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CHAPTER 10 - PARKING AND MOORING

TABLE OF CONTENTS

PARKING - DESCRIPTION AND OPERATION

1. Parking
   A. General
      (1) Normal, prolonged, and high wind airplane parking conditions are covered in sections 10-11-01/201, 10-11-02/201, and 10-11-03/201. Requirements when engines are being removed are covered in section 10-11-04/201.
      (2) If high wind is expected, prepare the airplane as shown in 10-11-03/201.
      (3) In the correct configuration shown in 10-11-03/201, when you park the airplane directly into the wind, the airplane will be resistant to 135 knot winds. The airplane will be resistant to side winds of 100 knots on dry ramps or 90 knots on wet ramps.

PARKING (NORMAL) - MAINTENANCE PRACTICES

1. General
   A. This procedure contains a task to park the airplane in normal conditions.
   B. You must chock the airplane when it is is normally parked for short periods of time. As a minimum, put the chocks (four chocks per airplane) in front of and behind the inboard, or outboard wheels of a truck on each side of the airplane. The chocks can be positioned at the two trucks of the body gear or the two trucks of the wing gear with the parking brake off.

      NOTE: The parking brake is not necessary when chocks are installed. The parking brake is used to hold the airplane until the chocks are in position.

   C. Static port covers are recommended when the airplane is parked for more than a standard turnaround.
   D. Failure to remove covers from all pitot probes or coverings from all static ports before fight may cause large errors in airspeed-sensing and altitude-sensing signals, which may lead to loss of safe flight.
   E. You can install covers on the vents, scoops and the other openings to keep the weather and unwanted material out. The steps for normal short time parking are given in this procedure. Use the procedure in 10-11-02/201 for prolonged parking. Use the procedure in 10-11-03/201 for parking in high wind conditions. When you park the airplane with the engines removed, the correct ballast is given in 10-11-04/201. For special procedures to park the airplane for engine operation see 71-00-00/201.
   F. A static ground on the airplane is not necessary when the airplane is parked or is serviced during the turnaround operation. This does not include when the maintenance steps given below are done (AMM 20-41-01/201).
      (1) A static ground on the airplane is not necessary when you pressure refuel the airplane. An electrical bond between the airplane and the refuel vehicle is recommended.
      (2) A static ground of the airplane when you fuel over the wing is recommended.
      (3) Do a static ground of the airplane when you do maintenance procedures. Do this when you use devices such as lights, power tools, and instruments powered from external cords that are attached to grounded electrical power sources.

G. In cold weather it is necessary to drain the fuel tank sumps prior to refueling to remove water from the fuel tanks if the airplane has been idle for more than 45 minutes prior to refueling. Drain the fuel tank sumps again after refueling if the airplane has been idle for 2 hours or more after refueling, prior to departure (AMM 12-11-03/301). In cold weather water can freeze, and not let the drain valves open.

WARNING: PERSONS MUST NOT GO INTO THE DANGEROUS AREAS IN THE FRONT OF AND AFT OF THE POWER PLANT DURING GROUND OPERATIONS. INJURY FROM INLET SUCTION, EXHAUST BLAST AND HEAT COULD OCCUR.

CAUTION: BEFORE YOU OPERATE A POWER PLANT, YOU MUST EXAMINE THE AREA NEAR THE INLET FOR LOOSE OBJECTS AND EQUIPMENT. THESE ITEMS CAN BE PULLED INTO THE ENGINE WHEN YOU OPERATE IT. UNWANTED OBJECTS CAN CAUSE BAD DAMAGE TO THE ENGINE WHEN THEY ARE PULLED IN. YOU MUST KEEP GROUND RUNNING AT A MINIMUM. YOU MUST AVOID PROLONGED RUNNING AT MAXIMUM OPERATING LIMITS.

H. Keep a minimum distance of 25 feet between the airplanes when you park them to give sufficient clearances to turn (Ref 09-21-00/201). This will also prevent damage from a jet blast. Keep a minimum distance of 50 feet between an operating APU exhaust port and a wingtip fuel vent on an adjacent airplane.

I. If you park the airplane on an area with ice or packed snow, put a mat or applicable material below and around the tires. This will prevent the tires from becoming frozen. If the tires do freeze to the ground, you can apply heat from a heater cart to thaw them. You can also apply salt to the area to thaw the ice or snow. You can use a heater cart to release the frozen brakes. Use wheel covers in bad weather conditions.

TASK 10-11-01-602-001

2. Airplane Parking

A. Special Tools and Equipment

(1) 6ME65B00161-1 Lockpin Assembly, Ground, Body and Wing Landing Gear (4 required)
(2) 2ME65B01202-1 Lockpin Assembly, Ground, Nose Landing Gear
(3) HTC74-76PPCW Cover - Pitot-Static Probe (4 required)
(4) FTC102 Cover - Total Air Temperature (TAT) Probe
(5) 0061BN1 Cover, Ice Detector Probe (Rosemount Inc.)
(6) R/C-A0AC-2, Cover, Angle of Attack Sensor, (Sesame Technologies)
(7) A10002-1 (Preferred) ME65B40136-1 (Optional) Tool, Installation, Protective Covers
(8) MIT65B01562 Nose Gear Steering Lock Assembly (for 2.37 inch diameter steering piston rod)

(9) 3MIT65B00162 Nose Gear Steering Lock Assembly (for 2.24 inch diameter steering piston rod)
(10) LMC18G87 Cover-Engine Inlet, (CF6-80C2)
(11) LMC19G87 Cover-Engine Exhaust, (CF6-80C2)
(12) LMC24G87 Plug-Discharge Fan Air, (CF6-80C2)
(13) LJ29802 Cover-Inlet, (RB211-524G/H) (4 required)
(14) LJ37760 Cover Exhaust, (RB-211-524 G/H) (4 required)
(15) LMC16M87 Cover-Engine Inlet, (PW4000) (4 required)
(16) LMC18M87 Plug-Fan Reverser, (PW4000) (4 required)
(17) LMC17M87 Cover-Turbine Exhaust, (PW4000) (4 required)

B. Standard Tools and Equipment
(1) Mat (to put between the tires and parking area)
(2) Wheel Chocks
(a) PF10-010 Chocks - Wheel, Hi-Density Rubber (Recommended)
06714 PF INDUSTRIES INC.
11200 Kirkland Way
Kirkland, WA 98033
(b) W88 Chocks - Wheel, Rubber 7"W X 5.5"H X 24"L Weight: 24 LBS (Alternative)
9L752 SCIENTIFIC DEVELOPMENTS INC.
175 S Danebo
PO Box 2522
Eugene, OR 97402

C. Consumable Materials
(1) B00316 Solvent - Aliphatic Naphtha, TT-N-95, Type I
(2) G02443 Orange barricade tape, 3 inches wide, 4 mils thick, non-adhesive, with "REMOVE BEFORE FLIGHT" printed on it in black letters.
(3) G02219 3M Scotch Brand No. 471 vinyl adhesive tape (1.5 inches wide) bright yellow color
(4) G02444 Red paper tag (3 inches wide, 6 inches long) with attaching wire that has "STATIC PORTS COVERED" printed on it in black letters - P/N 2000S.
(5) G02447 Red paper tag (3 inches long, 6 inches wide) with attaching wire that has "PITOT PROBES COVERED" printed on it in black letters - P/N 1000P.

D. References
(1) 09-11-00/201, Towing
(2) 10-11-03/201, Parking (High Wind)
(3) 12-33-01/301, Cold Weather Maintenance
(4) AMM 20-41-01/201, Static Grounding
(5) 27-51-00/201, Trailing Edge Flap System
(6) 27-81-00/201, Leading Edge Flap System

E. Procedure

S 862-022

CAUTION: YOU MUST MAKE SURE THE LANDING GEAR TRUCKS ARE STRAIGHT BEFORE YOU PARK THE AIRPLANE. IF THE TRUCKS ARE NOT STRAIGHT, IT IS POSSIBLE THERE WILL BE REMAINING TORSIONAL LOADS IN THE TRUCK. THESE CAN CAUSE LEAKS THROUGH THE SHOCK STRUT SEALS.

(1) Tow or taxi the airplane into the correct position for parking (Ref 9-11-00/201).

NOTE: Complete the movement with a 12-foot straight path before you park the airplane.

S 492-004

(2) Install the ground locks on the main and the nose landing gear (Ref 09-11-00/201).

S 582-005

(3) If it is possible there will be high winds, prepare the airplane to park it in the high winds (Ref 10-11-03/201).

S 912-006

(4) Ground the airplane to an approved ground (AMM 20-41-01/201).

S 612-007

(5) If it is possible there will be cold weather, prepare the airplane for the cold weather (Ref 12-33-01/301).

S 622-008

(6) If you park the airplane on an area with ice or packed snow, put a mat or applicable material below and around the tires.

NOTE: This will prevent the tires from becoming frozen.

S 862-009

(7) Set the parking brakes:
   (a) Turn the battery switch on.
   (b) Set the standby power switch to AUTO.
   (c) Close the 6L18 PARK BRAKE circuit breaker on the P6 Main Power Distribution Panels.
   (d) Push the toe of the rudder pedals fully and pull on the parking brake lever on the control stand.
   (e) Remove the pressure from the brake pedals before you let go of the parking brake lever.
   (f) Make sure that a PARKING BRAKE SET indication comes into view on the EICAS screen.
   (g) Put the chocks on all main gear wheels to prevent movement in the forward and aft direction.

(h) Connect the forward and the aft chocks together with a strap.
(i) Keep the parking brake set unless the brake temperature indicator shows an overheat light.

CAUTION: DO NOT LET THE PARKING BRAKES STAY APPLIED WHEN YOU HAVE HOT BRAKES. IT IS POSSIBLE THAT THE BRAKES WILL NOT RELEASE WHEN THEY ARE APPLIED WHILE THEY ARE HOT.

(j) If the brakes become too hot, release the parking brake only after the installation of the chocks.

NOTE: To release the parking brake, apply toe pressure on the rudder pedals and then release the toe pressure.

(k) Set the standby power switch to OFF.
(l) Turn the battery switch off if it is not necessary.

S 862-016

CAUTION: THE STABILIZER MUST BE SET TO ZERO DEGREES OR LESS. IF THE STABILIZER IS NOT TO THE CORRECT POSITION, THE BODY SEALS CAN BE OPEN TO THE WEATHER. THE WEATHER CAN CAUSE DAMAGE TO THE BODY SEALS AND THE SKIN.

(8) Set the stabilizer, the aileron and the rudder trim controls to zero.

S 862-011
(9) Retract the leading edge and trailing edge flap to the full up position (Ref 27-51-00/201, 27-81-00/201).

S 492-012
(10) AIRPLANES WITH CF6-80C2 ENGINES;
Install these plugs and the covers on the engine:
(a) The inlet cover
(b) The exit nozzle plug for the fan reverser
(c) The surge bleed plug.

S 422-026

WARNING: WHEN THE PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT DECK AS A REMINDER THAT PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: MAKE SURE THE PITOT-STATIC PROBE COVERS ARE IN GOOD WORKING CONDITION WITH NO EVIDENCE OF DAMAGE, ESPECIALLY FRAYING AROUND THE COVER OPENING. FRAYED FIBERS FROM THE COVER COMBINED WITH OTHER SUBSTANCES SUCH AS DIRT, GREASE AND FLUIDS CAN CAUSE OBSTRUCTION IN THE PROBE.

CAUTION: WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(11) Put the covers on the pitot probes (see Fig. 201 for locations of the pitot probes).

S 422-027

(12) Attach a red paper tag that has "PITOT PROBES COVERED" printed on it in black letters, to the top of the left control wheel in the flight deck.

S 422-028

WARNING: WHEN THE STATIC PORTS ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT DECK AS A REMINDER THAT STATIC PORTS ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(13) Use 3M No. 471 yellow vinyl adhesive tape and orange barricade tape that has "REMOVE BEFORE FLIGHT" printed on it in black letters to cover the static ports in the following manner (see Fig. 201 for the locations of the static ports).

S 422-029

(14) For the alternate and dedicated static ports use the following static port cover procedure (see Fig. 202 Sheets 1 and 2 for illustrations of the static port cover placement procedure).

WARNING: DO NOT PLACE 3M NO. 471 YELLOW VINYL ADHESIVE TAPE OVER THE HOLES OF THE STATIC PORTS.

(a) Clean the area around each static port with aliphatic naphtha or equivalent, and a clean dry rag where you will put the 3M No. 471 yellow vinyl adhesive tape (see Fig. 202 Sheet 1).

(b) Place one end of a 3-foot piece of the orange barricade tape over the holes of the static port and secure the upper edge with 5 inches of 3M No. 471 yellow vinyl adhesive tape (see Fig. 202 Sheet 1, Steps 1 and 2).

