do this check.</p> <ul style="list-style-type: none"> (a) Inlet cowl inner surfaces; (b) Spinner; (c) Fan Blades <p>For Fan Blade Platform please make sure platform are all seated and not in loose condition</p>	A/P			

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	Engine Position 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  For more information please download Engineering Information below  SCAN ME		

(d) Abradable shroud;

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	<p>(e) Inlet to the gas generator (primary gaspath); (f) Inner fan case (visible area)</p> <p>NOTE: If you find indications of birdstrike or FOD, do the applicable fault isolation procedure in the FIM.</p> <p>NOTE: If you find other damage, compare the damage to the limits in the applicable detailed inspection procedure for that component.</p> <p>H.5. GVI of access panels, pressure relief doors, open latches, and signs of fluid leakage</p> <p>H.6. GVI of the number right engine thrust reversers, exhaust tail plug, exhaust case struts, exhaust area, visible turbine blades and 4th stage blades on LPT for obvious damage and evidence of metal and/or oil accumulation.</p>				
23	<p>AMM TASK AMM 12-13-11-600-801</p> <p>H.7. Verify the #1 engine oil level and service as necessary. (Not as a Dual Maintenance)</p> <p>Record amount added: _____</p> <p>If any oil uplift, calculate the #1 engine oil consumption rate:</p> <p>Oil consumption rate = <u>oil uplift (quarts)</u> flight time since last uplift (hours).</p> <p>= qrt/hour</p> <p>NOTE: Ensure the oil level is greater than 90% but lower than 100% full prior to departure. Service as necessary if oil level is equal to or lower than 90%. Oil should be added not less than 5 minutes and no greater than 60 minutes after engine shutdown while the oil in the tank is still warm. Oil should be added not less than 5 minutes and no greater than 60 minutes after engine shutdown while the oil in the tank is still warm.</p> <p>If the oil consumption rate is between 0.4-0.8 qrt/hr, report to MCC and Powerplant Engineering for monitoring. The airplane still can be released</p>	A/P			

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	<p>for ETOPS under monitoring.</p> <p>NOTE: If the oil consumption rate is more than 0.8 qrt/hr, do the troubleshoot as per Fault Isolation Manual (FIM) or Aircraft Maintenance Manual (AMM), Record the oil consumption rate of #1 engine on the oil consumption monitoring log & Report the #1 Engine oil consumption rate to MCC (+62 811-1629-586) by any means of communication (voice call, text message, etc.).</p> <p>Oil Consumption rate Monitoring Log book (Form No. BA-TF-02-46) is kept in the cockpit with AFML</p>				
24	<p>AMM TASK AMM 12-13-11-600-801</p> <p>H.8. Verify the #2 engine oil level and service as necessary. (Not as a Dual Maintanance)</p> <p>Record amount added: _____</p> <p>If any oil uplift, calculate the #2 engine oil consumption rate:</p> <p>Oil consumption rate = <u>oil uplift (quarts)</u> flight time since last uplift (hours).</p> <p>=qrt/hour</p> <p>NOTE: Ensure the oil level is greater than 90% but lower than 100% full prior to departure. Service as necessary if oil level is equal to or lower than 90%.Oil should be added not less than 5 minutes and no greater than 60 minutes after engine shutdown while the oil in the tank is still warm. Oil should be added not less than 5 minutes and no greater than 60 minutes after engine shutdown while the oil in the tank is still warm.</p> <p>If the oil consumption rate is between 0.4-0.8 qrt/hr, report to MCC and Powerplant Engineering for monitoring. The airplane still can be released for ETOPS under monitoring.</p> <p>NOTE: If the oil consumption rate is more than 0.8 qrt/hr, do the troubleshoot as per Fault Isolation Manual (FIM) or Aircraft Maintenance Manual (AMM) Record the oil consumption rate of #2 engine on the oil consumption monitoring log & Report the #2 Engine oil consumption rate to MCC (+62 811-1629-586) by any means of communication (voice call, text message, etc.).</p>			A/P	

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	Oil Consumption rate Monitoring Log book Form No. BA-TF-02-46) is kept in the cockpit with AFML				
25	AMM 12-13-31-610-803 H.9. Verify and service APU Oil as necessary. (Not as a Dual Maintenance) It is acceptable to use flight deck indications for this task. Record amount added: _____ (QUARTS) If any oil uplift, calculate APU oil consumption rate: Oil consumption rate = <u>oil uplift (quarts)</u> APU time since last uplift (hours). = qt/hour NOTE: Refer to the oil consumption limit chart AMM 49-11-00 for the limitation Record the oil consumption rate of # APU on the oil consumption Monitoring Log to MCC (+62 811-1629-586) by any means of communication (voice call, text message, etc.). Oil Consumption rate Monitoring Log book (Form No. BA-TF-02-46) is kept in the cockpit with AFML			A/P	
26	I.0.FINAL CHECK: I.1. Make necessary entries for work accomplished and Check and record corrective actions in the aircraft technical log. Record the PRE-FLIGHT check in the aircraft technical log. Make sure an authorized person releases the aircraft			A/P	
27	I.2. Remove the nose landing gear the main landing gear ground lock safety devices and remove all Wheel Chocks			A/P	
28	I.3. Final aircraft walk-around: - Make sure that the entrance stairs is retracted and the door is closed. - Make sure that all passenger/crew doors, cargo compartment doors and service panel doors are correctly			A/P	

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	closed and secured. - Make sure that no damage has been caused by ground equipment, during baggage loading and/or servicing.		<input type="checkbox"/> Checked		
29	J.0. JOB CLOSE-UP: AMM 24-22-00-860-814 J.1. Removed external power source 115 V (+5 V), 400 Hz (+20 Hz), if no longer required. J.2. Make sure that the aircraft surrounding area is clear for dispatch		<input type="checkbox"/> Removed	A/P	
30	----- END OF TASK -----				

START TIME(UTC)	FINISH TIME(UTC)	TOTAL MAN HOUR		DEFECT FOUND M.D.R.R. No:	Y	N
		EST.	ACTUAL			
		0.75				
TASK CARD RELEASE						
DATE (UTC) :	TIME (UTC) :	SIGNATURE :		AUTHORIZATION NO. :		

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