# HIGHLIGHTS

**REVISION NO. 75** Jun 01/15

Pages which have been revised are outlined below, together with the Highlights of the Revision

| CH/SE/SU C PAGES | REASON FOR CHANGE | EFFECTIVITY |
|---|---|---|
| **CHAPTER 10** | | |
| L.E.P. 1- 1 | Revised to Reflect this revision indicating new,revised, and/or deleted pages | |
| T. OF C. 1 | Revised to reflect this revision | |
| 10-10-30 01<br>2, 7-<br>8, 12,<br>14, 16-<br>17, 22-<br>23, 32-<br>34, 40 | Minor additions and amplification<br>**MODIFIED FUEL QUANTITY FROM 30% TO 10%.** | |
| 10-11-00<br>4, 6-<br>25 | Minor additions and amplification<br>**DELETED STEP TO REFUEL TANKS IN PARA 3.B.(4).**<br>**MODIFIED FUEL QUANTITY FROM 30% TO 10%.** | |
| 10-11-00<br>201- 202,<br>207 | Layout Improved or Effectivity Updated | |



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CHAPTER 10

PARKING & MOORING

LIST OF EFFECTIVE PAGES

N, R or D indicates pages which are New, Revised or Deleted respectively
Remove and insert the affected pages and complete the Record of Revisions and the Record of Temporary Revisions as necessary

| CH/SE/SU | C | PAGE | DATE |
|---|---|---|---|
| RECORD | | | |
| OF TEMP. | | | |
| REVISION | | | |
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| L.E.P. | R | 1- 1 | Jun01/15 |
| T. of C. | R | 1 | Jun01/15 |
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| | | | |
| 10-10-00 | | 1 | Jun01/06 |
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| 10-10-30 01 | | 11 | Jun01/14 |
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| 10-21-00 | | 5 | Dec01/95 |

CHAPTER 10

PARKING & MOORING

TABLE OF CONTENTS

# PARKING AND MOORING

1. General

This chapter deals with :

- 10-10-00 Parking
- 10-21-00 Mooring



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# PARKING

## 1. General

This section provides information relative to the aircraft parking and storage.

It is subdivided into :

- 10-10-30 Aircraft Storage
R - 10-10-30 Aircraft Survey
R - 10-10-30 Aircraft Destorage
- 10-11-00 Parking

# STORAGE - MAINTENANCE PRACTICES

## 1. Storage Procedures

### A. General

This task gives the procedures for:
- storage of the aircraft for a period of not more than 6 months
- storage of the aircraft for a period of not more than 2 years
- ground checks during storage
- return to operation after storage
- renewal of storage procedure.

### B. Procedure

(1)Procedure to store the aircraft with related procedures to do periodic ground checks, return to operation and renew the storage procedure

(a)Storage procedure for a period of not more than 6 months (Ref. Para. 2.)

1 During the storage period of not more than 6 months, you must do periodic ground checks:
- at 7-day intervals (Ref. Para. 6.)
- at 15-day intervals (Ref. Para. 7.)
- at 1-month intervals (Ref. Para. 8.)
- at 3-month intervals (Ref. Para. 9.).

2 Return to operation after a storage period (Ref. Para. 11.).

3 You can renew the procedure to store the aircraft for not more than six months only once (Ref. Para. 4.).

(b)Storage procedure for a period of not more than 2 years (Ref. Para. 3.)

1 During a storage period of not more than 2 years, you must do periodic ground-checks:
- at 7-day intervals (Ref. Para. 6.)
- at 15-day intervals (Ref. Para. 7.)
- at 1-month intervals (Ref. Para. 8.)
- at 3-month intervals (Ref. Para. 9.)
- at 6-month intervals (Ref. Para. 10.).

2 Return to operation after a storage period (Ref. Para. 11.).

3 The procedure to store the aircraft for 2 years can be renewed (Ref. Para. 5.).

## 2. Storage Procedure (Storage period of not more than 6 Months)

R CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE
R MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE
R MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS.
R IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY,
R AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY
R TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS)
R IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL
R THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT
R FLIGHT.