NOTE: Smooth the 3M No. 471 yellow vinyl adhesive tape on the airplane surface to make sure the bond is satisfactory.

1) Do not put vinyl adhesive tape over the holes of the static ports.

(c) Put a 5-inch piece of 3M No. 471 vinyl adhesive tape on each vertical edge of the barricade tape overlapping the first strip of adhesive tape (see Fig. 202 Sheet 1, Step 3).

(d) Put an 8-inch piece of 3M No. 471 vinyl adhesive tape horizontally over the barricade tape below the static port holes, overlapping the two vertical strips of adhesive tape (see Fig. 202 Sheet 1, Step 4)

(e) Carefully grasp the free section of the barricade tape and fold it back up against the surface of the airplane. Place an 8-inch strip of the No. 471 vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first 8-inch strip of No. 471 vinyl adhesive tape (see Fig. 202 Sheet 2, Steps 5 and 6).

(f) Allowing the barricade tape to stream down, place an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape half way down the length of the barricade tape (see Fig. 202 Sheet 2, Step 7).

(g) Place an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape (see Fig. 202 Sheet 2, Step 8).

S 422-025

(15) Attach a red paper tag that has "STATIC PORTS COVERED" printed on it in black letters, to the top of the left control wheel in the flight deck with wire.

S 492-020

(16) Install the cover on the ice detector probe.

S 492-021

(17) Install the cover on the angle of attack sensor.

S 492-034

(18) Install the cover on the total air temperature (TAT) probe.

S 862-014

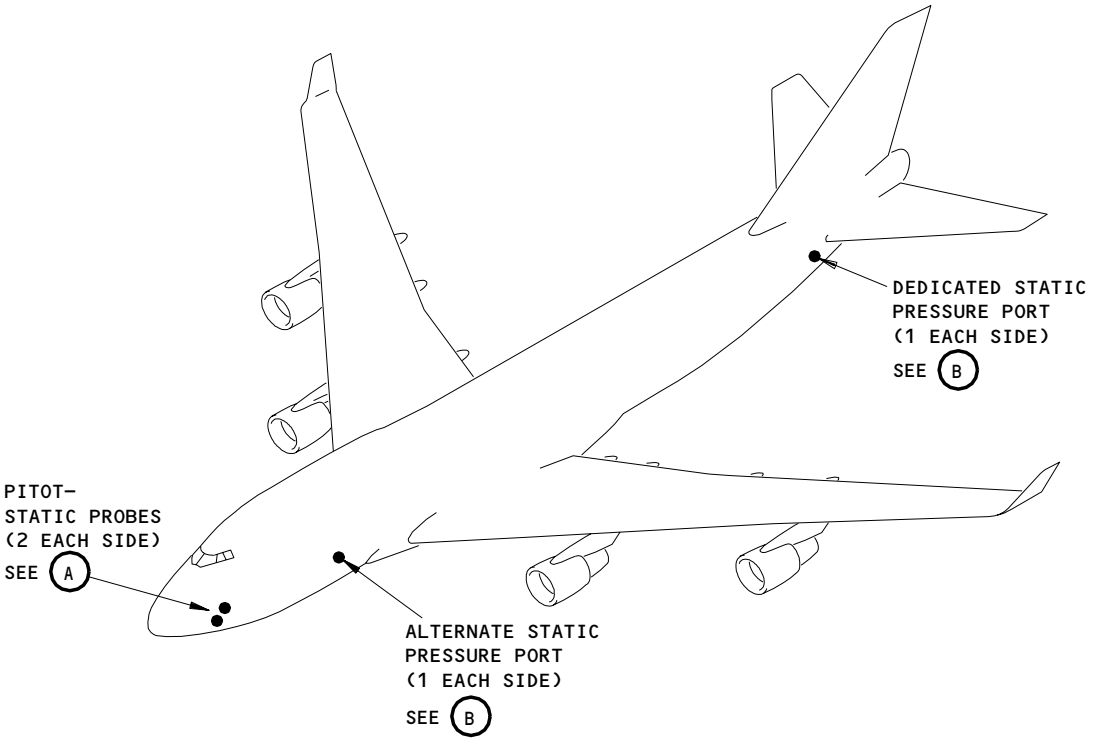
(19) Make sure the airplane center of gravity is forward of 33% MAC.

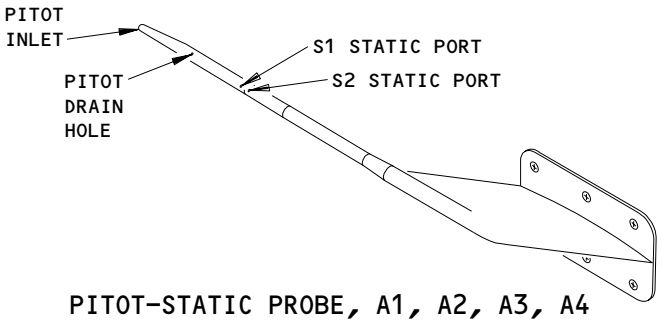
F. Put the Airplane Back In Its Usual Condition for Return to Service

S 842-030

WARNING: FAILURE TO REMOVE COVERS FROM PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

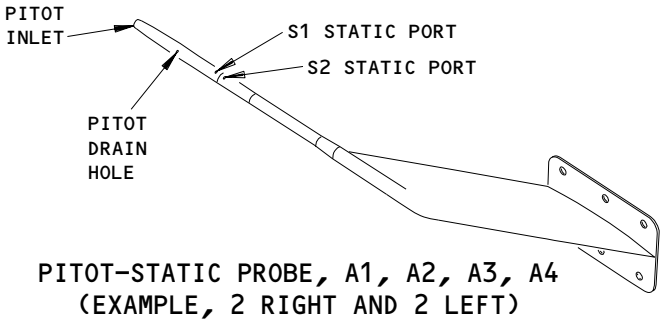
CAUTION: MAKE SURE THE PITOT-STATIC PROBE COVERS ARE IN GOOD WORKING CONDITION WITH NO EVIDENCE OF DAMAGE, ESPECIALLY FRAYING AROUND THE COVER OPENING. FRAYED FIBERS FROM THE COVER COMBINED WITH OTHER SUBSTANCES SUCH AS DIRT, GREASE AND FLUIDS CAN CAUSE OBSTRUCTION IN THE PROBE.





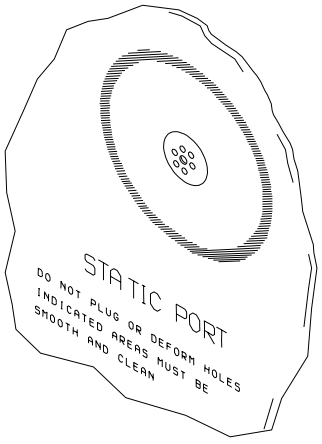
PITOT-STATIC PROBE, A1, A2, A3, A4
(EXAMPLE, 2 RIGHT AND 2 LEFT)

A 1



PITOT-STATIC PROBE, A1, A2, A3, A4
(EXAMPLE, 2 RIGHT AND 2 LEFT)

A 2



STATIC PRESSURE PORT
(LEFT SIDE IS SHOWN,
RIGHT SIDE IS EQUIVALENT)

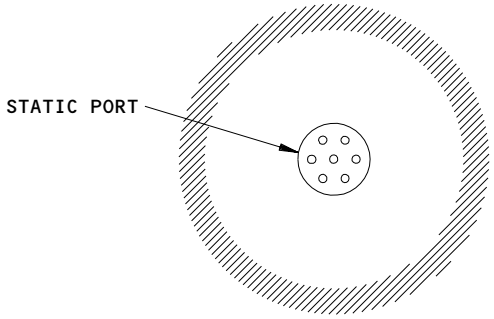
B

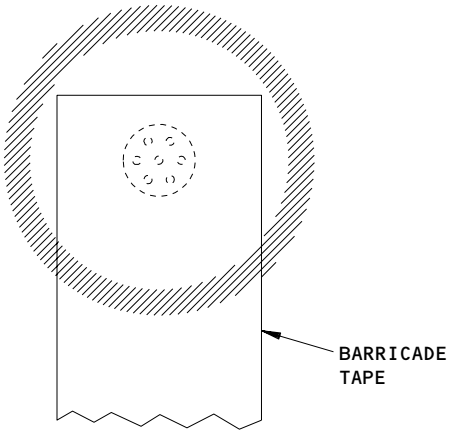
1 AIRPLANES WITHOUT EXTENDED STRUT PITOT-STATIC PROBES

2 AIRPLANES WITH EXTENDED STRUT PITOT-STATIC PROBES

Pitot-Static System - Component Location
Figure 201

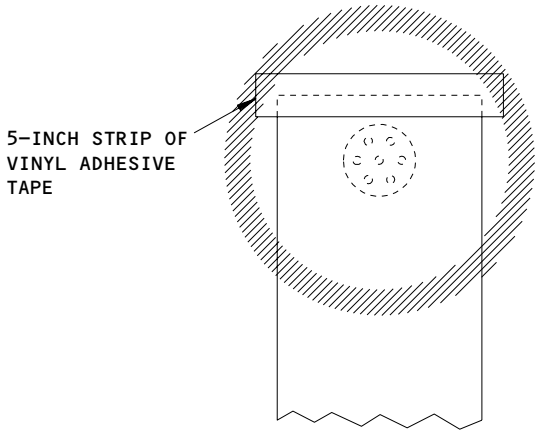
H36624





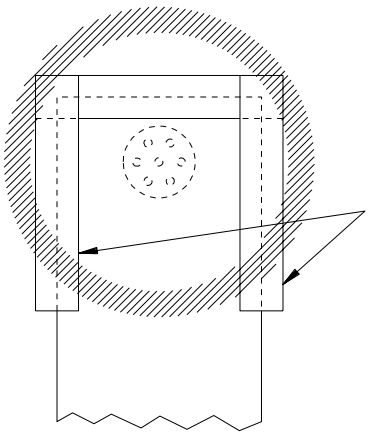
STEP 1

PUT ONE END OF THE BARRICADE TAPE OVER THE STATIC PORT TO COVER THE HOLES



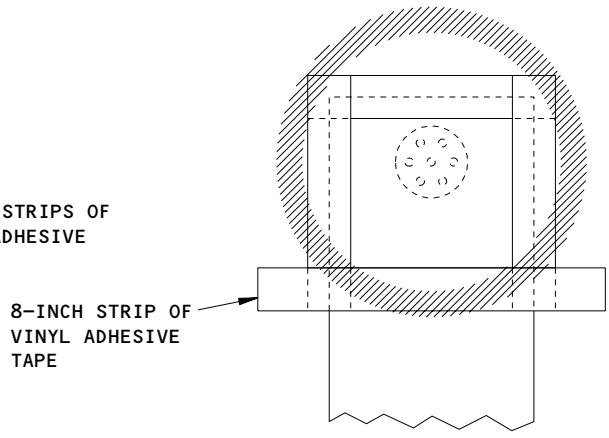
STEP 2

SECURE THE TOP EDGE OF THE BARRICADE TAPE WITH 5 INCHES OF VINYL ADHESIVE TAPE



STEP 3

PUT TWO 5-INCH STRIPS OF VINYL ADHESIVE TAPE OVER THE SIDES OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE

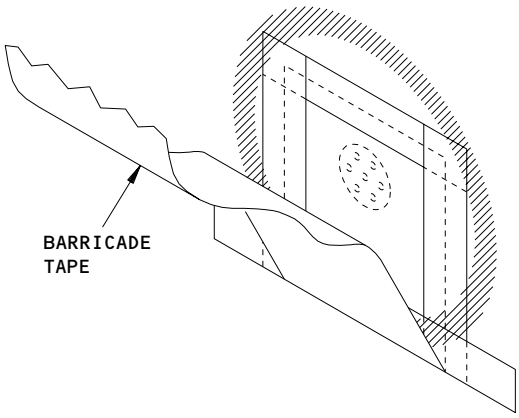


STEP 4

PUT AN 8-INCH HORIZONTAL STRIP OF VINYL ADHESIVE TAPE OVER THE BARRICADE TAPE BELOW THE STATIC PORT HOLES OVERLAPPING, THE TWO VERTICAL STRIPS

