TASKCARD

A/C TYPE	Effectivity	DESCRIPTION	WORK ORDER NO.	
		A320 FAMILY - DAILY CHECK		
A/C REG.	A/C MSN.	ACCESS	TASKCARD NO.	
			A32-052000-99-2-IDN	
A/C TSN.	A/C CSN.		THRESHOLD	INTERVAL
:			0	0
OPERATOR	PLACE	ZONE	TASK	REVISION
			DET	08
START DATE	FINISH DATE	NOTE	ATA	SKILL
		☐ ETOPS ☐ RVSM ☐ RNP10 ☐ RII ☐ CDCCL	05-20	

REFERENCE			
Doc No.	**Doc Description**	**Doc No.**	**Doc Description**
AMM 10-11-00-555-013	AIRCRAFT PROTECTIVE COVERS/ DEVICES — Installation of the Aircraft Protection Equipment	AMM 12-12-29-03	HYDRAULIC POWER - SERVICING
AMM 12-15-38-613-001	POTABLE WATER SERVICING — Fill the Potable Water Tank System	AMM 12-32-28-281-001-A	Drain Water Content
AMM 12-13-79-610-002	ENGINE OIL SERVICING — Check oil level and replenish	AMM 21-26-00-710-001-A	Operational Check of the Avionics Equipment Ventilation-System via MCDU
AMM 27-96-00-740-001-A	OPERATIONAL CHECK OF EFCS BY BITE (GROUND SCANNING))	AMM 32-12-00-010-001	Open the Main Gear Doors for Access
AMM 32-12-00-410-001-A	Close the Main Gear Doors after Access	AMM 32-42-27-210-003-A	Functional Check of Brake Heat Pack for wear by use of the Wear indicator (Parking Brake Applied)
AMM 32-22-00-010-001	NOSE GEAR DOORS — Ground Doors Opening	AMM 32-22-00-410-001	NOSE GEAR DOORS — Ground Doors Closing
AMM 49-90-00-600-007	OIL SERVICING — Check Oil Level and Replenish	AMM 52-10-00-210-004-A	Check Pressure of Emergency Cylinder/ Accumulator of the Passenger/Crew Doors
AMM 71-00-00-700-805-A	Dry-Motoring Check (ref. A320NEO-EI-71-004 to perform SB LEAP-1A 73-0038)	AMM 33-51-00-710-007-A	OPERATIONAL TEST OF THE EMERGENCY LIGHTING IN THE CABIN WITH THE 'LIGHT EMER' PUSHBUTTON SWITCH
AMM AMM 24-41-00-740-002-B	OPERATIONAL CHECK OF THE GAPCU VIA THE CFDS		

TOOLS REQUIRED		
PART NUMBER	**DESCRIPTION**	**QUANTITY**
460005833	SLEEVE-GROUND LOCK	2
98A10001005000	COVER – PROBE, PITOT (AIRBUS)	3
98A10001013000	COVER-TOTAL TEMP SENSOR	2
98A10001500000	COVER - SLIP-ON, AOA SENSOR	2
98A28101000000	DRAIN TL	1
98D10003002000	COVER - INLET COWL ENGINE	2
98D10007512000	COVER-EXHAUST DUCT,APU	1
98D10007513000	COVER-OILCOOLER OUTLET,APU	1
98D10103500001	COVER-STATIC PROBE	3
98D28104000000	DRAIN TL	1

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

TOOLS REQUIRED		
PART NUMBER	**DESCRIPTION**	**QUANTITY**
D23080000	PIN-GROUND LOCK,NLG	1
HIX6002	HALF PLUG, RIGHT-THRUST REVERSE	1
HIX6003	HALF PLUG, LEFT-THRUST REVERSER	1
RSE1132	COVER - COMMON NOZZLE	2
14-6806-6011	TYRE PRESSURE GAUGE	1
98A28104000000	WATER DRAIN PURGER	1

MATERIAL REQUIRED		
PART NUMBER	**DESCRIPTION**	**QUANTITY**
SKYDROL PE-5	FLUID - HYDRAULIC, EROSION ARRESTING, FIRE RESISTANT	1
MOBIL JET II	OIL	1