CAUTION : DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Wheel Chocks |
| (2) | Warning Notice |
| (3) | Adhesive Tape 3M-472 |
| (4) | Nylon Netting |
| (5) | Cellular Fabric (max. 5mm Mesh) |
| (6)Material No. 04-001 | Common Greases (Ref. 20-31-00) |
| (7)Material No. 04-004 | Common Greases (Ref. 20-31-00) |
| (8)Material No. 04-011 | Common Greases (Ref. 20-31-00) |
| (9)Material No. 05-005 | Special Materials (Ref. 20-31-00) |
| 10)Material No. 05-027 | Special Materials (Ref. 20-31-00) |
| 11)Material No. 05-043 | Special Materials (Ref. 20-31-00) |
| 12)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 10-21-00, P. Block 1 | Mooring |
| - 12-16-38, P. Block 1 | Replenishing - Toilets |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-21-12, P. Block 201 | Internal Cleaning |
| - 12-22-27, P. Block 1 | Flight Controls |
| - 12-22-32, P. Block 1 | Landing Gear |
| - 12-22-52, P. Block 1 | Doors |
| - 12-22-55, P. Block 1 | Horizontal Stabilizer - Hinge and Attach Fitting |
| - 12-24-38, P. Block 1 | Potable Water System- Draining |
| - 12-31-21, P. Block 1 | Cold Weather Maintenance - Air Conditioning |
| - 12-31-24, P. Block 1 | Cold Weather Maintenance - Electrical Power |
| - 12-31-25, P. Block 1 | Cold Weather Maintenance - Equipment/ Furnishings |
| - 12-31-27, P. Block 1 | Cold Weather Maintenance - Flight Controls |
| - 12-31-28, P. Block 201 | Cold Weather Maintenance - Fuel |
| - 12-31-31, P. Block 1 | Cold Weather Maintenance - Indicating/Recording Systems and Navigation |
| - 12-31-32, P. Block 1 | Cold Weather Maintenance - Landing Gear |
| - 12-31-35, P. Block 1 | Cold Weather Maintenance - Crew Oxygen System |
| - 12-31-38, P. Block 1 | Cold Weather Maintenance - Water/Waste |
| - 12-31-49, P. Block 1 | Cold Weather Maintenance - Auxiliary Power Unit |
| - 12-31-51, P. Block 1 | Cold Weather Maintenance - Structure |

| ITEM | DESIGNATION |
|---|---|
| - 12-31-52, P. Block 1 | Cold Weather Maintenance - Doors |
| - 12-31-71, P. Block 1 | Cold Weather Maintenance - Power Plant |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 12-37-32, P. Block 1 | Wheel Replacement |
| - 23-71-35, P. Block 401 | Cockpit Voice Recorder |
| - 24-00-00, P. Block 301 | General - Servicing |
| - 24-11-00, P. Block 201 | IDG System - Maintenance practices |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control- Servicing |
| - 26-21-13, P. Block 401 | Discharge Cartridge |
| - 26-21-15, P. Block 401 | Fire Extinguisher Bottle |
| - 26-23-11, P. Block 401 | Fire Extinguisher Bottle |
| - 26-23-12, P. Block 401 | Discharge Cartridge |
| - 27-40-00, P. Block 501 | THS - Adjustment/Test |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 29-10-00, P. Block 301 | Main - Servicing |
| - 30-45-00, P. Block 901 | Rain Repellent System |
| - 31-31-35, P. Block 401 | Digital Flight Data Recorder |
| - 32-00-00, P. Block 301 | General - Servicing |
| - 32-12-11, P. Block 301 | Main Gear Doors |
| - 32-22-11, P. Block 301 | Nose Gear Doors |
| - 32-40-00, P. Block 601 | Wheels and Brakes |
| - 32-41-00, P. Block 601 | Wheels |
| - 33-51-14, P. Block 401 | Power Supply Unit |
| - 34-10-00, P. Block 301 | Flight Environment Data |
| - 49-20-00, P. Block 301 | Engine - Servicing |
| - 52-10-00, P. Block 1 | Passenger/Crew Doors |
| - 52-22-00, P. Block 1 | Emergency Exit |
| - 52-30-00, P. Block 1 | Cargo Compartment Doors |
| - 52-34-00, P. Block 1 | Bulk Cargo Compartment Door |
| **ON A/C 404-500, | |
| - 72-73-18, P. Block 401 | Power Supply Unit - Autonomous Standby |
| **ON A/C ALL | |
| - 72-00-00, P. Block 301 | Engine - General |