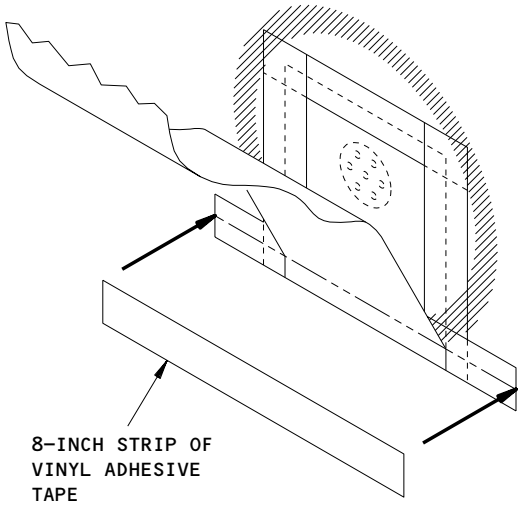
Static Ports Cover Procedure
Figure 202 (Sheet 1)

H36629



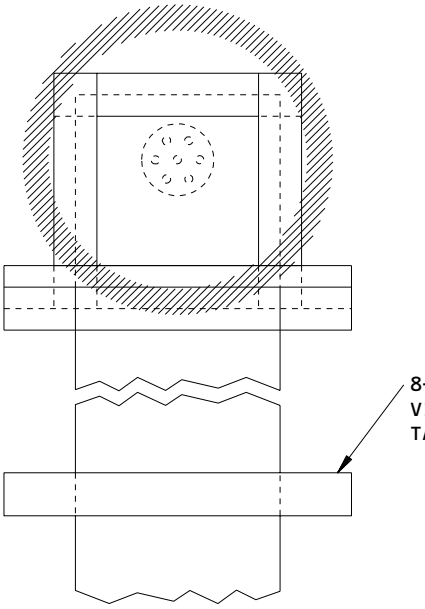
STEP 5

CAREFULLY GRASP THE FREE SECTION OF BARRICADE TAPE, AND FOLD IT BACK AGAINST THE SURFACE OF THE AIRPLANE



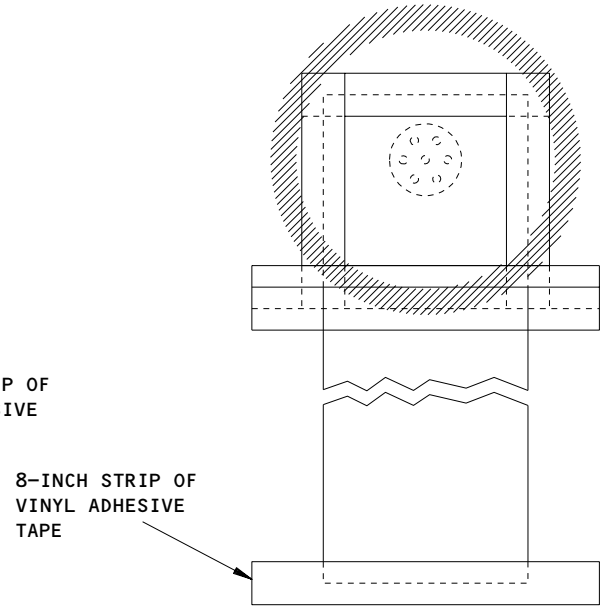
STEP 6

PLACE AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BACK SIDE OF THE BARRICADE TAPE, OVERLAPPING THE LOWER HALF OF THE FIRST 8-INCH STRIP OF ADHESIVE TAPE



STEP 7

PUT AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BARRICADE TAPE HALFWAY DOWN THE LENGTH OF THE BARRICADE TAPE



STEP 8

PUT AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE LOWER END OF THE BARRICADE TAPE

Static Ports Cover Procedure
Figure 202 (Sheet 2)

H36631

CAUTION: REMOVE ALL COVERS. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(1) Remove the covers from the following components:
    (a) Pitot probes
    (b) Engine inlet, fan exhaust, and turbine exhaust
    (c) Angle of attack sensor
    (d) Total air temperature (TAT) probe
    (e) If an ice detector probe is installed, remove the cover on the ice detector probe.

S 842-031

(2) Remove the "PITOT PROBES COVERED" tag from the left control in the flight deck.

S 842-032

WARNING: FAILURE TO REMOVE BARRICADE TAPE AND VINYL ADHESIVE TAPE FROM ALL OF THE STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: REMOVE ALL BARRICADE TAPE AND VINYL ADHESIVE TAPE. ENGINES SHOULD NOT BE OPERATED WITH COVERINGS IN PLACE BECAUSE THE COVERINGS CAN COME OFF AND DAMAGE THE ENGINES.

(3) Remove all barricade tape and vinyl adhesive tape from all of the static ports.
    (a) Inspect each static port and if necessary use naphtha or equivalent to remove all tape residue, dirt and other contaminants around the port.

S 842-033

(4) Remove the "STATIC PORTS COVERED" tag from the left control wheel in the flight deck.

S 682-035

WARNING: IF YOU CAN DRAIN THE FUEL FROM THE DRAIN VALVE AFTER YOU APPLIED HOT AIR TO THE EXTERIOR FOR 3 TO 5 MINUTES, DO NOT THINK THAT ALL THE ICE HAS MELTED. THE ICE ADJACENT TO THE DRAIN VALVE UNIT CAN MELT AND LET SOME WATER AND FUEL FLOW FROM THE DRAIN. BUT, A PIECE OF ICE CAN STAY BEHIND. IF THE FUEL DOES NOT FLOW FROM THE DRAIN VALVE, CONTINUE TO APPLY HOT AIR FOR A SHORT TIME, AND FREQUENTLY DO A CHECK OF THE FLOW FROM THE DRAIN VALVE. CATCH THE FUEL IN A CONTAINER AMD MAKE SURE ALL OF THE WATER IS REMOVED.

THE HEAT APPLIED TO THE SUMP DRAIN VALVES FOR THE OUTBOARD MAIN AND RESERVE TANKS WILL NOT REMOVE THE ICE WHICH HAS COLLECTED IN THE TANK SUMP OR IN THE DRAIN LINE BETWEEN THE TANK SUMP AND VALVE. TO REMOVE THIS ICE, YOU MUST PUT THE AIRPLANE IN A WARM HANGAR FOR SUFFICIENT TIME TO MELT THE ICE. THEN DRAIN THE SUMPS UNTIL THE WATER IS REMOVED.

(5) In cold weather it is necessary to drain the fuel tank sumps prior to refueling to remove water from the fuel tanks if the airplane has been idle for more than 45 minutes prior to refueling. Drain the fuel tank sumps again after refueling if the airplane has been idle for 2 hours or more after refueling, prior to departure (AMM 12-11-03/301). In cold weather water can freeze, and not let the drain valves open.

PARKING (PROLONGED) - MAINTENANCE PRACTICES

1. General
   A. This procedure contains these tasks:
      (1) Prepare to park the airplane.
      (2) Prepare to park the airplane for more than 30 days.
      (3) Prepare to park the airplane for more than 60 days.
      (4) Keep the parked airplane serviceable.
      (5) Prepare to operate the airplane.
   B. Do these task when the airplane is parked for more than 7 days.
   C. Do these tasks to prevent the deterioration of the airplane structure, finish, or system components.

      WARNING: WHEN THE STATIC PORTS/PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT DECK AS REMINDERS THAT STATIC PORTS/PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER STATIC PORTS/PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

      CAUTION: MAKE SURE THE PITOT-STATIC PROBE COVERS ARE IN GOOD WORKING CONDITION WITH NO EVIDENCE OF DAMAGE, ESPECIALLY FRAYING AROUND THE COVER OPENING. FRAYED FIBERS FROM THE COVER COMBINED WITH OTHER SUBSTANCES SUCH AS DIRT, GREASE AND FLUIDS CAN CAUSE OBSTRUCTON IN THE PROBE.

      (1) The procedure for attaching static port covers to the airplane and the locations of the static ports and pitot probes are given in Parking (Normal) - Maintenance Practices (AMM 10-11-01/201).

TASK 10-11-02-622-001

2. Prepare to Park the Airplane
   A. Special Tools and Equipment
      (1) HTC74-76PPCW Cover - Pitot-Static Probe (4 required)
      (2) 0061BN1 Cover, Ice Detector Probe (Rosemount Inc.)
      (3) R/C-AOAC-2, Cover, Angle of Attack Sensor, (Sesame Technologies)
      (4) A10002-1 (Preferred) ME65B40136-1 (Optional) Tool, Installation, Protective Covers
      (5) PRE65B91267 PT2 Probe Cover (1 Each Engine)
      (6) 3MIT65B00162 Lock Assembly, Nose Gear Steering (for 2.24 inch diameter steering piston rod)
      (7) MIT65B01562 Lock Assembly, Nose Gear Steering (for 2.37 inch diameter steering piston rod)
   B. Consumable Materials
      (1) G01994 Additive - Fuel, Anti-icing, PFA55MB, MIL-I-27686
      (2) D00100 Fuel - Additive, Biobor JF (biocide)
      (3) G00009 Compound - Corrosion Inhibiting, BMS 3-23
      (4) D00507 Fluid - Hydraulic, MIL-H-6083
      (5) D00013 Grease - MIL-G-23827

(6) D00016 Grease - Aeroshell 22 or Mobil 28
(7) D00288 Lubricant - Assembly, MCS 352
(8) C00000 Coating - Protective, Alkaline Removable Leeder 306N (Ardrox 306N) or Ardrox 649
(9) B00192 Solvent - Cleaning, General Purpose, BMS 3-2
(10) C00528 Compounds - Corrosion Preventive, MIL-C-16173, Grade 2
(11) G00033 Cheesecloth - Woven, Surewipe (Clean and Lint-Free)
(12) G02219 Tape - Pressure Sensitive, Protective, 3M No. 471 or Permacel SVP 224
(13) G00087 Insulation Covering, BMS 8-142, Type I, Class 3
(14) G00317 Tape - Aluminum Foil, 3M Y-436
(15) G00000 Sheet - Metalized PET (Aluminized Mylar)
(16) G02149 Foil - Aluminum, BMS 8-289
(17) B00094 Solvent - Toluene, TT-T-548
(18) G00262 Nitrogen - Liquid, Dry

C. References
(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 12-11-01/301, Fuel Tank Servicing
(3) AMM 12-11-03/301, Fuel Sump Servicing Drainage
(4) AMM 12-12-01/301, Hydraulic Systems
(5) AMM 12-13-09/301, Air Driven Pump Turbine Drive
(6) AMM 12-14-01/301, Potable Water Tanks
(7) AMM 12-15-03/301, Wing Landing Gear Shock Strut
(8) AMM 12-15-04/301, Body Landing Gear Shock Strut
(9) AMM 12-15-05/301, Nose Landing Gear Shock Strut
(10) AMM 12-15-06/301, Landing Gear Tire
(11) AMM 12-15-09/301, Hydraulic Brake Accumulator
(12) AMM 12-16-01/301, Windshield Washer Container
(13) AMM 12-16-02/301, Rain Repellent Container
(14) AMM 12-17-01/301, Toilet Tank
(15) AMM 12-21-01/301, Landing Gear
(16) AMM 12-21-04/301, Doors
(17) AMM 12-21-05/301, Cable
(18) AMM 12-21-16/301, Aileron and Aileron Trim Control System
(19) AMM 12-21-17/301, Rudder and Rudder Trim Control System
(20) AMM 12-21-18/301, Elevator
(21) AMM 12-21-19/301, Stabilizer Control and Indicator System
(22) AMM 12-21-20/301, Trailing Edge Flap System
(23) AMM 12-21-21/301, Spoiler Control System
(24) AMM 12-21-22/301, Speed Brake Control System
(25) AMM 12-21-23/301, Leading Edge Flap System
(26) AMM 12-25-00/001, Cleaning and Washing
(27) AMM 12-25-01/301, Exterior Cleaning
(28) AMM 20-11-22/401, Electrical/Electronic Module
(29) AMM 20-41-01/201, Static Grounding
(30) AMM 20-41-02/201, Electrostatic Discharge Sensitive Devices
(31) AMM 21-31-02/401, Cabin Pressure Controller
(32) AMM 21-51-05/401, Water Separator
(33) AMM 21-61-00/501, Primary (Zone) Temperature Control System
(34) AMM 21-61-01/401, Zone Temperature Controller
(35) AMM 21-62-07/401, Pack Discharge Temperature Sensor

(36) AMM 24-31-01/401, Main Battery
(37) AMM 24-31-06/401, APU Battery
(38) AMM 25-11-01/401, Pilot's Seats
(39) AMM 25-25-01/401, Passenger Seats
(40) AMM 25-27-01/401, Carpets
(41) AMM 25-40-00, Lavatories
(42) AMM 25-63-02/201, Megaphone
(43) AMM 26-21-03/601, Engine Fire Extinguisher Bottle
(44) AMM 26-22-01/601, APU Fire Extinguisher Bottle
(45) AMM 26-23-01/601, Fire Extinguisher Bottle
(46) AMM 26-26-01/601, Halon Fire Extinguisher
(47) AMM 26-26-02/601, Water Type Fire Extinguisher
(48) AMM 27-51-00/201, Trailing Edge Flap System
(49) AMM 27-81-00/201, Leading Edge Flap System
(50) AMM 28-11-00/201, Fuel Tanks
(51) AMM 28-11-00/701, Fuel Tanks
(52) AMM 28-26-00/201, Defueling
(53) AMM 32-00-00/201, Landing Gear
(54) AMM 32-21-03/401, Nose Gear Torsion Links
(55) AMM 33-51-04/201, Power Supply Module
(56) AMM 33-51-06/401, Door Mounted Lights
(57) AMM 33-51-07/201, Entryway and Ceiling Emergency Lights
(58) AMM 38-10-00/201, Potable Water System
(59) AMM 49-11-00/201, Auxiliary Power Unit (APU)
(60) AMM 51-24-12/701, Temporary Leeder 314N Coating
(61) AMM 51-41-00/001, Airframe Drainage
(62) AMM 52-11-00/601, Main Entry Doors
(63) AMM 71-00-03/201, Power Plant - (Preservation and Depreservation)

D. Air Conditioning System Deactivation

S 682-002
(1) Drain the water from the water separators, aspirators, and connecting tubing.