ACCOMPLISHMENT

NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
1	**INTERVAL NOTE:** Accomplished not to exceed 36 calendar hours. **APPLICABILITY NOTE:** FSN 001-050 for A320-214 FSN 101-150 for A320-251N FSN 051-100 for A320-232 FSN 151-200 for A320-233		
2	***ON A/C FSN ALL*** **1.0. JOB SET-UP** AMM TASK 10-11-00-555-015-A 1.1. Install the wheel chocks. WARNING: Before you go near the landing gears to install the CHOCK - WHEEL(S) , make sure that: · The aircraft is fully stopped · The beacon lights are off · All the engines are stopped AMM TASK 32-00-00-481-001-A 1.2. Install the nose landing gear Pin-Ground lock (D23080000 or Equivalent) and the main landing gear ground lock safety devices (460005833 or Equivalent) (as necessary). If aircraft towing is required, place the towing lever in the "towing position" and install pin. AMM TASK 24-41-00-861-002-A, 24-41-51-420-050-A &24-41-00-861-002-A01 1.3. Review the aircraft technical log and start corrective actions as necessary.	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	Do a safety check of the flight compartment for correct position of the controls. AMM TASK 24-42-00-861-001 1.4. Energize the aircraft electrical network if necessary. (pos# 7, 19 see diagram at appendix)		
3	***ON A/C FSN ALL*** 1.5 If 'STS' has appeared on the upper ECAM DU, check for messages in the maintenance section of the STATUS page on the lower ECAM DU. Start corrective actions as required.	A/P	
4	***ON A/C FSN ALL*** 1.6 Post Flight Report. Print PFR, analyse it and take corrective actions if necessary and sent it to technical record with AFML for archiving.	A/P	
5	***ON A/C FSN 001-050*** AMM TASK 12-13-79-610-002-A 1.7. Check oil level and replenish Check Pop Out Indicator of EMCD (Electrical Master Chip Detector) on the ENG #1(#2). **WARNING: DO NOT REMOVE THE FILLER CAP OF THE OIL TANK IMMEDIATELY AFTER ENGINE OPERATION. LET THE OIL PRESSURE DECREASE FOR A MINIMUM OF 5 MINUTES AFTER THE ENGINE SHUTDOWN. IF YOU OPEN THE FILLER CAP WHEN THERE IS PRESSURE IN THE TANK, THE OIL CAN BURN YOU DANGEROUSLY.** 1.7.1. Check oil level and master Magnetic Chip Detector (MCD) visual indicator. NOTE: In order to reduce burden for nuisance EMCD pop out indication, the inspection of the Electrical Master Chip Detector can be deferred to the next convenient maintenance opportunity where trained personnel can perform the inspection without interfering with revenue service operation. (1) Check the Electrical Master Chip Detector visual indication after the next flight. If the pop-out is extended TSM 790000810833 or TSM 790000810834. (2) Check oil level on the sight gage. NOTE: This task is the procedure to replenish the engine oil. - Oil should be added not less than 5 minutes and not more than	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	30 minutes after engine shutdown while the oil in the tank is still warm. This will prevent the over-servicing of the engine. - If the oil in the tank is cool or cold, the oil density will increase (volume decreases) and the oil tank can be over-serviced. - If the oil tank is over-serviced, this will not damage the engine. The extra oil will be blown overboard through the engine vent system. - The quantity of oil can cause incorrect calculations for the consumption rate. (3) If oil level is below full mark add oil as necessary as per sub task Record uplift(s) in the aircraft technical log. (pos# 7, 19 see diagram at appendix)		
6	***ON A/C FSN 101-150*** AMM 12-13-79-610-805-A 1.8. Check of the Oil Level and Replenishing ENG #1(#2) **WARNING:** **BE CAREFUL WHEN YOU DO WORK ON THE ENGINE PARTS AFTER THE ENGINE SHUTDOWN. USE APPLICABLE THERMAL GLOVES. THE ENGINE PARTS CAN STAY HOT FOR ONE HOUR AFTER SHUTDOWN AND CAN BURN YOU.** **WARNING:** **BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND YOUR LOCAL REGULATIONS.** AMM Task 12-13-79-610-062-A 1.8.1. Check of the oil level (1). Check the oil level on the sight gage & Check the Electrical Master Chip Detector visual indication **NOTE:** - Oil level must be checked not less than 5 minutes and not more than 60 minutes after the engine shutdown while the oil in the oil tank (1) is still warm. This will prevent the over-servicing of the engine. - Oil should be added not less than five minutes after engine shutdown. - If the oil in the oil tank (1) is cool or cold, the oil density will increase (the volume decreases) and the oil tank (1) can be over-serviced. - If the oil tank (1) is over-serviced, this will not damage the engine. The extra oil may be blown overboard through the	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	engine vent system. - The quantity of oil can cause incorrect calculations for the consumption rate. - It is highly recommended to do oil servicing always in the same thermal condition (within one hour after shutdown) to ensure a smooth oil consumption calculation. NOTE: The MAX mark on the oil tanks is corresponding to 17 or 17.5 QUARTS. (2) If the oil level is below the full mark, add the engine oil & Replenish the oil tank with the engine oil (Material Ref. CP2442) through the oil tank filler gravity port Record uplift(s) in the aircraft technical log		
7	***ON A/C FSN 051-100, 151-200*** AMM 12-13-79-610-011-A 1.9. Check Oil Level and Replenish ***WARNING: DO NOT LET ENGINE OIL STAY ON YOUR SKIN FOR A LONG TIME. FLUSH THE OIL FROM YOUR SKIN WITH WATER. THE OIL IS POISONOUS AND CAN GO THROUGH YOUR SKIN AND INTO YOUR BODY.*** ***WARNING: DO NOT REMOVE THE FILLER CAP OF THE OIL TANK IMMEDIATELY AFTER ENGINE OPERATION. LET THE OIL PRESSURE DECREASE FOR A MINIMUM OF 5 MINUTES AFTER THE ENGINE SHUTDOWN. IF YOU OPEN THE FILLER CAP WHEN THERE IS PRESSURE IN THE TANK, THE OIL CAN BURN YOU DANGEROUSLY.*** If the oil level is below the full mark, add the engine oil & Replenish the oil tank with the engine oil NOTE: Use of a transparent plastic hose will allow detection of oil at the overflow port (oil tank full) and give a quicker visual indication to stop the filling operation.	A/P	
8	***ON A/C FSN ALL*** AMM TASK 12-13-49-612-001-A & 49-90-00-612-058-A 1.10. Do a check of the APU oil level (on the sight glass). Add approved oil to the oil reservoir as necessary. Record uplift in the aircraft technical log. Record the data below if there are APU oil added :	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	A/C Reg. : _____ APU SN : _____ APU Hour : _____ APU Cycle : _____ Oil Added : _____ (Qrt) **NOTE:** Please take attention to fill the data above because it will be useful for Analysis APU Oil consumption. **WARNING: PUT THE OIL INTO THE GRAVITY-FILL PORT SLOWLY. THIS WILL PREVENT A BLOW-BACK OF HOT OIL WHICH CAN BURN YOU** **CAUTION: DO NOT FILL THE GEARBOX ABOVE THE FULL MARK ON THE SIGHT GLASS. DURING APU OPERATION THE OIL EXPANDS WHICH COULD CREATE AN OVER-FILLED CONDITION RESULTING IN LEAKAGE AND POSSIBLE OIL SMELL IN THE CABIN.**		
9	***ON A/C FSN ALL*** AMM TASKS 12-12-29-611-001-A 1.10. Do a fluid level check of the Green, Blue and Yellow hydraulic reservoirs (On ECAM LOWER DISPLAY, HYD page). Add Phosphate Ester Base hydraulic fluid (Mat. No. 02-003) to the reservoirs as necessary (Ref. AMM 12-12-29-03). Record uplift(s) in the aircraft technical log.	A/P	
10	**2.0 EXTERNAL WALK AROUND**		