B. Job Set-up
(1)General
(a)This section gives the procedure to store the aircraft in standard weather conditions but:
1 If the aircraft is stored in high wind conditions:
- do a check of the aircraft stability (Ref. 05-57-00, P. Block 1)
- moor the aircraft (Ref. 10-21-00, P. Block 1) if necessary.
2 If the aircraft is stored in cold weather conditions,

do the cold weather maintenance procedures:
(Ref. 12-31-21, P. Block 1), (Ref. 12-31-24, P. Block 1),
(Ref. 12-31-25, P. Block 1), (Ref. 12-31-27, P. Block 1),
(Ref. 12-31-28, P. Block 201), (Ref. 12-31-31, P. Block 1),
(Ref. 12-31-32, P. Block 1), (Ref. 12-31-35, P. Block 1),
(Ref. 12-31-38, P. Block 1), (Ref. 12-31-49, P. Block 1),
(Ref. 12-31-51, P. Block 1), (Ref. 12-31-52, P. Block 1),
(Ref. 12-31-71, P. Block 1).

NOTE : In cold weather conditions, we recommend that you put a fiber material between the tires and the ground surface.

(2)Cleaning of the Aircraft
(a)If necessary, clean the aircraft externally (Ref. 12-21-11, P. Block 1).
(b)If necessary, clean the aircraft internally (Ref. 12-21-12, P. Block 201).

(3)Safety Precautions

WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.

(a)Park the aircraft on a flat surface. Make sure that the wheels of the nose landing gear are on the aircraft axis and the aircraft points into the wind.
(b)Install the safety devices on the landing gears (Ref. 32-00-00, P. Block 301).
(c)Make sure that the flaps, the slats, the spoilers and the thrust reversers are retracted.
(d)Make sure that the THS is set to neutral (Ref. 27-40-00, P. Block 501).
(e)Put a WARNING NOTICE in position to tell persons not to operate the systems during the aircraft storage procedure.
(f)Put the wheel chocks in position (Ref. Fig. 001):
1 For the NLG:
- in front of and behind the wheels.
2 For the MLG:
- in front of the FWD wheels and behind the aft wheels.

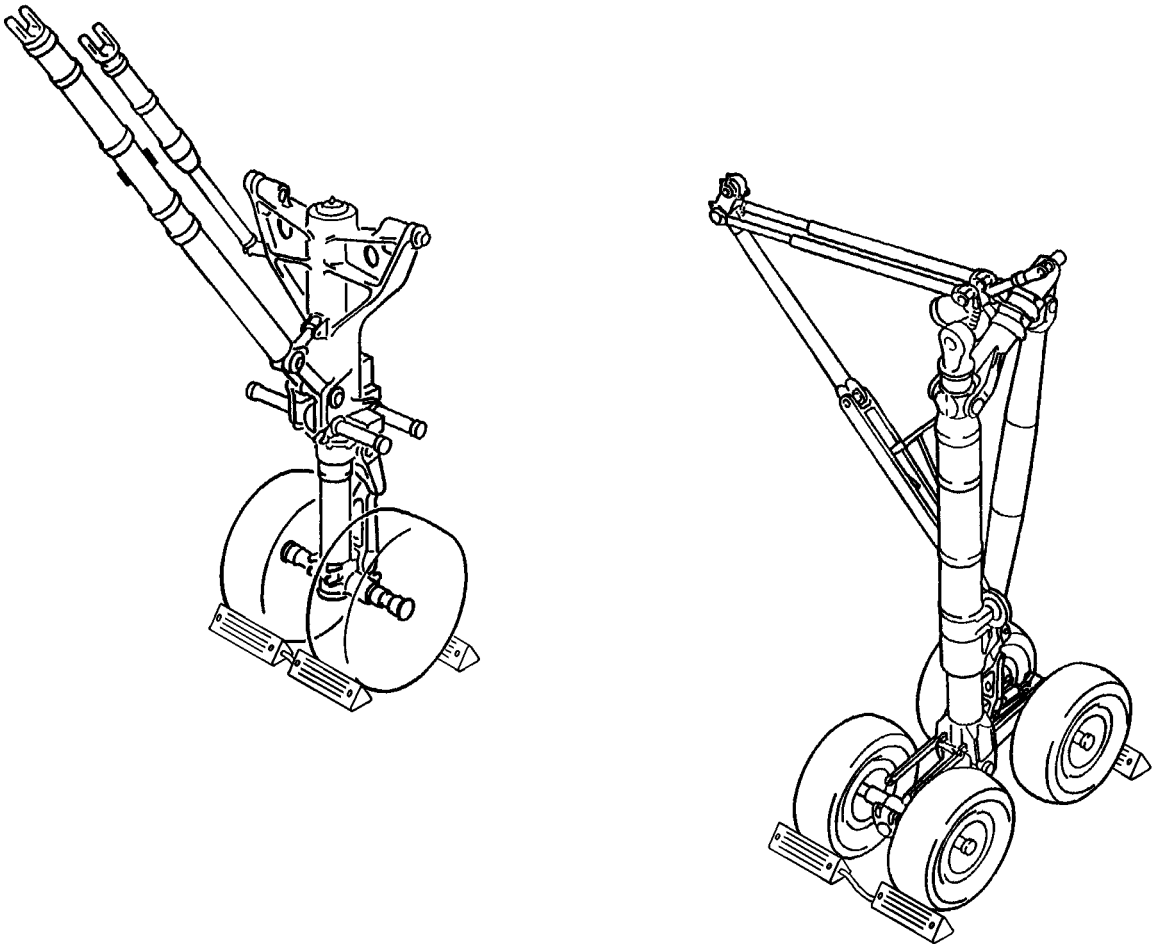
NOTE : The wheel chocks on the nose landing gear and the parking brake give more safety in bad weather.