S 872-003
(2) Bleed the sensing lines for the master trim air valve in section 44 (in the right body gear wheel well)(AMM 21-61-00/501).

S 142-004
(3) Clean the water separator coalescer (AMM 21-51-05/201).

S 622-012
(4) Seal the external openings to the air conditioning system.

S 552-006
(5) If the airplane is parked for more than 30 days, remove and store the pack and zone temperature controllers and the pressure controllers (AMM 21-62-07/401, AMM 21-61-01/401, and AMM 21-31-02/401).

E. Electrical/Electronic Systems Deactivation

S 912-007
(1) Electrically ground the airplane (AMM 20-41-01/201).

S 862-014
(2) Put all the switches in the OFF position.

S 862-016
(3) Open all the circuit breakers.

F. Equipment/Furnishings Deactivation

S 622-017
(1) Install the cotton seat covers if the seats stay in the airplane when you park the airplane for more than 7 days.

S 862-019
(2) Close the window shades if the seats and the carpet is not removed.

S 142-019
(3) Make sure all the tray carriers and waste containers are empty and clean.

S 142-020
(4) Make sure the airsick bag containers and used travel bag containers in the lavatories are empty and clean (AMM 25-40-00/701).

S 212-021
(5) Make sure the galleys and toilets are in good condition.

S 022-022
(6) Remove the seats and carpet in the flight compartment and the passenger compartment (if applicable) (AMM 25-11-01/401 and AMM 25-25-01/401).

NOTE: If the humidity in the parked airplane is controlled below 70 percent the seats and carpet rugs can stay in the airplane. Make sure you examine the seats and carpet for moisture and mildew each 30 days.

S 862-255
(7) Put all the main entry doors in the manual mode and install the safety pins (AMM 52-11-00/601).

S 022-024
(8) AIRPLANES WITH EMERGENCY ESCAPE SLIDES;
Remove the gas bottles from the airplane.

S 022-025
(9) Remove the life rafts.

NOTE: Do not remove the batteries for the lights and emergency locator beacons from the life rafts.

S 022-200
(10) Remove the slide/raft assemblies.

NOTE: Do not remove the batteries for the lights or emergency locator beacon from the slide/raft assemblies.

S 022-201
(11) Remove the life vests.

G. Fire Protection Deactivation

S 612-026
(1) If the engines or the APU stays on the airplane, keep the fire extinguishing system in the serviceable "full" condition (AMM 26-22-01/601).

S 822-027
(2) Make sure all the fire extinguishers (Engine, APU, Portable) have been weighed within the 60 day period and are in the weight limits shown on the fire extinguisher nameplate.
(a) Reference:
1) AMM 26-26-01/601, Halon fire extinguisher.
2) AMM 26-26-02/601, Water-type fire extinguisher.
(b) If the weight is below the full weight shown on the nameplate, replace the fire extinguishers.

S 612-028
(3) Make sure the fire extinguisher bottles in the cargo compartment are fully charged (AMM 26-23-01/601).

NOTE: The fire extinguisher bottles and squibs installed and connected when the airplane is parked.

H. Flight Controls Deactivation

S 862-029
(1) Move the trailing edge flaps until the flaps complete one full movement of travel.

S 862-202
(2) Move the leading edge flaps until the flaps complete one full movement of travel.

S 862-030
(3) Move the stabilizer trim until you complete one full movement of travel.

S 862-203
(4) Move the rudder trim until you complete one full movement of travel.

S 862-204
(5) Move the aileron trim until you complete one full movement of travel.

S 862-205
(6) Move the elevators until you complete three full movements of travel.

S 862-206
(7) Move the rudder until you complete three full movements of travel.

S 862-031
(8) Move the ailerons until you complete three full movements of travel.

S 862-032
(9) Operate the rudder ratio changer actuators until you complete three full strokes and put the actuators to their initial position.

S 642-033
(10) Lubricate all the flight controls with MIL-G-23827 grease AMM 12-21-16/301 thru AMM 12-21-23/301).

S 642-034
(11) Lubricate the control cables which are external to the fuselage pressurize area (AMM 12-21-05/301).

S 212-035
(12) Make sure the drain holes for the flap and the flap fairing are open.

S 862-036
(13) Put all the flaps in the FULL UP position (AMM 27-51-00/201 and AMM 27-81-00/201).

I. Fuel System Deactivation

S 652-252

WARNING: BIOBOR JF IS POISONOUS. DO NOT BREATH THE VAPOR AND AVOID CONTACT WITH THE SKIN. IF YOU BREATH THE VAPOR OR TOUCH THE BIOBOR YOU CAN CAUSE INJURY TO YOURSELF.

CAUTION: DO NOT ADD CONCENTRATED BIOCIDE TO THE FUEL TANKS. IF YOU ADD CONCENTRATED BIOCIDE TO THE FUEL TANKS, SALT DEPOSITS CAN FORM AND CAN CAUSE DAMAGE. IF METERED INJECTION EQUIPMENT IS NOT AVAILABLE, REFER TO CPM 20-62-00, CORROSION PREVENTION MANUAL, PART I, FOR OTHER APPROVED PROCEDURES TO ADD BIOCIDE TO THE FUEL TANKS.

(1) Fill and keep all of the wing fuel and optional horizontal stabilizer fuel tanks at approximately 10 percent capacity (AMM 12-11-01/301).

NOTE: The fuel should contain 135 to 270 parts per million maximum by weight Biobor JF or 0.05 percent to 0.15 percent by volume PFA55MB (MIL-I-27686) additive to prevent micro-organisms in fuel tanks. The preferred procedure to mix the additive is by metered injection into the flowing stream of fuel. Do a check of the additive ratio each year by chemical test.

If JP-4 or JP-5 fuel formulated per MIL-T-5624H is used to JP-4 and JP-5 fuel, per MIL-T-5624H, already contains 0.1 to 0.15 percent by volume of PFA55MB.

S 682-038

(2) Drain all the water from the fuel tanks, the surge tanks, the stabilizer drip pan, and the boost pumps. After 24 hours drain again (AMM 12-11-03/301).

S 622-039

(3) Cover each vent opening with cheesecloth using 3M tape 481 and attach red flags to each installation.

NOTE: Put covers on each vent opening with cheesecloth to make sure insects do not go into the vents.

J. Hydraulic System Deactivation (Storage up to 60 days)

S 212-040
(1) Do a check of the hydraulic system for leaks and make repairs it it is necessary.

S 612-041
(2) Fill the systems and the reservoirs with hydraulic fluid (AMM 12-12-01/301).

S 642-042
(3) Lubricate all the hydraulic components which have lubrication fittings (AMM 12-21-00/001, AMM 12-21-01/301, AMM 12-21-16/301, AMM 12-21-17/301, AMM 12-21-18/301, AMM 12-21-19/301, AMM 12-21-20/301, AMM 12-21-21/301, and AMM 12-21-22/301).

S 862-043
(4) Service the hydraulic reservoirs and accumulators before each engine run (AMM 12-15-09/301).

S 682-208
(5) If the engines are removed from the airplane, remove the pressure in the hydraulic reservoirs and accumulators.

S 842-044
(6) Pressurize to 40 psi with dry nitrogen (AMM 12-15-09/301).

S 612-045
(7) Fill the hydraulic pump gearbox pneumatic drive with oil (AMM 12-13-09/301).

S 622-046
(8) Put a cover on the turbine exhaust port of the hydraulic pump.

K. Instruments Deactivation

S 422-262

WARNING: WHEN THE PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH A TAG TO THE LEFT CONTROL IN THE FLIGT DECK AS A REMINDER THAT PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: MAKE SURE THE PITOT-STATIC PROBE COVERS ARE IN GOOD WORKING CONDITION WITH NO EVIDENCE OF DAMAGE, ESPECIALLY FRAYING AROUND THE COVER OPENING. FRAYED FIBERS FROM THE COVER COMBINED WITH OTHER SUBSTANCES SUCH AS DIRT, GREASE AND FLUIDS CAN CAUSE OBSTRUCTON IN THE PROBE.

CAUTION: WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISILBLE FROM THE GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(1) Install pitot-static probe covers (4 places).

S 622-055

(2) Attach the pitot-static probe streamers to prevent abrasion damage to the skin and the painted surface.

S 422-263

(3) Attach a red paper tag that has "PITOT PROBES COVERED" printed on it in black letters, to the top of the left control wheel in the flight deck.

S 422-264

WARNING: WHEN THE STATIC PORTS ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT DECK AS A REMINDER THAT STATIC PORTS ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM THE GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(4) Put the covers on all of the static ports. The procedure to attach the static port covers using orange barricade tape that has "REMOVE BEFORE FLIGHT" printed on it in black letters and 3M No. 471 yellow vinyl adhesive tape, is given in Parking (Normal) - Maintenance Practices (AMM 10-11-01/201).

S 422-266

(5) Attach a red paper tag that has "STATIC PORTS COVERED" printed on it in black letters, to the left control wheel in the flight deck.

S 622-056

(6) Put the cover on the temperature probe.

S 422-267

(7) Put the cover on the angle of attack sensor.

S 422-268

(8) Put the cover on the ice detector (if installed).

L. Landing Gear Deactivation

S 492-057

(1) Put chocks forward and aft of the wheels.

S 862-058

(2) Release the parking brakes.

S 492-059

(3) Make sure you install all of the landing gear downlocks (AMM 32-00-00/201).

NOTE: Install the steering lock assembly in the nose gear so the nose gear does not move. The wind can move the nose gear when airplane is parked or when the nose wheel is jacked.

S 862-060

(4) Close the wheel well doors.

S 642-061

(5) Lubricate these with MIL-G-23827 grease (AMM 12-21-01/301).
  (a) The uplock hook surfaces on body and wing gears.
  (b) The surfaces of the spherical bearing which are open to the outside air:
    1) The body side strut
    2) The wing gear drag strut
    3) The wing gear trunnion fork bearing
    4) The aft trunnion bearing
    5) The truck pitch links
  (c) The bungees-jury brace rod.

S 642-062

(6) Lubricate all the lubrication points on the landing gear (AMM 12-21-01/301).

S 612-063

(7) Inflate the shock struts with dry nitrogen to a minimum of 100 psi when the airplane is parked for more than 7 days. If the airplane is towed or moved, inflate the shock struts with dry nitrogen (AMM 12-15-03/301, AMM 12-15-04/301 and AMM 12-15-05/301).

NOTE: The shock struts are filled with MIL-H-6083 type fluid and it is not neccessary to drain or fill the shock struts.

S 842-253

CAUTION: DO NOT APPLY GREASE TO OTHER SURFACES. IF YOU APPLY GREASE TO OTHER SURFACES IT CAN CAUSE DAMAGE.

(8) Extend the inner cylinder of the shock strut approximately half way.

S 642-064
(9) Butter lubricate the chrome area with MIL-G-25013 grease.

NOTE: On systems that use BMS 3-11 hydraulic fluid, a compatible grease MCS 352 may be used as an alternate to MIL-G-25013. Do not use MCS 352 grease on systems that use MIL type greases, as MIL 352 grease will deteriorate seals.

S 242-065
(10) Remove the MIL-G-25013 or MCS 352 grease if the shock strut is to be deflated or if the airplane is to be moved.

S 612-066
(11) Make sure the tire pressure is not less than 15 psi below the serviceable inflation pressure (AMM 12-15-06/301).

S 622-067
(12) Apply protective coating MIL-C-16173, grade 2 on to all unpainted landing gear parts which are open to the outside air.