11	***ON A/C FSN ALL*** AMM TASKS 05-21-00-200-001, 05-22-00-200-001, 05-28-00-200-001 **2.1 FORWARD FUSELAGE** Do a general visual inspection of the forward fuselage from ground as far as visible, including: - Passenger/Crew doors, cargo compartment door, - Service panel doors, avionic compartment access doors, - Pitot probes, static ports and AOA sensors: No obstruction (Protective covers removed), - Avionics equipment ventilation: Air inlet and air outlet valves, - Batteries ventilation outlet (Venturi): No obstruction, - Waste water drain mast,	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	- Antennas: No damage, - Wing and engine scan lights: Cleanliness, - Radome: No damage, latches engaged and locked, - Crew oxygen cylinder overpressure indicator: Green disc in place. - FWD Cargo - Visual check of cargo Compartment Decompression, Lining, Floor Panel and Pressure Compesanting Valve (as far as visible) - FWD Cargo - Visual Check of Divider Nets, Door Nets Net Attachment point and light. (pos# 1 to 5 see diagram at appendix)		
12	***ON A/C FSN ALL*** AMM TASK 05-27-00-200-001 **2.2 NOSE LANDING GEAR AND DOORS** Do a general visual inspection of the nose landing gear and doors from ground as far as visible, including: - Doors and wheel well, - Gear assy structure: Damage, evidence of leakage, - Shock absorber: Signs of leakage and normal extension, - Shock absorber sliding tube: Scoring, damage, cleanliness, NOTE : Please pay attention for the cleanliness of the Shock Absorber. Clean the tube from any dust, dirt, or other unwanted material that could potentially erode the dynamic seal and led to the hydraulic leakage. (if necessary using lint free cloth moist with mineral hydraulic fluid (Mat. No. 02-001), clean tube and dry with a clean cloth), - Taxi and take-off lights, runway turnoff lights: Cleanliness, - Wheels: Rim damage, sheared/missing tie bolts, - Tires: Wear, damage and signs of under inflation. (pos# 3 see diagram at appendix)	A/P	
13	***ON A/C FSN ALL*** AMM TASK 05-21-00-200-001, 05-22-00-200-001, 05-28-00-200-001	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	2.3 CENTER FUSELAGE Do a general visual inspection of the forward center fuselage from ground as far as visible, including: - Emergency exits, - Service panel doors, - Wing-to-fuselage fairings and belly fairing, - Anti-collision beacon lights: Cleanliness, - Drain mast, - Ram air inlet flap, - Pack air intakes and outlets: No obstruction, - Ram air turbine doors: Correctly closed, - Antennas: No damage. (pos# 5 to 7, 15, 20, 21 see diagram at appendix)		
14	***ON A/C FSN ALL*** AMM TASK 05-25-00-200-001 **2.4 RIGHT/LEFT WING LEADING EDGE** Do a general visual inspection of the RH and the LH wing leading edge from ground as far as visible, including: - Leading edge slats, - Leading edge access panels (Pressure relief panels in place), - Surge tank NACA air intake: No obstruction Surge tank overpressure - protector: White cross is visible). (pos# 6 to 10, 18 to 20 see diagram at appendix)	A/P	
15	*ON A/C FSN ALL* AMM TASK 05-24-00-200-001 2.5 RIGHT/LEFT POWER PLANT AND PYLON Do a general visual inspection of the power plant and pylon from ground	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	as far as visible, including (cowl doors closed): -Pylon with fairings and fillets: No damage, -Engine air inlet: Lip skin, riveting, acoustic panels, and visible probes and sensors (T12), -Fan blades and spinner: No damage, check free rotation by hand, -Fan cowl doors and thrust reverser cowl doors: -Cowl doors closed and correctly latched, -Blocker doors in stowed (closed) position, -Access doors and pressure relief doors in place, closed and latched, -Air inlets/outlets: No obstruction, -Fan exhaust: Acoustic lining, exit vanes and struts, thrust reverser pivoting doors, -Turbine exhaust: Last stage LPT blades, nozzle and plug (for damage and metal deposit), -Drain mast and pylon drains: No obstruction, evidence of leakage. -Visual Inspection of Outer Guide Vanes (OGV): SEE APPENDIX FIGURE 2. NOTE: Record in the AFML and Task Card, if there is a damage (SEE APPENDIX FIGURE 3 for OGV Listing Inspection Form and APPENDIX FIGURE 4 for OGV Location). (pos# 7, 8, 19, 20 see diagram at appendix)		
16	***ON A/C FSN ALL*** AMM TASK 05-25-00-200-001 **2.6 RIGHT/LEFT WING TIP AND TRAILING EDGE** Do a general visual inspection of the RH and the LH wing tip and trailing edge from ground as far as visible, including: - Navigation and strobe lights, - Static dischargers, - Control surfaces, flaps and flap track fairings: Damage, evidence of fluid leakage, - Lower wing surface: Damage, evidence of fuel leakage,	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	- Wing tank overpressure protector: Burst disk in place (White cross visible), - Landing light: No damage, cleanliness. (pos# 9 to 12, 15 to 18 see diagram at appendix)		
17	***ON A/C FSN ALL*** AMM 05-27-00-200-001 **2.7. RIGHT/LEFT MAIN LANDING GEAR AND DOORS** Do a general visual inspection of the main landing gears and doors from ground as far as visible, including: - Doors and wheel well, - Gear assy structure: Damage, evidence of leakage, - Shock absorber: Signs of leakage and normal extension, - Shock absorber sliding tube: Scoring/damage, cleanliness,(if necessary using lint - free cloth moist with mineral hydraulic fluid (Mat. No. 02-001), clean tube and dry with a clean cloth), - Proximity detectors: Security, cleanliness, - Brake units: Evidence of leakage or overheating, - Wheels: Rim damage, sheared/missing tie bolts, - Tires: Wear, damage and signs of under inflation. (pos# 11 to 16 see diagram at appendix)	A/P	
18	***ON A/C FSN ALL*** AMM TASK 32-42-27-210-003 **2.8 MAIN LANDING GEAR BRAKES** (MP TASK 324227-01-1) Functional Check of Brake Heat Pack Wear Indicator. (Parking Brake Applied) (1) With the parking brake on, make sure that the wear indicators are in the limits.	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	NOTE: It is possible to measure the wear pin length at all brake temperatures when it is more than 1 mm (0.04 in.). When the length is 1 mm (0.04 in.) or less, we recommend that you do the check when the brake is cold (brake temperature less than 60 deg.C (140.00 deg.F)). This will give a more accurate measurement and prevent the removal or the deactivation of a serviceable brake unit. (a) If the heat pack is fully worn, replace the related brake Ref. AMM TASK 32-42-27-000-001 Ref. AMM TASK 32-42-27-400-001. NOTE: When the end of one of the two wear pins touch the machined surface of the piston housing, then the heat pack is fully worn. (b) The brake units usually have two wear pins. If you find a brake unit that does not have the two wear pins: 1 One wear pin is missing: - The brake is serviceable if the remaining wear pin is in the limits. 2 The two wear pins are missing: - do the deactivation of the brake Ref. AMM TASK 32-42-00-040-003. (2) For an in-service brake Measure the wear indicators when the brake is cold (brake temperature less than 60 deg.C (140 deg.F)). NOTE: Do this test only if the remaining length of the wear indicators was not measured on the aircraft. CAUTION: MAKE SURE THAT NO HYDRAULIC FLUID FALLS ON THE HEAT PACK. THROUGHOUT ALL THE TESTS, MAKE SURE THAT THERE IS NO EXTERNAL LEAKAGE THROUGH THE WALLS. CAUTION: DO NOT PRESSURIZE THE CARBON BRAKE THROUGH THE TWO CIRCUITS AT THE SAME TIME. (a) Apply a pressure of 145 bar (2100 psi) to one of the two circuit of the carbon brake. (b) Measure the length of the wear indicators.		