(g)Ground the aircraft (Ref. 24-00-00, P. Block 301).

(4)Aircraft Configuration
(a)Energize the electrical circuits (Ref. 24-41-00, P. Block 301).
(b)Pressurize the Green hydraulic system (Ref. 29-10-00, P. Block 301).
(c)Pressurize the Yellow hydraulic system (Ref. 29-10-00, P. Block 301).

C. Procedure

(1)Get Access
(a)Open the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(b)Open the emergency exit doors (Ref. 52-22-00, P. Block 1).



GENERAL DESCRIPTION OF WHEEL CHOCKS

WIDTH: THE WIDTH OF THE CHOCKS MUST BE SUFFICIENT FOR THE AIRCRAFT TIRES ON WHICH THE CHOCKS ARE INSTALLED (ONE WHEEL OR MORE ON ONE AXLE).

HEIGHT: THE SIZE OF THE CHOCKS MUST BE SUFFICIENT TO PREVENT MOVEMENT OF THE TIRE. THE CHOCK HEIGHT MUST AGREE WITH THE TIRE SIZE.

WEIGHT: THE WEIGHT OF THE CHOCKS MUST BE SUFFICIENT TO PREVENT THEIR MOVEMENT. STRONG WINDS OR JET BLAST MUST NOT BLOW THEM AWAY.

WARNING: NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.

NOTE: FOR MORE INFORMATION ON THE WHEEL CHOCK DESIGN, REFER TO SAE AIR4905.

BM5 10 10 30 0 AAA0 01

Typical Installation of Wheel Chocks
Figure 001

R

(c)Open the AFT and FWD cargo compartment doors (Ref. 52-30-00, P. Block 1).
(d)Open the bulk cargo door (Ref. 52-34-00, P. Block 1).
(e)Open the NLG doors (Ref. 32-22-11, P. Block 301).
(f)Open the MLG doors (Ref. 32-12-11, P. Block 301).
(g)Open all the pressurized access doors.

(2)Flushing of the air data system (Ref. 34-10-00, P. Block 301).
(3)Protection of the Landing Gears and the Wheels
(a)Protection of the landing gears
R 1 Apply common grease (Material No. 04-011) after cleaning on:
- on the sliding tube of the shock absorber
- on the actuator rods
- on the uplock mechanism.
2 Apply common grease (Material No. 04-004):
- to the towing and debogging fittings
- to the uplock and downlock mechanisms after cleaning of these mechanisms.

3 Lubricate all the landing gears:
- nose landing gear (Ref. 12-22-32, P. Block 1)
- main landing gear (Ref. 12-22-32, P. Block 1).

R
R 4 Protect the bottom sections of the landing gears with storage preservation (Material No. 15-002).
(b)Apply special material (Material No. 05-005) on all hydraulic unions in the NLG and MLG wheel well bay.
(c)Protection of the wheels
1 Lubricate the bearings with common greases (Material No. 04-001).
2 Make sure that there is no corrosion on the brakes and on each half wheel (Ref. 32-40-00, P. Block 601).
3 Remove the debris guard, the impeller and the shroud of the brake fans (if installed).
4 We recommend that you install unserviceable tires or wheels with unserviceable tires:
- on the nose landing gear (Ref. 12-37-32, P. Block 1)
- on the main landing gear (Ref. 12-37-32, P. Block 1).
5 Do a check of the tire pressures (Ref. 32-41-00, P. Block 601).
6 Protect the brakes and the wheels with storage preservation (Material No. 15-002).