S 372-210
(13) Apply protective coating MIL-C-16173, grade 2 again if it is necessary after you wash the airplane.

S 862-068
(14) Operate the landing gear doors until you complete three full movements of travel.

S 862-211
(15) Put the doors in the closed position when the airplane is parked.

S 622-069
(16) Install tire covers which are not transparent to keep weathering to a minimum.

S 612-070

(17) If the shock strut is serviced with MIL-H-5606, drain the shock strut and fill with MIL-H-6083 (AMM 12-15-03/301, AMM 12-15-04/301, and AMM 12-15-05/301).

S 862-212

(18) If you move the airplane when it is parked for more than 7 days, inflate the shock strut (AMM 12-15-03/301, AMM 12-15-04/301 and (AMM 12-15-05/301).

NOTE: It is not necessary to drain the shock struts serviced with BMS 3-11.

M. Oxygen System Deactivation (Storage Up to 60 Days)

S 282-071

(1) Make sure the portable and system oxygen bottles are not due for hydro-static test when the airplanes is parked.

N. Water and Waste Deactivation

S 682-076

(1) Drain the water system (AMM 12-14-01/301).

S 672-077

(2) Disinfect the potable water system (AMM 38-10-00/201).

S 172-078

(3) Drain and flush all of the toilet tanks (AMM 12-17-01/301).

S 202-213

(4) Make sure all of the tanks are empty (AMM 12-17-01/301).

O. Power Plant and APU Deactiviation

S 622-079

(1) Refer to AMM 71-00-03/201 for engine storage requirements.

S 622-080

(2) Refer to AMM 49-11-00/201 for APU storage requirements.

P. Side Cargo Door Deactivation

S 642-081

(1) Lubricate all of the mechanism and the external hinge (AMM 12-21-04/301).

S 622-082
(2) Add a layer of MIL-G-23827 grease to the main cam latches, the middle span-cam latches, and the pull-in hooks.

S 642-083
(3) Add BMS 3-23 to the doorsill and body sill areas but do not include the seal and the seal depressors.

TASK 10-11-02-582-214

3. Prepare to Park the Airplane for More Than 30 Days

A. Electrical/Electronic Systems Deactiviation (Storage over 30 Days)

NOTE: Do not remove the batteries in the emergency radio beacons in slide/raft covers and life rafts.

S 022-010
(1) Remove the APU battery (AMM 24-31-06/401).

S 022-011
(2) Remove the megaphone battery (AMM 25-63-02/201).

S 022-012
(3) Remove the emergency light batteries (AMM 33-51-07/201).

S 022-013
(4) Remove the batteries from the power supply module for the emergency lights (AMM 33-51-04/201).

S 022-014
(5) Remove the batteries from the light modules at the main entry doors 1, 2, 4, and 5 (if applicable) (AMM 33-51-06/401).

S 022-015
(6) Remove the rack-mounted electronic packages from the E1, E2, E30, and E31 recks in the Main Equipment Center. Remove rack-mounted electronic packages from the E6 and E9 racks in the Center Equipment Center, and from the E8 rack in the Aft Equipment Center. For the 747-400 Freighter only, remove rack-mounted electronic packages from the E5 rack. Only the 747-400 Freighter has an E5 rack.
(a) Make sure the electronic packages are in good condition and have no corrosion.

(b) Put the packages in plastic bags and keep then in a bonded area.

S 862-020

(7) Apply electrical power to all the electrical/electronic equipment remaining in the airplane for a minimum of 2 hours. Make sure the main battery is in the fully charged condition (AMM 24-31-01/501).

B. Ice and Rain Protection Deactivation (Storage Over 30 Days)

S 022-050

(1) Remove the containers for the rain repellent system (AMM 12-16-02/301).

S 172-051

(2) Clean the rain repellent lines with dry filtered air.

S 682-052

(3) Make sure the windshield washing fluid bottle is empty (AMM 12-16-01/301).

S 872-053

(4) Operate the windshield washing pump until the lines do not contain fluid.

TASK 10-11-02-582-215

4. Prepare to Park the Airplane for More Than 60 Days

A. Hydraulic System Deactivation (Storage Over 60 Days)

NOTE: If the airplane is parked for more than 60 days, do these steps in addition to the steps that are necessary to park the airplane for less than 60 days.

S 642-000

CAUTION: DO NOT USE MCS 352 ON COMPONENTS THAT CONTAIN MIL-H-5606 OR MIL-H-6083. MCS 352 CONTAINS SKYDROL AND CAN CAUSE DAMAGE TO SEALS USED IN MIL OIL SYSTEMS.

(1) Clean and apply a layer of MCS 352 to all of the finished surfaces on the actuator rods and the valve slides which are open to the outside air. Apply a layer of MCS 352 again as necessary.

S 862-049

(2) Make sure the ground lock pins are installed on all of the gears to prevent operation.

S 862-216
(3) Move the main landing gear doors and the nose landing gear doors until you complete on full movement of travel.

B. Oxygen System Deactivation (Storage Over 60 Days)

S 282-009
(1) Make sure the portable and system oxygen bottles are not due for hydro-static test when the airplane is parked.

S 022-074
(2) Remove the crew oxygen system masks and put them in clean polyethylene bags.

C. Exterior of Airplane Deactiviation (Storage Over 60 Days)

S 612-084
(1) Wash and dry the airplane (AMM 12-25-01/301).

S 282-085
(2) Do a check of all of the surfaces for stains.

NOTE: Stains are the discoloration of the surface. Oil and other liquids can mix with dust particles and unwanted material and can cause damage to the airplane finish. The accumulation of rain streaked dust is not dangerous unless the dust contains pollutants that can cause corrosion and damage to the airplane finish.

S 612-086
(3) To remove the stains, wash the airplane or polish the airplane with approved polishes (AMM 12-25-01/301).

S 372-087
(4) Apply temporary coating of Leeder 306N on the painted surfaces (AMM 51-24-12/701).

S 642-088
(5) Apply BMS 3-23 to all radome latch fittings.

NOTE: The latch fittings are found in the radome and forward of the pressure bulkhead.

S 622-089
(6) Apply 3M No. 471, or equivalent, to these locations to make a seal so that water does not go into the airplane:
(a) All external doors
(b) The upper half of the nose radome
(c) All external hatches.

S 412-090
(7) Make sure the doors and hatches are closed when they are unattended.

S 622-091
(8) Cut a small water drain hole, approximately 3/8-inch diameter, in the lowest part of the tape seal on all entry doors and hatches.

S 952-092
(9) If you park the airplane for more than 60 days, put aluminum foil or other reflective material such as aluminized mylar on the outside of the windshields and control cabin windows.

S 392-218
(10) Fasten the reflective material with 3M adhesive backed aluminized tape.

NOTE: Put the reflective material so that the reflective side is open to the outside air.

S 392-219
(11) Do not put covers on the windshield that can cause heat to increase on the windshield.

S 212-093

(12) Make sure all of the structural drain holes are open (AMM 51-41-00/001).

D. Unpainted External Surfaces Deactivation (storage over 60 days).

S 612-220

(1) To keep the unpainted external surfaces serviceable, do one of these:

(a) Wash the airplane (AMM 12-25-01/301) after each 7 to 14 days.

(b) Wash and apply wax to the full airplane (AMM 12-25-01/301) after each 4 weeks (AMM 12-25-01/301).

NOTE: Apply wax after you wash the airplane.

(c) Apply a temporary layer of protective coating on all unpainted metal, except the engine tail cones and other high-temperature parts.

NOTE: The paint burns off of the engine tail cones and other high-temperature parts.

S 392-221

(2) To apply the protective coating of Leeder 306N, do these steps:

(a) Wash the surface to remove all oil, grease, fingerprints, dust, and other foreign material (AMM 12-25-01/301).

NOTE: Apply the temporary coating directly on the equivalent coating which was applied before.

(b) To apply the coating, spray (air or airless) to get a constant dry film thickness of 1.5 ±0.5 mils.

NOTE: The layer of coating must be smooth and continuous.

1) Before you touch the coating it must dry for 20 minutes (minimum) at room temperature.

2) Before you stack the coating it must dry for 4 hours (minimum) at room temperature.
3) Remove and apply the coating each 6 months.

(c) Do a check for damage to the coating and corrosion of substrate each 14 days.

S 102-222

(3) Wash the painted surfaces after each 4 weeks (AMM 12-25-01/301).

TASK 10-11-02-582-223

5. Keep the Parked Airplane Serviceable

A. General

(1) Do the procedures to keep the airplane serviceable at these times:
(a) after each 7 days
(b) after each 14 days
(c) after each 30 days
(d) after each 60 days
(e) after each 90 days
(f) after each 180 days
(g) after each year.

B. 7 Day Maintainence

S 582-224

(1) Keep the fuel system serviceable.
(a) cheesecloth and is attached with 3M tape No. 471 so insects do not get in the vents.
(b) Attach red flags to each installation on the vent openings.
(c) Inspect the cheesecloth and replace it if it is necessary.

C. 14 Day Maintainence

S 582-225

(1) Keep the electrical/electronic systems serviceable.
(a) Apply electrical power for a minimum of 2 hours to all electrical/electronic equipment which stays in the airplane (AMM 24-31-01/501).
(b) Make sure the main battery is in the fully charged condition (AMM 24-31-00/001).

S 582-226

(2) Keep the flight controls serviceable.
(a) Make sure the drain holes for the flap and flap fairing are open.
(b) Keep the leading edge and trailing edge flaps in the FULL UP position (AMM 27-51-00/201 and AMM 27-81-00/201).

S 582-227

(3) Keep the landing gear serviceable.
(a) Make sure the tire pressure is not less than 15 psi below the serviceable inflation pressure (AMM 12-15-06/301).

(b) Do a check of the tires for leaks.
1) Repair the leaks if it is necessary.

D. 30 Day Maintainence

S 582-228
(1) Keep the equipment/furnishings serviceable.
(a) Remove the seats and carpet (including control cabin seats) (AMM 25-25-01/401).

NOTE: The seats and carpet can stay in the airplane for up to 30 days. If the humidity is controlled to below 70 percent, the seats and carpet can stay in the airplane. Do a check each 30 days for moisture and mildew. If the humidity is not controlled, remove the seats and carpet and put them in a humidity controlled area. Do a check each 30 days for moisture and mildew.

S 582-229
(2) Keep the fire protection serviceable.
(a) If the engines or the APU stay on the airplane, keep the fire extinguishing system in the serviceable "full" condition (AMM 26-21-03/601 and AMM 26-22-01/601).

S 582-230
(3) Keep the fuel system serviceable.
(a) Drain all of the water from the fuel tanks, the surge tanks, the stabilizer drip pan, and the boost pumps. Drain again after 24 hours (AMM 12-11-03/301).

S 582-231
(4) Keep the landing gear serviceable.
(a) Disconnect the nose gear torsion link, if not previously disconnected. (AMM 32-21-03/401).
(b) Operate the steering actuators using the system hydraulic pressure through several full movements of travel. (AMM 32-21-03/401).
(c) Put a layer of MIL-G-23827 grease on the torsion link bearing which is open to the outside air for protection.

NOTE: The torsion link can stay disconnected during storage.

(d) Apply MCS 352 lubricant to the finished surfaces of the steering piston rods which are open to the outside air after operation.
(e) Operate the landing gear doors through three full movements of travel.

(f) Put the doors in the closed position when you park the airplane.

S 582-232

(5) Keep the exterior skin surfaces serviceable (storage over 60 days).

(a) Make sure all of the structural drain holes are open (AMM 51-41-00/001).

(b) Do a check of the surfaces with strippable coating for blisters, peeling, or other signs of deterioration.

(c) Do a check of all painted surfaces for stains.

NOTE: Stains are the discoloration of the surface. Oil or other liquids can mix with dust particles and unwanted materials and can cause damage to the airplane finish. The accumulation of rain streaked dust is not dangerous unless the dust contains pollutants which can cause corrosion and damage to the airplane finish.

(d) To remove stains, wash the airplane or polish the airplane with approved polishers (AMM 12-25-01/301).

E. 60 Day Maintainence

S 582-233

(1) Keep the landing gear serviceable.

(a) Lubricate these with MIL-G-23827 grease (AMM 12-21-01/301):

1) The uplock hook surfaces on the body and wing gears.

2) The surfaces of the spherical bearing which are open to the outside air on these:

a) The body side strut

b) The wing gear drag strut

c) The wing gear trunnion fork bearing

d) The aft trunnion bearing

e) The truck pitch links

3) The bungees - jury brace rod

F. 90 Day Maintainence

S 582-234

(1) Keep the flight controls serviceable.

(a) Move the trailing and leading edge flaps through one full movement of travel.