BARCODE: A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	1 If the end of one of the two wear indicators is flush with the machined surface of the piston housing (heat pack fully worn), replace the brake (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001) . NOTE: The brake units have two wear indicators. But if a brake does not have the two wear indicators: − The brake continues to be serviceable if there is one wear indicator which is in the limits. − If there is no serviceable wear indicator, do the deactivation of the brake (Ref. AMM TASK 32-42-00-040-003) . (3) For a new brake: − With the parking brake on, measure distance D between the end of the wear indicators and the machined surface of the piston housing. − Make sure that distance D is between 49.6 mm (1.953 in.) and 50.4 mm (1.984 in.). − If distance D is out of the limits, replace the brake (Ref. AMM TASK 32-42-27-000-001) (Ref. AMM TASK 32-42-27-400-001). (4) Do a check of the components that follow to make sure that there are no leaks: - The piston housing - The piston - The hydraulic lines. (pos# 11, 16 see diagram at appendix)		
19	***ON A/C FSN ALL*** AMM TASK 32-41-00-210-003 **2.9 WHEELS** (MP TASK 324100-01-1) Do a check of the tires for correct pressure. (sub task 32-41-00-210-058-A) (pos# 3, 11, 16 see diagram at appendix) To do this, refer to the pressure table. and compare the tire pressure values with those that you find when you use: · A GAGE (14-6806-6011 or Equivalent) - PRESSURE, TIRE , or · The wheel-mounted tire-pressure indicators, if installed, or · The Tire Pressure Indicating System (TPIS), if installed.	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT

NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY

CAUTION: TIRE PRESSURE MUST BE CHECKED AND CORRECTED WHEN THE TIRES ARE COLD. SERVICE WITH NITROGEN ONLY. IF THE TIRE PRESSURE IS OUT OF LIMIT PERFORM NECESSARY ACTION I.A.W. AMM.

NOTE: Note tire pressure before inflation.

NLG: LH _____ psi RH_____psi

MLG: LH/IB _____ psi LH/OB _____ psi

MLG: RH/IB _____ psi RH/OB_____ psi

	A/C WEIGHT	TIRE DIMENSIONS	INFLATION PRESSURE	
			UNLOADED / BARS (PSI)	LOADED BARS (PSI)
Main Wheel	73.9 t	46 X 17 R20	13.3 (193)	13.8 (200)
Nose Wheel	73.9 t	30 X 8.8 R15	11.8 (171)	12.3 (178)

NOTE: Please Check the Tire Dimension

TIRE PRESSURE	TIRE PRESSURE	
NLG 30X8.8-15 30X8.8R15	**MLG 46X16-20 46X17R20**	**TIRE CONDITION / ACTION NECESSARY**
More than 12.9 bars (187 psi)	More than 14.5 bars (210 psi)	Over-inflation. Make sure that the measurement is correct with another pressure gage. If it is correct, deflate the tire to the maximum normal pressure.
From 12.3 to 12.9 bars (178-187 psi)	From 13.8 to 14.5 bars (200-210 psi)	Normal pressure range. Do not adjust the tire pressure.
From 11.7 to less than 12.3 bars (170-178 psi)	From 13.1 to less than 13.8 bars (190-200 psi)	Inflate the tire to the maximum normal pressure.
From 11.1 to less than 11.7 bars (161-170 psi)	From 12.4 to less than 13.1 bars (180-190 psi)	Inflate the tire to the maximum normal pressure. You must measure the tire pressure again the next day. If the tire is under-inflated again, you must replace the wheel.
From 9.9 to less than 11.1 bars (144-161 psi)	From 11 to less than 12.4 bars (160-180 psi)	You must replace the wheel.
From 0 to less than 9.9 bars (0-144 psi)	From 0 to less than 11 bars (0-160 psi)	You must replace the wheel and the adjacent wheel.