(4)Protection of the Water and Toilet System
(a)Protection of the potable water system
1 Drain, flush and dry the system if necessary (Ref. 12-24-38, P. Block 1).
(b)Protection of the toilet system
1 Drain, flush and disinfect the system if necessary (Ref. 12-16-38, P. Block 1).
(5)Protection of the Flight Controls
(a)Apply SPECIAL MATERIALS (Material No. 05-005) on the trailing edge of the wing.

(b)Do the lubrication of:
- the mechanical control chains of the THS (Ref. 12-22-27, P. Block 1).
- the THS actuator ball screw nut (Ref. 12-22-27, P. Block 1).
- the rudder bearings No. 4 (Ref. 12-22-27, P. Block 1).
- the hinge and the attach fitting of the horizontal stabilizer (Ref. 12-22-55, P. Block 1).
- the roller bearings of the flap and slat tracks (Ref. 12-22-27, P. Block 1).
- the slat tracks surfaces and the ball screw nuts of the screwjacks (Ref. 12-22-27, P. Block 1).
- all the spoiler linkage bearings that have grease nipples (Ref. 12-22-27, P. Block 1).

(6)Protection of the Engines

NOTE : To save fuel and time, we recommend that you prepare the engines, IDG and APU first, then you run the engines and APU, then you complete the preservation of the engines, IDG and APU.

(a)Preservation of the engines (Ref. 72-00-00, P. Block 301).

NOTE : Working party. If the aircraft is in a working party situation, which may make engine run-up impossible, it is acceptable to leave the engines inactive up to 6 months provided that the inlet and exhaust openings are sealed.
When depreservation is performed, the engines should be run up or hot oil flushed.

(b)Do the IDG on-wing preservation (Ref. 24-11-00, P. Block 201).

(c)Do a check of the IDG for external corrosion.

(7)Protection of the APU

(a)Do the APU preservation (Ref. 49-20-00, P. Block 301).

(b)If necessary, apply SPECIAL MATERIALS (Material No. 05-027) on cases, solenoids, brackets, screws and bolt heads in the APU compartment.

(8)Protection of the Fuel System (if fuel premixed with biocide is available)

(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(b)If no microbial contamination is detected in the fuel sample, follow the method below:

1 Refuel the fuel tanks as follows:

R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

R b Refuel the additional center tanks to 10% of total capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with

Kathon), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Blank off the air intakes with nylon netting (cheese cloth) affixed with 3M-472 adhesive tape (record the locations).

(f)Close the vent inlets/outlets of the fuel tanks with cellular fabric (max. 5 mm Mesh) (record the locations).

(g)Do a check for fuel leakage on all the fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(9)Protection of the Fuel System (if fuel premixed with biocide is not available)

(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(b)If no microbial contamination is detected in the fuel sample, follow the method below:

1 Refuel the fuel tanks as follows:

R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

R b Refuel the additional center tanks to 10% of total capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Blank off the air intakes with nylon netting (cheese cloth) affixed with 3M-472 adhesive tape (record the locations).

(f)Close the vent inlets/outlets of the fuel tanks with cellular fabric (max. 5 mm Mesh) (record the locations).

(g)Do a check for fuel leakage on all the fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability

requirements.

R (10)Visual Inspection of the Drains
R (a)Make sure that all the external structural drain holes are not clogged:
R 1 In the lower fuselage.
R 2 On the pylons.
R 3 On the engines.
R 4 In all other locations.
R (11)External Protections of the Aircraft
R (a)With STORAGE PRESERVATION (Material No. 15-002) and adhesive tape:
R 1 Cover the top of the rudder to protect it from bird excrement.
R 2 Blank off:
R - the surge-tank overpressure protector outlet.
R - the L and R ailerons to avoid bird nest formation inside the aileron mechanisms.
R - the air conditioning inlets and outlets.
R - the avionics ventilation inlets and outlets.
R - the battery venturi.
R - the handles of the passenger/crew doors and the FWD and AFT cargo doors.
R (b)Blank off with fine nylon netting and adhesive tape:
R - the fuel NACA air intakes.
R - the overpressure protector outlet (trim and wing tanks).
R - all the drain valves.
R (c)Apply SPECIAL MATERIALS (Material No. 05-005) on the trailing edges of the wings.
R (d)Apply SPECIAL MATERIALS (Material No. 05-027):
R - on the leading edges of the nacelles and THS.
R - on the refuel/defuel panel 110VU.
R - on all the unpainted light-alloy areas (except the slat surfaces).
(12)Protection of the Cabin and the Cockpit
(a)Protect with a plastic film the carpets of the cabin aisles, the cockpit and the galley areas.
(b)Protect with STORAGE PRESERVATION (Material No. 15-002) all the passenger and cockpit seats.
(c)Open the cockpit and window shades.
(d)Make sure that the sliding windows are closed.
(e)Protect externally the cockpit windows with STORAGE PRESERVATION (Material No. 15-002) and adhesive tape. Do not apply adhesive tape on the windows.
(13)Protection of the Oxygen System
(a)Close the valve of the crew oxygen cylinder assembly.
1 In the cockpit, on the panel 435VU, push the OXYGEN/CREW SUPPLY pushbutton switch (the OFF legend goes off).
2 On one of the oxygen masks, operate the PRESS TO TEST AND RESET slide a sufficient number of times to make the system empty.
3 On the panel 435VU, release the OXYGEN/CREW SUPPLY pushbutton switch (the OFF legend comes on).
(b)Close the manual shutoff valves of the passenger emergency cylinders (if installed).
(14)Protection of the Rain Protection System