(b) Move the stabilizer, rudder, and aileron trim through one full movement of travel.

(c) Put the surfaces within 1/2 degree of the previous position, but not the same position.
(d) Move the elevator, the rudder, and the aileron through three full movements of travel.
(e) Move the rudder ratio changer actuators through three full movements of travel and put it back in its initial condition.
(f) Lubricate all of the flight controls with MIL-G-23827 grease (AMM 12-21-16/301 thru AMM 12-21-23/301).
(g) Lubricate the control cables which are out of the fuselage pressurized area (AMM 12-21-05/301).

S 582-235
(2) Keep the hydraulic systems serviceable.

CAUTION: DO NOT USE MCS 352 ON COMPONENTS THAT CONTAIN MIL-H-5606 OR MIL-H-6083. MCS 352 CONTAINS SKYDROL AND CAN CAUSE DAMAGE TO THE SEALS USED IN MIL OIL SYSTEMS.

(a) Clean all of the finished surfaces on actuator rods and valve slides which are open to the outside air and apply a layer of with MCS 352.
(b) Make sure the ground lock pins are installed on all gears to prevent operation.
(c) Move the main and nose landing gear doors through one full movement of travel.

S 582-236
(3) Keep the landing gear serviceable.
(a) Apply protective coating MIL-C-16173, grade 2 on all of the unpainted landing gear parts which are open to the outside air.
(b) Apply protective coating if it is necessary after you wash the airplane.

S 582-237
(4) Keep the water and waste serviceable.
(a) Disinfect the potable water system (AMM 38-10-00/201).

G. 180 Day Maintainence

S 582-238

(1) Keep the fire protection serviceable.

(a) Make sure all the fire extinguishers (Engine, APU, Portable) have been weighed within the 60 day period and are in the weight limits shown on the fire extinguisher nameplate.

(b) Reference:

1) AMM 26-26-01/601, Halon fire extinguisher.

2) AMM 26-26-02/601, Water-type fire extinguisher.

3) AMM 26-27-07/601, BCF fire extinguisher.

4) Replace the passenger and crew portable fire extinguishers if the weight is below the full weight shown on the nameplate.

S 582-239

(2) Keep the hydraulic systems serviceable.

(a) Service the hydraulic reservoirs and accumulators before you operate each engine (AMM 12-15-09/301).

(b) If the engines are removed form the airplane, depressurize the hydraulic reservoirs and accumulators and pressurize to 40 psi with dry nitrogen (AMM 12-15-09/301).

S 582-240

(3) Keep the landing gear serviceable.

(a) Lubricate all of the lubrication points on the landing gear (AMM 12-21-01/301).

H. 1 Year Maintainence

S 582-241

(1) Keep the fuel system serviceable.

WARNING: BIOBOR JF IS POISONOUS. DO NOT BREATH VAPOR OR TOUCH WITH SKIN.

(a) Drain the fuel from one main fuel tank (AMM 28-26-00/201).

NOTE: If the fuel tanks are being examined for corrosion on a second and subsequent inspection, examine a tank other than the one you examined before.

(b) Open the drained fuel tank (AMM 28-11-00/201).

(c) Remove the fuel from the opened fuel tank (AMM 28-11-00/201).

(d) Examine the fuel tank and the fuel lines for corrosion (AMM 28-11-00/701).

(e) If corrosion was found in the tank, drain all of the other tanks (AMM 28-26-00/201).
    1) Open all of the tanks (AMM 28-11-00/201).
    2) Remove the fuel from all of the tanks (AMM 28-00-00/201).
    3) Examine the tank and the fuel lines for corrosion.
(f) If the fuel tank and the fuel lines contain corrosion, refer to MRB instructions to make repairs.
(g) Open the dry bay areas.
(h) Examine the dry bay area for corrosion.
    1) If corrosion is found, refer to MRB instructions to make repairs.
(i) Close the dry bay areas that were opened.
(j) Close the fuel tanks (AMM 28-11-00/201).

WARNING: BIOBAR JF IS POISONOUS. DO NOT BREATH VAPOR OR TOUCH WITH SKIN.

CAUTION: DO NOT ADD CONCENTRATED BIOCIDE TO THE FUEL TANKS. IF YOU ADD CONCENTRATED BIOCIDE SALT DEPOSITS CAN FORM AN CAN CAUSE DAMAGE. IF METERED INJECTION EQUIPMENT IS NOT AVAILABLE, REFER TO CPM 20-62-00, CORROSION PREVENTION MANUAL, PART I, FOR OTHER APPROVED PROCEDURES TO ADD BIOCIDE TO THE FUEL TANKS.

(k) Fill and keep all of the fuel tanks at approximately 10 percent capacity (AMM 12-11-01/301). The fuel tanks in the horizontal stabilizer must stay empty. The fuel must contain 135 to 270 parts per million maximum by weight Biobor JF or 0.05 percent to 0.15 percent by volume PFA55MB (MIL-I-27686) additive to prevent micro-organisms in the fuel tanks. The preferred procedure to mix additive is by metered injection into flowing stream of fuel. Do a check of the additive ratio each year by chemical test.

    NOTE: If JP-4 or JP-5 fuel formulated per MIL-T-5624H is used to treat the tanks, additional additives are not necessary. JP-4 and JP-5 fuel, per MIL-T-5624H, already contains 0.1 to 0.15 percent by volume of PFA55MB.

S 582-242

(2) Keep the landing gear serviceable.

(a) Inflate the shock struts with dry nitrogen to a minimum of 100 psi when you park the airplane for more than 7 days.

(b) If the airplane is towed or moved, inflate the shock struts with dry nitrogen (AMM 12-15-03/301, AMM 12-15-04/301, AMM 12-15-05/301).

NOTE: The shock struts are filled with MIL-H-6083 type fluid and it is not neccessary to drain or fill the shock struts.

(c) Extend the inner cylinder of the shock strut approximately half way.

CAUTION: BE CAREFUL NOT TO APPLY THE GREASE TO OTHER SURFACES.

(d) Butter lubricate the chrome area with MIL-G-25013 grease.

NOTE: On systems that use BMS 3-11 hydraulic fluid, a compatible grease MCS 352 may be used as an alternate to MIL-G-25013. Do not use MCS 352 grease on systems that use MIL type greases as MIL 352 grease can cause damage to the seals.

(e) Remove the MIL-G-25013 or MCS 352 grease before you deflate the shock strut or move the airplane.

TASK 10-11-02-632-146

6. Prepare to Operate the Airplane

A. Consumable Materials

(1) D00000 Grease - Aeroshell No. 5
(2) E00118 Remover - Protective Coating, Leeder 302N (for alkaline removable coatings)
(3) B00192 Solvent - Cleaning, General Purpose, BMS 3-2
(4) G00033 Cheesecloth - Woven, Surewipe (Clean and Lint-Free)

B. References

(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 09-11-00/201, Towing
(3) AMM 12-11-01/301, Fuel Tank Servicing
(4) AMM 12-14-01/301, Potable Water Tanks
(5) AMM 12-15-03/301, Wing Landing Gear Shock Strut
(6) AMM 12-15-04/301, Body Landing Gear Shock Strut
(7) AMM 12-15-05/301, Nose Landing Gear Shock Strut
(8) AMM 12-15-06/301, Landing Gear Tire
(9) AMM 12-15-09/301, Hydraulic Brake Accumulator
(10) AMM 12-15-11/301, Hydraulic Pressure Surge Accumulator
(11) AMM 12-16-01/301, Windshield Washer Container
(12) AMM 12-16-02/301, Rain Repellent Container
(13) AMM 12-17-01/301, Toilet Tank
(14) AMM 12-21-01/301, Landing Gear
(15) AMM 12-21-05/301, Cable Lubrication
(16) AMM 12-21-19/301, Stabilizer Control and Indicator System
(17) AMM 12-21-20/301, Trailing Edge Flap System
(18) AMM 12-21-23/301, Leading Edge Flap System
(19) AMM 12-25-01/301, Exterior Cleaning
(20) AMM 20-11-22/401, Electrical/Electronic Module
(21) AMM 20-21-03/601, Control Cables
(22) AMM 21-31-02/401, Cabin Pressure Controller
(23) AMM 21-51-05/701, Water Separator
(24) AMM 21-61-01/401, Zone Temperature Controller
(25) AMM 21-62-07/401, Pack Discharge Temperature Sensor
(26) AMM 24-22-00/201, Manual Control

(27) AMM 24-31-06/201, APU Battery
(28) AMM 25-00-00/701, Equipment/Furnishings
(29) AMM 25-11-01/401, Pilot's Seats
(30) AMM 25-25-01/401, Passenger Seats
(31) AMM 25-27-01/401, Main Deck Floor Covering
(32) AMM 26-21-03/601, Engine Fire Extinguisher Bottle
(33) AMM 26-22-01/601, APU Fire Extinguisher Bottle
(34) AMM 26-26-01/201, Water Type Fire Extinguisher
(35) AMM 26-26-01/601, Halon fire extinguisher
(36) AMM 26-26-02/601, Water type fire extinguisher
(37) AMM 27-00-00, Flight Controls
(38) AMM 27-51-00/201, Trailing Edge Flap System
(39) AMM 27-81-00/201, Leading Edge Flap System
(40) AMM 29-11-00/201, Main Hydraulic Supply System
(41) AMM 32-45-01/401, Main Gear Tire and Wheel
(42) AMM 32-45-02/401, Nose Gear Tire and Wheel
(43) AMM 33-51-00/501, Emergency LIghts
(44) AMM 33-51-04/201, Power Supply Module
(45) AMM 33-51-06/401, Door Mounted Lights
(46) AMM 33-51-07/201, Entryway and Ceiling Emergency Lights
(47) AMM 34-21-01/401, Inertial Reference Unit
(48) AMM 34-21-02/401, IRS Mode Selector Unit
(49) AMM 35-21-06/401, Passenger Oxygen Mask
(50) AMM 38-10-00/201, Potable Water System
(51) AMM 38-11-06/201, Filter - Water
(52) AMM 49-11-00/201, Auxiliary Power Unit (APU)
(53) AMM 51-24-12/701, Temporary Leeder 314N Coating
(54) AMM 71-00-03/201, Power Plant - (Preservation and Depreservation)

C. Prepare to Operate the Airplane

NOTE: When you do the procedures to prepare the airplane for operation do a check for corrosion. Refer all large corrosion problems to the correct authority. Use approved procedures to clean small corrosion problems.

S 212-147
(1) Do the procedures to prepare the airplane for operation only on items which were prepared for parking.

S 212-243
(2) Do a visual inspection for possible indications of deterioration of the items not prepared for parking.

S 862-148
(3) Close all of the circuit breakers.

S 862-149
(4) Extend all of the flaps (AMM 27-51-00/201 and AMM 27-81-00/201).

S 642-150
(5) Lubricate all of the flaps (Trailing Edge AMM 12-21-20/301, Leading Edge AMM 12-21-23/301 and Stabilizer Trim AMM 12-21-19/301) components.

S 092-151
(6) Remove the wheel chocks and covers from all of the wheels.

S 092-152
(7) Remove the shock strut restraints.

S 862-153
(8) Jack the airplane (AMM 07-11-01/201).

S 022-154
(9) Remove the wheels (AMM 32-45-01/401 or AMM 32-45-02/401).

S 642-155
(10) Apply grease to the wheel bearings with Aeroshell 22 or Mobil 28 (AMM 32-45-01/401 or AMM 32-45-02/401).

S 022-156
(11) Install the wheel (AMM 32-45-01/401 or AMM 32-45-02/401).

S 862-157
(12) Lower the airplane and remove the jacks (AMM 07-11-01/201).

S 862-021
(13) Install the main and nose landing gear ground locks (AMM 09-11-00/201).

S 862-015
(14) Make sure the main and nose landing gear doors are closed and the ground door release handle is in the door closed position.

S 862-010
(15) Make sure that all of the landing gear alternate extension switches on the pilots instrument panel P2-3 are in the OFF position.

S 862-011
(16) Make sure all personnel and equipment are clear of the landing gear doors.

S 862-012
(17) Provide electrical power (AMM 24-22-00/201).

S 862-022
(18) Remove pressure from the hydraulic systems number 1 and 4 (AMM 29-11-00/201).

S 722-014
(19) Test the alternate wing and body gear door release.
(a) Put the landing gear control handle in the OFF position.

WARNING: MAKE SURE THAT ALL PERSONNEL ARE CLEAR OF THE LANDING GEAR DOORS. THE RAPID MOVEMENT OF THE DOORS CAN INJURE PERSONS OR CAUSE DAMAGE TO EQUIPMENT.

(b) Push the left and right wing and body gear alternate extension switches on the pilots P2-3 panel to the EXTEND position.