20	***ON A/C FSN ALL*** AMM TASK 05-21-00-200-001-1, 05-22-00-200-001-1, 05-28-00-200-001 **2.10 AFT FUSELAGE** Do general visual inspection of the aft fuselage from ground as far as visible, including: - Passenger/Crew, cargo compartment doors,	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	- Service panel doors, - Antennas and beacon, - Waste water drain mast, - Outflow valve, - Fuselage tail damage due to ground contact. - AFT Cargo - Visual check of cargo Compartment Decompression, Lining, Floor Panel and Pressure Compesanting Valve (as far as visible) - AFT Cargo - Visual Check of Divider Nets, Door Nets Net Attachment point and light. (pos# 12, 15 see diagram at appendix)		
21	***ON A/C FSN ALL*** AMM TASK 05-23-00-200-001 **2.11 STABILIZERS AND CONE/REAR FUSELAGE** Do a general visual inspection of the rear fuselage with cone and stabilizers from ground as far as visible, including: - THS and elevators: Damage, evidence of fluid leakage, - Fin and rudder: Damage, evidence of fluid leakage, - Static dischargers, - APU Area: - Air intake: Flap closed or open (If APU is Off or On), - Doors: Closed and secured, - Drain mast, drains and vents, - Exhaust, - Fire extinguisher overpressure discharge indicator: Red disc in place, - Tail cone strobe light. (pos# 13 to 15 see diagram at appendix)	A/P	
22	**3.0 WASTE/WATER SERVICING**		
23	***ON A/C FSN ALL*** AMM TASK 12-15-38-613-001-A	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	3.1.1. Service the potable water system as required (15). AMM TASK 12-15-38-613-002-A 3.1.2. Service the toilet waste tanks as required (12). In freezing conditions, obey the cold weather maintenance. (pos# 12, 15 see diagram at appendix).		
24	**4.0 FLIGHT COMPARTMENT**		
25	***ON A/C FSN ALL*** AMM TASK 25-11-00-710-001-A **4.1. COCKPIT SEAT** Operational Test of the Captain and First Officer Seats SUBTASK 25-11-00-710-050-C 4.1.1. Operational test of the manual controls. SUBTASK 25-11-00-710-051-A 4.1.2. Operational test of the electrical controls SUBTASK 25-11-51-200-001-A 4.1.3. Visual Check of Seat Structure and Attachment .	A/P	
26	***ON A/C FSN ALL*** 4.2 CREW OXYGEN SYSTEM On the lower ECAM DU, on the DOOR/OXY page, make sure that the oxygen pressure is indicated in Green. If the Amber half frame is shown, do a check of the oxygen pressure for the flight crew and service the system as required.	A/P	
27	***ON A/C FSN ALL*** 4.3 EXTERNAL LIGHTS Do an operational check of AMM TASK 33-41-00-710-001-A 1. Navigation Lights, Landing Lights, AMM TASK 33-42-00-710-001-A 2. Landing Light AMM TASK 33-43-00-710-001-A 3. Runway Turnoff Lights,	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	AMM TASK 33-46-00-710-001-A 4. Taxi and Takeoff Lights, AMM TASK 33-47-00-710-002- 5. Logo Lights, AMM TASK 33-48-00-710-001-A 6. Anti-collision/Beacon AMM TASK 33-49-00-710-001-A 7. Lights, Wing and Engine Scan Lights.		
28	***ON A/C FSN ALL*** AMM TASK 33-13-00-710-001-A 4.4 Do a check of the: - flight compartment lighting, - missing spare bulbs/fuses, replace as necessary, - emergency equipment for presence and correct stowage, - flight compartment windshields and the side windows for damage and cleanliness, - flight compartment for general condition and cleanliness.	A/P	
29	***ON A/C FSN ALL*** AMM TASK 31-33-00-710-007-A & 237100-710-001-A 4.5 DIGITAL FLIGHT DATA RECORDER & COCKPIT VOICE RECORDER (EASA SIB No.: 2009-28R1) (MP TASK 237135-99-1 & 313300-99-1) (CASR 91 Appendix E) 4.5.1 Operational test of the DFDR 4.5.2 Operational test of The CVR. .	A/P	
30	***** ON A/C FSN 101-150, 201-250*** AMM TASK 71-00-00-700-805-A (SB LEAP-1A 73-0038) 4.6. Perform Dry-Motoring Check for two minutes within 30 minutes after engine shutdown. (Ref to EI No.: A320NEO-EI-71-004)	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

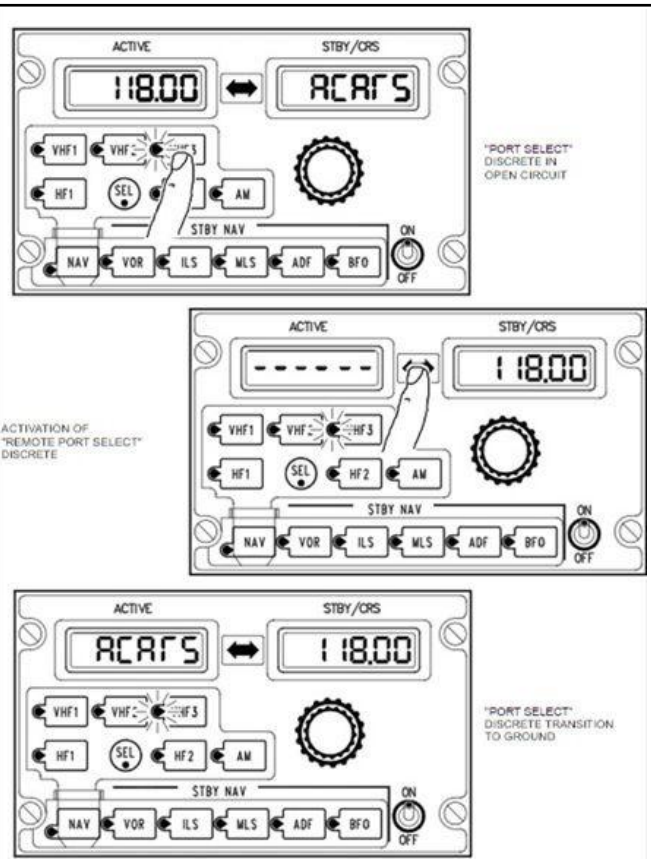
ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	NOTE: with exception to not perform: Subtask 71-00-00-010-192-A,Subtask 71-00-00-040-107-A, Subtask 71-00-00-010-193-A, Subtask 71-00-00-210-108-A, Subtask 71-00-00-410-179-A, Subtask 71-00-00-440-100-A, and Subtask 71-00-00-410-180-A.		
31	***ON A/C FSN ALL*** AMM TASK 21-26-00-710-001-A 4.7. Operational Check of the Avionics Equipment Ventilation System via MCDU (MP TASK: 212600-01-1) AMM *24-41-00-740-002-B* *4.8* Operational Check of the GAPCU via the CFDS (MP TASK: 242000-01-1) **Note: APU unserviceable condition only (4.8)** **APU Status (Serviceable / Unserviceable) : .....** **Task Perform (Yes/No) :.....**	A/P	
32	***ON A/C FSN ALL*** Task 27-96-00-740-00 Operational Check of EFCS by BITE (Ground Scanning)	A/P	
33	***ON A/C FSN ALL*** On RMP1 (2 or 3), push VHF3 push button, make sure ACARS/DATA indication is shown in the ACTIVE window. if no, push the transfer pushbutton switch (double arrow) between thetwowindows	A/P	

BARCODE:

A32-052000-99-2-IDN

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
			
34	***ON A/C FSN ALL*** 4.8.1. Check flight compartment and windows for condition and cleanliness 4.8.2. Check Flight Deck Window from damage description, as follow: AMM TASK 56-10-00-200-003A 1. Moisture seal degradation 2. Moisture ingress into laminate and UV exposure 3. Interlayer degradation (discoloration, bubbling and cracking) 4. Delamination (separation interlayer from glass/plastic) 5. Bus bar degradation (discoloration and cracking) 6. Deterioration at the junction of the bus bar and conductive heating film 7. Electrical arcing at the junction of the bus bar and	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

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					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	conductive heating film 8. Glass ply fracture, scratch and localized overheating condition		
35	***ON A/C FSN ALL*** AMM TASK 33-51-00-710-007-A 4.9 Operational Test of the Emergency Lighting in the Cabin with the 'LIGHT EMER' Pushbutton Switch	A/P	
36	**5.0 PASSENGER COMPARTMENT**		
37	***ON A/C FSN ALL*** 5.1. Check passenger compartment for general condition and cleanliness. 5.2. Check of the galleys for general condition, cleanliness and evidence of water leakage. 5.3. Do a check of the lavatories for general condition, cleanliness and evidence of leakage. 5.4. Check the closing flap of the waste bins for correct operation. 5.5. Do a check of the emergency equipment for presence and correct stowage. 5.6. Examine the hermetic seal of the first aid Kits for condition. If seal is broken, take action as required. 5.6. Do a general visual check of the left and right wing upper surface and control surfaces, through cabin windows.	A/P	
38	***ON A/C FSN ALL*** **6.0. EMERGENCY EQUIPMENT** 6.1. Check aircraft emergency equipment for condition,proper pressure, safeties, security and validity date including the following: a) DOOR - Escape Slide / Raft b) PASSENGER CABIN	A/P	

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A32-052000-99-2-IDN

Lion Group

TASKCARD

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					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	- Halon / Water Fire extinguisher - PBE - Oxygen Bottle - First Aid Kit c) LAVATORY - Fire extinguisher		
39	***ON A/C FSN ALL*** AMM TASK 52–10–00–210–004 **7.0. PASSENGER/CREW DOOR** (MP TASK 521000-01-1) 7.1. Check emergency cylinder/accumulator pressure FWD:R/H_____PSI,L/H_____PSI AFT:R/H_____PSI, L/H_____PSI Note: If pressure is below limitation please servicingdoordamper	A/P	
40	**8.0. WINGS**		
41	***ON A/C FSN ALL*** AMM TASK 12-32-28-281-001 8.1. TANKS (MP TASK 281100-01-2) Drain water from wing tanks and center tank at water drain valves. NOTE: If possible, do the water drain procedure before a refuel. Alternatively, you must wait for one hour after a refuel has been completed before you do the water drain procedure. To get access to the high water drain valves from the ground, attach the: - ADAPTING PIPE - WATER DRAINING FROM FUEL (98A28101000000) or - PIPE ADAPTING-WATER DRAINING (98D28104000000) to the bottle and funnel of the PURGER - WATER DRAIN (98A28104000000 or Equivalent) . After drainage, make sure that the drain valves are correctly closed and not leaking. (pos# 6, 11, 16, 17 see diagram at appendix)	A/P	
42	**9.0. FINAL ITEMS**		
43	***ON A/C FSN ALL***	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	9.1. Review AFML, CML, DMI, NSRDIL, DBC, Deferred Item (from. Phase check or C Check)		
44	***ON A/C FSN ALL*** 9.2. Check the following aircraft document for completeness and validity: a) Certificate of Airworthiness (C of A). Valid until b) Certificate of Registration (C of R). Valid until c) Radio Permit & AASL Valid until d) Weight and Balance. Date issued e) Swing Compass Date issued f) Insurance Certificate Valid until g) Operation Specifications (OPSPEC). Last Revision Date h) Required Navigation Performance (RNP). Date issued i) Reduced Vertical Separate Minimal (RVSM). Date issued j) Noise Certificate Date issued k) Minimum Equipment List Date issued	A/P	