NOTE: Hold the switches for three to five seconds and return the switch to the ARM position for a minimum of 90 seconds.

(c) Make sure that all main gear doors unlock and fall open.
(d) Return the left and right wing and body gear alternate extension switches on the pilots P2-3 panel to the OFF position.
(e) Position the left and right ground door release handles in the down and locked position.

S 722-015
(20) Test the nose gear alternate door release.
(a) Make sure that all personnel and equipment are clear of the nose gear doors.

WARNING: MAKE SURE THAT ALL PERSONNEL ARE CLEAR OF THE LANDING GEAR DOORS. THE RAPID MOVEMENT OF THE DOORS CAN INJURE PERSONS OR CAUSE DAMAGE TO EQUIPMENT.

(b) Put the landing gear control handle in the OFF position.
(c) Push the nose gear alternate extend switch on the pilots P2-3 panel to the EXTEND position.

NOTE: Hold the switch for three to five seconds and return the switch to the ARM position for a minimum of 90 seconds.

(d) Make sure that the nose gear forward doors unlock and fall open.
(e) Make sure that the nose gear alternate extension rotary actuator makes a full cycle.
(f) Return the nose gear alternate extend switch on the pilots P2-3 panel to the OFF position.

S 862-256
(21) Apply pressure to the hydraulic systems number 1 and 4 (AMM 29-11-00/201).

S 862-024
(22) Move the nose and main gear ground door release handles to the door closed position.

S 612-158
(23) Service the shock struts for the landing gear (AMM 12-15-03/301, (AMM 12-15-04/301 and AMM 12-15-05/301).

S 612-159
(24) Inflate the tires to the correct pressures (AMM 12-15-06/301).

S 162-160
(25) Remove all of the corrosion preventive compound from the unpainted components on the landing gear. Soak and scrub the parts with BMS 3-2 and then vapor degrease the parts.

S 142-161
(26) Remove the unwanted MIL-G-25013 or MCS 352 grease from the surface of the inner cylinder which is open to the outside air.

S 642-162
(27) Lubricate all of the landing gear fittings (AMM 12-21-01/301).

S 632-164
(28) Depreserve each power plant if it was preserved (AMM 71-00-03/201).

S 632-165
(29) Depreserve the APU and remove the exhaust and cooling air covers (AMM 49-11-00/201).

S 212-166
(30) Make sure all of the airplane drains are open and clean.

S 112-167
(31) Remove the strippable protective coating (AMM 51-24-12/701).

S 952-168
(32) Remove the tape and the covers from all of the doors, access panels and windows.

S 012-244
(33) Remove the cheesecloth covers, red flags, and tape from all of the vent and openings.

S 952-169
(34) Remove the reflective material from the surface of the windshields and windows.

S 632-170

CAUTION: DO NOT LET THE REMOVER DRY. DO NOT LET THE REMOVER TOUCH THE ACRYLIC FOR MORE THAN 60 MINUTES. DO NOT LET THE REMOVER TOUCH HIGH-STRENGTH STEEL PARTS (180,000 PSI AND OVER).

(35) Remove the Leeder 306N protective coating with Leeder 302N remover.

S 632-246
(36) Apply a layer of remover approximately 20 mils thick and keep it on for a minimum of 10 minutes.

S 632-247
(37) Pressure rinse with water up to 140 °F.

S 632-248
(38) If the protective coating is not completely removed, do the steps to remove it again or remove it with solvent.

S 652-171
(39) Service the fuel tanks if it is necessary for planned flight (AMM 12-11-01/301).

S 792-172
(40) Do a check of the fuel lines and component connections for leaks.

S 762-173
(41) Do a check of the airplane battery.

S 762-249
(42) Put the dc meter select switch to the BAT position.

S 762-250
(43) The voltmeter must read between 24 to 28 volts.

S 422-174
(44) If the APU, megaphone, and emergency lights batteries were removed, install fully charged batteries (AMM 24-31-06/401, AMM 33-51-04/201, AMM 33-51-06/401, and AMM 33-51-07/201).

S 422-175
(45) If the rack-mounted electronic modules were removed from the equipment racks, install cleaned, serviceable units (AMM 20-11-22/401).

S 422-176
(46) If the IRS (Inertial Reference System) components were removed, install all units (AMM 34-21-01/401 and AMM 34-21-02/401).

S 092-269

WARNING: FAILUARE TO REMOVE COVERS FROM PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: MAKE SURE THE PITOT-STATIC PROBE COVERS ARE IN GOOD WORKING CONDITION WITH NO EVIDENCE OF DAMAGE, ESPECIALLY FRAYING AROUND THE COVER OPENING. FRAYED FIBERS FROM THE COVER COMBINED WITH OTHER SUBSTANCES SUCH AS DIRT, GREASE AND FLUIDS CAN CAUSE OBSTRUCTON IN THE PROBE.

CAUTION: REMOVE ALL COVERS. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE THE COVERS CAN COME OFF AND DAMAGE THE ENGINES.

(47) Remove the pitot-static probe covers (4 places).

S 092-271

(48) Remove the "PITOT PROBES COVERED" tag from the left control wheel in the flight deck.

S 092-178

(49) Remove the covers from the temperature probes, the angle-of-attack sensor, and the the ice detector probe (if installed).

S 092-272

WARNING: FAILURE TO REMOVE BARRICADE TAPE AND VINYL ADHESIVE TAPE FROM THE STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

CAUTION: REMOVE ALL BARRICADE TAPE AND VINYL ADHESIVE TAPE. ENGINES SHOULD NOT BE OPERATED WITH COVERINGS IN PLACE BECAUSE THE COVERINGS CAN COME OFF AND DAMAGE THE ENGINES.

(50) Remove all barricade tape and vinyl adhesive tape from the static ports.
   (a) Inspect each static port and if necessary use naphtha or equivalent to remove all tape residue, dirt and other contaminants around the static ports.

S 092-270

(51) Remove the "STATIC PORTS COVERED" tag from the left control wheel in the flight deck.

S 612-179

(52) Make sure all the fire extinguishers (Engine, APU, Portable) have been weighed within the 60 day period and are in the weight limits shown on the fire extinguisher nameplate.
   (a) Reference:
      1) AMM 26-26-01/601, Halon fire extinguisher.

2) AMM 26-26-02/601, Water-type fire extinguisher.

S 282-180
(53) Make sure the pitot-static systems are drained.

NOTE: The drains are in the lower sections 41, 42, and 46. There are 27 drains.

S 612-181
(54) Service the windshield washer and rain repellent systems (AMM 12-16-01/301 and AMM 12-16-02/301).

S 712-182
(55) Do the operational check for the electrical and electronic systems.

S 422-183
(56) Install a clean coalescer in each water separator (AMM 21-51-05/201).

S 422-184
(57) If the pressure controller and the pack and zone temperature controllers were removed, install serviceable units (Ref (AMM 21-31-02/401, AMM 21-61-01/401 and AMM 21-62-07/401).

S 792-185
(58) Pressurize the hydraulic systems and do a check of the system for leaks (AMM 29-11-00/201).

S 612-186
(59) Service the hydraulic accumulators (AMM 12-15-09/301 and (AMM 12-15-11/301).

S 832-187
(60) Do a visual inspection of the cable rigging in all of the flight control primary and secondary systems (AMM 20-21-03/601).

S 642-188
(61) Lubricate the cables in all of the flight control primary and secondary systems (AMM 12-21-05/301).

S 712-189
(62) Do an operational check of all of the flight control systems (AMM 27-00-00).

S 612-190
(63) Recharge the toilet tanks and operate the flush system to make sure it operates correctly (AMM 12-17-01/301).

S 612-260
(64) Disinfect, service, and pressurize the potable water system. (AMM 38-10-00/201 and AMM 12-14-01/301).

S 212-261
(65) Do a check of all of the galley and lavatory plumbing and drains to release air locks and make sure there are no leaks (AMM 38-10-00/201 and AMM 12-14-01/301).

S 422-192
(66) If the seats and carpet were removed, install clean seats and carpet if it is necessary (AMM 25-11-01/401, AMM 25-25-01/401 and (AMM 25-27-01/401).

S 422-195
(67) If the crew and passenger (if applicable) oxygen masks were removed, install clean serviceable masks (AMM 35-21-06/401).

S 732-196
(68) Do the system test of the emergency light system (AMM 33-51-00/501).
(a) If the airplane was parked for less than 7 days, no procedures are neccessary if the emergency light system was completely charged before it was parked and the emergency light system was not operated while the airplane was parked.

CAUTION: IF POWER HAS NOT BEEN APPLIED TO THE INSTALLED EMERGENCY LIGHT SYSTEM WHILE THE AIRPLANE WAS PARKED FOR 6 DAYS OR MORE, DO NOT TURN ON ANY ASSEMBLY FOR A MINIMUM OF 16 HOURS AFTER YOU APPLY POWER TO THE SYSTEM. DO NOT DO A SYSTEM FUNCTIONAL TESTS FOR A MINIMUM OF 20 HOURS AFTER YOU APPLY POWER TO THE SYSTEM.

(b) If the airplane was parked for more than 6 days, or the emergency light system was not fully charged before the airplane was parked, or the emergency light system was operated while the airplane was parked, charge the emergency light system for a minimum of 20 hours before operation.

S 112-197

(69) Wash the airplane (AMM 12-25-01/301).

S 162-198

(70) Make sure the airplane interior is clean (AMM 25-00-00/701).

S 092-199

(71) Remove the airplane static ground when airplane is prepared to be moved.

PARKING (HIGH WIND) - MAINTENANCE PRACTICES

1. General
   A. This procedure contains a task to prepare the airplane to be parked in high wind conditions.
   B. If it is possible the winds will be more than 100-knots, you should fly the airplane out of the area. If you cannot fly the airplane, this procedure will help prevent damage to the airplane.
   C. When you point the airplane directly into the wind, and the airplane is in the correct configuration, it will be resistant to 135-knot winds.
   D. On a dry surface, with the airplane at maximum taxi weight, the airplane can be resistant to side winds that are 100-knots or less (Fig. 201).
   E. On a wet surface, with the airplane at maximum taxi weight, the airplane can be resistant to side winds that are 90-knots or less (Fig. 201).

TASK 10-11-03-862-001

2. Prepare the Airplane to be Parked in High Winds - Correct Configuration
   A. Special Tools and Equipment
      (1) G27008-3 Ground Lock, Rudder (Lower)
      (2) G27008-17 Ground Lock, Rudder (Upper)
      (3) TE65B00184-1 Ground Lock, Inboard Elevator
      (4) 3ME65B05730-1 Ground Lock, Outboard Elevator (Left)
      (5) 3ME65B05730-2 Lock Assembly - Outboard Elevator (Right)
      (6) 6ME65B02200-1 Ground Lock, Inboard Aileron
      (7) 6ME65B02100-1 Ground Lock, Outboard Aileron
   B. Standard Tools and Equipment
      (1) Ballast (Engine Substitute)
   C. References
      (1) 10-11-01/201, Parking (Normal)
      (2) 12-11-01/301, Fuel Tank Servicing
      (3) 27-51-00/201, Trailing Edge Flap System
      (4) 27-81-00/201, Leading Edge Flap System
      (5) 29-11-00/201, Main Hydraulic System
      (6) 71-00-02/401, Power Plant
   D. Procedure

S 862-002

WARNING: REMOVE THE LOCKOUT PIN FOR THE NOSE GEAR STEERING BEFORE YOU DISENGAGE THE TOW BAR AND TUG. YOU MUST DO THIS TO PREVENT THE AIRPLANE FROM SWINGING IN THE WIND. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Park the airplane (Ref 10-11-01/201).

S 492-003
(2) Install the inlet plugs and the covers.

S 862-004
(3) Move the leading and the trailing edge flaps to the FLAP UP position to decrease lift (Ref 27-51-00/201, 27-81-00/201).

S 862-005
(4) Move the trim position indicator on the control stand to 0 units.

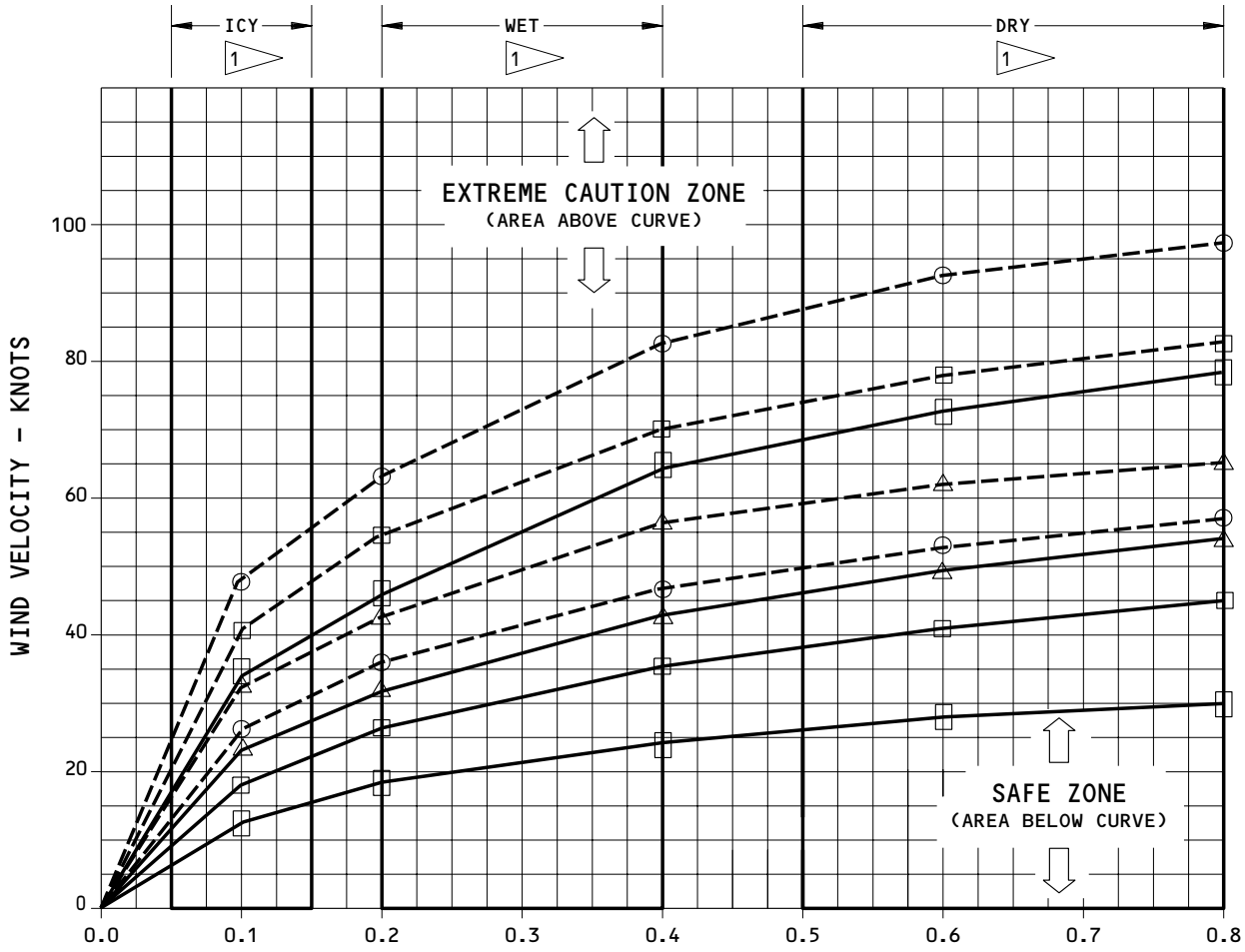
NOTE: This will move the stabilizer leading edge to the full up position. This makes sure the wind load will keep an up load on the stabilizer. These loads keep the nose of the airplane down. The airplane nose down condition gives a positive load on the nose wheels. A positive load on the wheels and a correct CG for the airplane causes the airplane to be more stable in high wind conditions.

S 492-006
(5) If you remove the power control units for the flight control surfaces, install the ground locks on the control surfaces.

S 612-007
(6) Fill all the main fuel tanks to a minimum of 10 percent full (Ref 12-11-01/301).

S 862-008
(7) Make sure the airplane gross weight and center of gravity (cg) is correct for the anticipated wind gust velocity and ramp surface condition (Fig. 201).

NOTE: You can get this load with different configurations. Use different configurations of fuel in the main and the center wing section tanks, and ballast in the lower cargo hold. Use the Weight and Balance Manual to calculate the correct loads necessary to get the specified airplane weight and balance condition.



747 CLASSIC MAXIMUM WINDS FOR PARKING OPERATIONS

	WEIGHT (LB)	CG (%MAC)
○	873,000	0.85
□	873,000	0.33
△	400,000	0.85
▯	400,000	0.33

——— PARKING WITHOUT PARKING BRAKE BEING SET FOR PARKING

– – – – – PARKING WITH PARKING BRAKE BEING SET FOR PARKING 2

Airplane Stability - High Wind Parking
Figure 201 (Sheet 1)

NOTES: A. FLAPS UP, STAB = 4 PILOT UNITS (HORIZONTAL)
B. WIND FROM ANY DIRECTION
C. WIND GUST SHOULD BE ADDED TO STEADY WIND VELOCITY FOR MAXIMUM WIND SPEED
D. USE ACTUAL AIRPLANE WEIGHT, CG POSITION, AND TIRE-TO-GROUND FRICTION COEFFICIENT FOR INTERPOLATION
E. IF NO MEASURED VALUE FOR TIRE-TO-GROUND FRICTION COEFFICIENT IS AVAILABLE, USE THE LOWER LIMIT OF THE APPROPRIATE BOUNDED FRICTION BAND
F. WIND VELOCITIES HIGHER THAN INDICATED IN THE CHART ABOVE MAY CAUSE SLIDING OF THE NOSE GEAR OR MAIN GEAR TIRES
G. BASED ON ZERO PERCENT GROUND SLOPE
H. FOR TOWING AND MANEUVERING IN CLOSE PROXIMITY TO BUILDINGS OR OTHER AIRCRAFT, REDUCE THE ALLOWABLE WIND BY ONE-THIRD.
I. REDUCE THE WIND LIMITS TO ACCOUNT FOR OPERATIONS SUCH AS CONTAMINATED RUNWAYS.

1 APPROXIMATE NORMAL RANGES SHOWN

2 AFTER 8 HOURS, THE HYDRAULIC SYSTEM MUST BE REPRESSURIZED

Airplane Stability - High Wind Parking
Figure 201 (Sheet 2)

L13425

S 862-009
(8) Pressurize hydraulic system No. 4 (Ref 29-11-00/201).

S 862-010
(9) Set the parking brakes:
(a) Turn the battery switch on.
(b) Set the standby power switch to AUTO.
(c) Close the 6L18 PARK BRAKE circuit breaker on the P6 Main Power Distribution Panels.
(d) Push the toe of the rudder pedals fully and pull on the parking brake lever on the control stand.
(e) Remove the pressure from the brake pedals before you let go of the parking brake lever.
(f) Make sure that a PARKING BRAKE SET indication comes into view on the EICAS screen.
(g) Put the chocks on all main gear wheels to prevent movement in the forward and the aft direction.
(h) Connect the forward and the aft chocks together with a strap.
(i) Keep the parking brake set unless the brake temperature indicator shows an overheat light.
(j) If the brakes become too hot, release the parking brake only after the installation of the chocks.

NOTE: To release the parking brake, apply toe pressure on the rudder pedals and then release the toe pressure.

(k) Set the standby power switch to OFF.
(l) Turn the battery switch off if it is not necessary.

S 492-011
(10) If you removed the engines, attach concrete blocks that are approximately equal to the weight of the engines (Ref 71-00-02/401).

S 422-017
(11) Close and latch all the external doors, the hatches, and the access panels.

S 022-016
(12) Remove all the stands and movable objects from the area.

NOTE: The area upwind of the airplane is the most important area to keep clean.

TASK 10-11-03-862-015
3. Prepare the Airplane to be Parked in High Winds - Incorrect Configuration
A. Special Tools and Equipment
(1) Nose Gear Tether Straps - designed for 18,000 pound strap loads

B. Procedure

S 492-012

(1) If the airplane configuration (gross weight and cg) will not be within the limits shown on Figure 201 for the anticipated wind gust velocity and ramp surface conditions, do the steps that follow:
   (a) Do all of the steps under "Prepare to Park the Airplane in High Winds - Correct Configuration" above.
   (b) Install tether straps on the nose landing gear as follows (Fig. 202):
      1) Put the tether straps around the nose landing gear lower tripod brace.
      2) Make sure the straps make an angle of approximately 30-degrees to the ground.
      3) Attach the straps to the ground anchors.

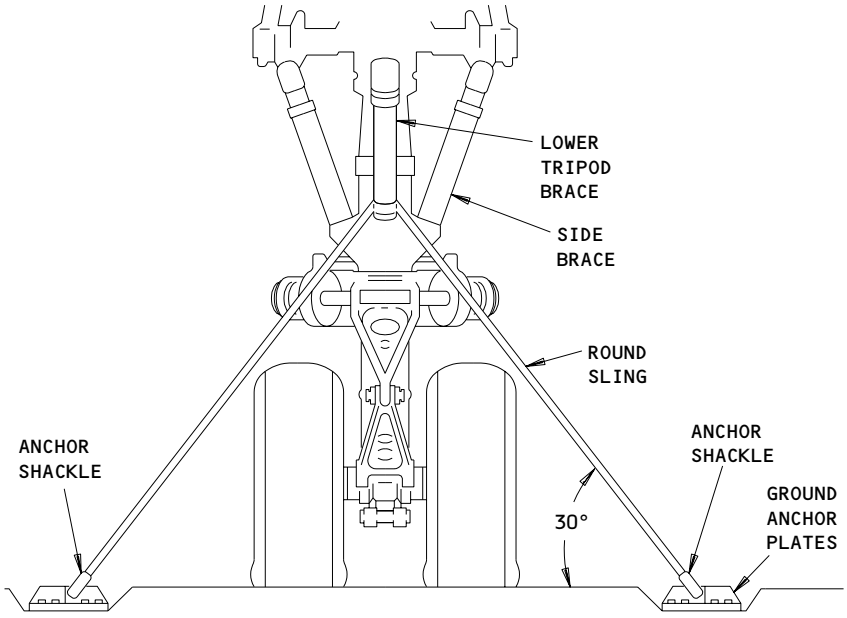
S 862-013

(2) Close and latch all the external doors, the hatches, and the access panels.

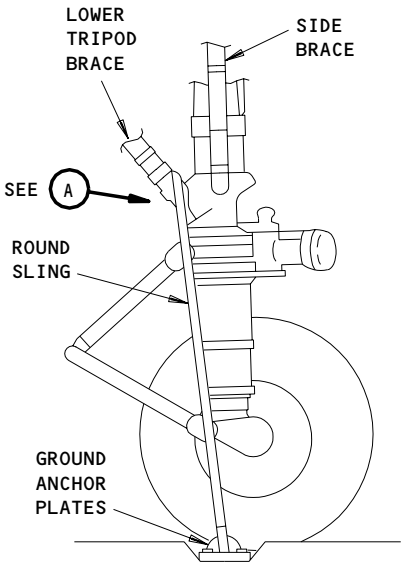
S 942-014

(3) Remove all the stands and movable objects from the area.

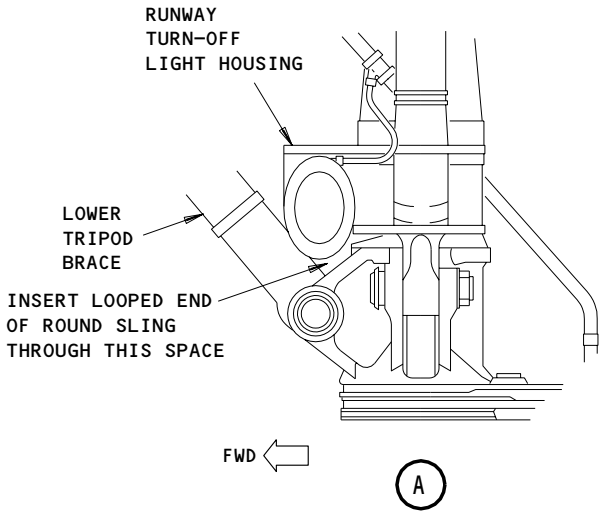
NOTE: The area upwind of the airplane is the most important area to keep clean.



NOSE GEAR
(VIEW FROM THE FRONT)



NOSE GEAR
(VIEW FROM LEFT SIDE)



Nose Gear Tether - Installation
Figure 202

PARKING (WITH ENGINES REMOVED) - MAINTENANCE PRACTICES

1. General
   A. This procedure has this task:
      (1) Parking with Engines Removed.

   TASK 10-11-04-582-001

2. Parking with Engines Removed
   A. General
      (1) To supply ballast that is necessary during the engine removal or the installation, refer to AMM 71-00-02/401.
      (2) You can remove and install the engines without ballast. But to do this the airplane must have all its equipment on it and must be parked on all the landing gear. The crew, the payload, and the fuel does not have to be on the airplane to do this.