BARCODE: A32-052000-99-2-IDN

Lion Group

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	l) Dent Buckle & Chart Check any due date of Temp. repair repetitive inspection or Permanent repair if required — YES/NO Report to MCC if there is/are document(s) has expired (not updated)		
45	***ON A/C FSN ALL*** 9.3. - Check corrective actions in the aircraft technical log and record each corrected or carried forward item. Record the DAILY check in the aircraft technical log. - De-energize the aircraft electrical network. Make sure that the cockpit sliding windows are closed. - Make sure that all passenger/crew doors, cargo compartment doors and service panel doors are correct closed and secured.	A/P	
46	**10.0 AIRCRAFT COVERING**		
47	***ON A/C FSN ALL*** AMM TASKS 10-11-00-555-013-A & 10-11-00-555-069-B 10. Installation of the Aircraft Protection Equipment 10.1.1. Protection of the 2 total temperature sensor (98A10001013000 or Equivalent) in position 10.1.2. Protection of the 3 pitot probes (98A10001005000 or Equivalent) in position 10.1.3. Protection of the 3 angle-of-attack sensors (98A10001500000 or Equivalent) in position 10.1.4. Protection of the 6 static probes (98D1010350000 or Equivalent) in position	A/P	
48	***ON A/C FSN ALL*** AMM TASK 10-11-00-555-070-D 10.2. Installation of the Protection Devices on the Engines 10.2.1. Protection of the engine air intakes	A/P	

BARCODE:

A32-052000-99-2-IDN

Lion Group

TASKCARD

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					A32-052000-99-2-IDN

ACCOMPLISHMENT			
NO.	INSTRUCTION	PERFORMED BY	INSPECTED BY
	(98D10003002000 or Equivalent) in position 10.2.2. Protection of the engine exhaust nozzles (RSE1132 or Equivalent) in position 10.2.3. Protection of the thrust reverser openin (HIX6002/HIX6003 or Equivalent) in position		
49	***ON A/C FSN ALL*** AMM TASK 10-11-00-555-071-A 10.3. Installation of the Protection Devices on the APU Area 10.3.1. Protection of the APU exhaust duct (98D10007512000 or Equivalent) 10.3.2. Protection of the outlet duct of the APU oil cooler (98D10007513000 or Equivalent) Install the protective covers on the aircraft as necessary. Make sure that an authorized person releases the aircraft.	A/P	
50	**THE END OF THE TASK**		

START TIME(UTC)	FINISH TIME(UTC)	TOTAL MAN HOUR		DEFECT FOUND Y N M.D.R.R. No:
		EST.	ACTUAL	
		3.02		

TASK CARD RELEASE

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

BARCODE:

A32-052000-99-2-IDN

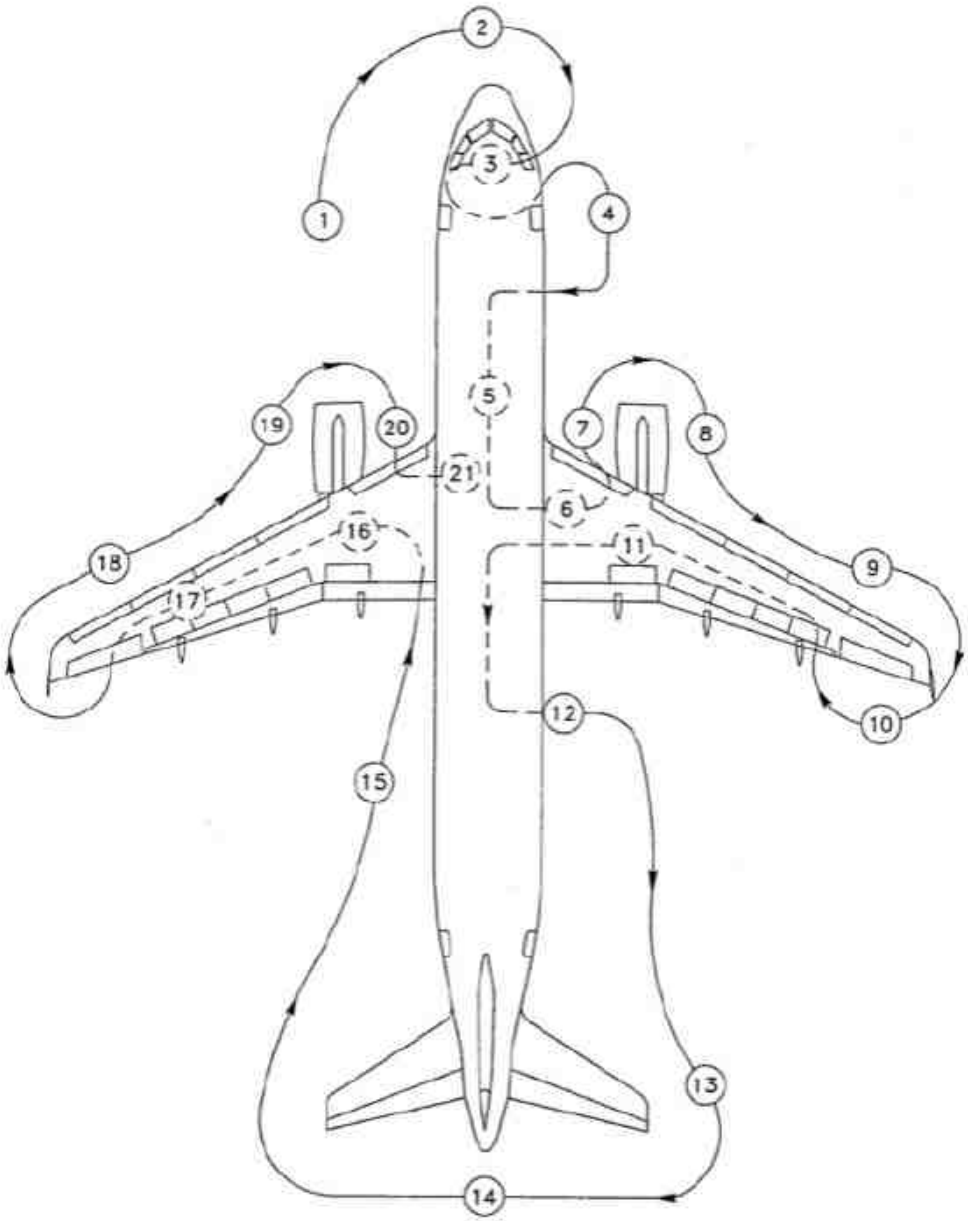
TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

APPENDIX

GRAPHIC
PICTURE.JPG

EXTERNAL WALK AROUND DIAGRAM



GRAPHIC
Figure_2_2.jpg

BARCODE:

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Lion Group

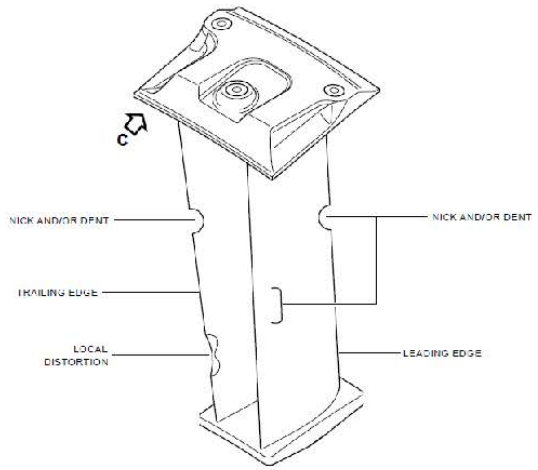
TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

APPENDIX

FIGURE 2 OGV Limitations.

INSPECT / CHECK	MAXIMUM SERVICEABLE LIMITS	REMARKS
Outlet Guide Vanes (OGV) for		
H. Metal leading edge missing	Up to **0.78 in. (19.81 mm)** height and **0.39 in. (9.91 mm)** wide	**100-cycle extension** allowed if missing material is over the maximum serviceable limits. (Speed tape) usage is recommended when missing metal on leading edge to preserve repair possibility, avoiding any damage on composite material Ref. AMM TASK 72-23-00-300-812
K. Nicks and/or dents, on the leading edge (metallic leading edge)	Any amount of damage **less than 0.12 in. (3.05 mm)** deep and metal not torn: SERVICEABLE. If damage **less than 0.12 in. (3.05 mm)** deep and metal torn, refer to paragraph G (Remove the unbonding area).	A maximum service **extension of 100 cycles** is allowed if damage is between **0.12 in. (3.05 mm)** and **0.19 in. (4.83 mm)** deep.
L. Nicks and/or dents, on the trailing edge	No limited number if **less than 0.01 in. (0.25 mm)** depth.	Replace the vane doublet Ref. AMM TASK 72-23-00-000-008 and Ref. AMM TASK 72-23-00-400-008.
M. Nicks and/or dents on the concave or convex side	No limited number if **less than 0.02 in. (0.51 mm)** depth.	Replace the vane doublet Ref. AMM TASK 72-23-00-000-008 and Ref. AMM TASK 72-23-00-400-008.
N. Nicks and/or dents on the inner or outer platform	No limited number if **less than 0.02 in. (0.51 mm)** depth.	Replace the vane doublet Ref. AMM TASK 72-23-00-000-008 and Ref. AMM TASK 72-23-00-400-008.



GRAPHIC
Figure_3_3.jpg

BARCODE:

A32-052000-99-2-IDN

TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

APPENDIX

FIGURE 3 OGV Listing Inspection

NO	A/C REG	POS	ENG (Silahkan tambah Table bila finding lebih)					DATE OF CHECK	REMARK
			OGV POSITION (mm)	OGV POSITION (mm)	OGV POSITION (mm)	OGV POSITION (mm)	OGV POSITION (mm)		
1			POS:	POS:	POS:	POS:	POS:		
			..... mm	..... mm	..... mm	..... mm	..... mm		
2			POS:	POS:	POS:	POS:	POS:		
			..... mm	..... mm	..... mm	..... mm	..... mm		
3			POS:	POS:	POS:	POS:	POS:		
			..... mm	..... mm	..... mm	..... mm	..... mm		
4			POS:	POS:	POS:	POS:	POS:		
			..... mm	..... mm	..... mm	..... mm	..... mm		
5			POS:	POS:	POS:	POS:	POS:		
			..... mm	..... mm	..... mm	..... mm	..... mm		

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Figure_4_4.jpg

BARCODE:

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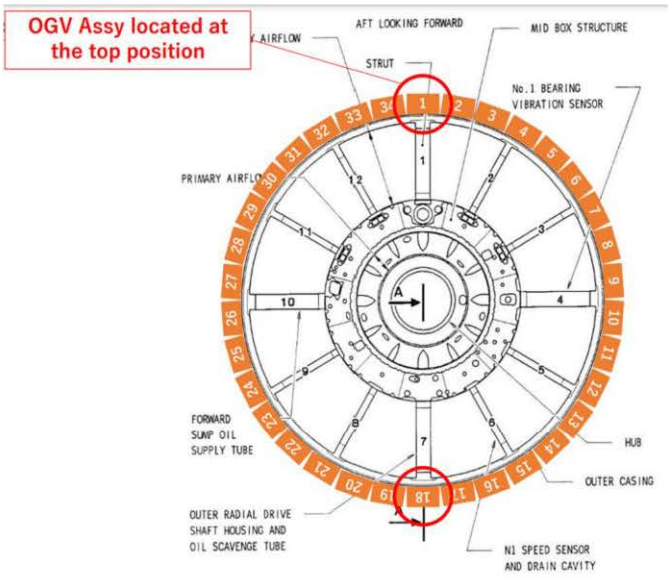
TASKCARD

WORK ORDER NO.	A/C REG.	A/C MSN.	A/C Effectivity	OPERATOR	TASK CARD NO.
					A32-052000-99-2-IDN

APPENDIX

Figure 4 OGV Location



BARCODE:

A32-052000-99-2-IDN