(a)Do the deactivation of the rain repellent system (Ref. 30-45-00, P. Block 901).
(b)Put plastic bags or films on the two spray nozzles and attach them on the structure with adhesive tape.

(15)Protection of the Doors
(a)Lubricate the doors:
- the passenger/crew doors (Ref. 12-22-52, P. Block 1).
- the emergency exit doors (Ref. 12-22-52, P. Block 1).
- the AFT and FWD cargo doors (Ref. 12-22-52, P. Block 1).
- the bulk cargo door (Ref. 12-22-52, P. Block 1).

(b)Apply SPECIAL MATERIALS (Material No. 05-043) to all the seals of the doors.

(16)Removal of Equipment
(a)Remove the Digital Flight Data Recorder 7TU (Ref. 31-31-35, P. Block 401).
(b)Remove the Cockpit Voice Recorder 2RK (Ref. 23-71-35, P. Block 401).

**ON A/C 226-226, 229-249, 401-401,

(c)Remove:
- all the power supply unit batteries (Ref. 33-51-14, P. Block 401),
- the emergency locator beacon.

**ON A/C 404-500,

(c)Remove:
- all the power supply unit batteries (Ref. 33-51-14, P. Block 401).
- the ASPSU batteries (Ref. 52-73-18, P. Block 401).
- the emergency locator beacon.

**ON A/C ALL

(d)If the outside temperature can reach more than 50 deg.C during the storage period, we recommend to remove:
- the cargo fire-extinguishing bottles and cartridges (Ref. 26-23-11, P. Block 401) and (Ref. 26-23-12, P. Block 401).
- the engine fire-extinguishing bottles and cartridges (Ref. 26-21-13, P. Block 401) and (Ref. 26-21-15, P. Block 401).

NOTE : When the aircraft is stored with an outside temperature more than 50 deg.C, some aircraft internal areas can be around 70 deg.C.

(17)Installation of the Protection Equipment
(a)Protect all the probes, the engines and APU with adapted protection equipment (Ref. 10-11-00, P. Block 201).
(b)Keep in position with adhesive tape all external protection equipment flags.

(18)Aircraft Maintenance Configuration
(a)On the CABIN PRESS section of the panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.

(b)If the storage period is more than 2 days:

1 Disconnect and remove the battery 14PE, 15PE and 16PE (Ref. 24-31-11, P. Block 401).

D. Close-Up
(1)Close-Up
(a)Close all the pressurized access doors.
(b)Close the emergency exit doors (Ref. 52-22-00, P. Block 1).
(c)Close the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(d)Close the FWD and AFT cargo-compartment doors (Ref. 52-30-00, P. Block 1).
(e)Close the bulk cargo door (Ref. 52-34-00, P. Block 1).
(f)Not applicable.
(g)Close all the landing gear doors (Ref. 32-22-11, P. Block 301) and (Ref. 32-12-11, P. Block 301).
(h)Close all the access doors and panels that you opened during the storage procedure.
(j)Seal with STORAGE PRESERVATION (Material No. 15-002) and adhesive tape all the openings that give access to :
- the passenger compartment
- the cockpit
- the cargo compartment
- the APU
- the engines
- the landing gears.
(k)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(l)Remove all the fixtures, tools, test and support equipment used during this procedure.
(m)Make an entry in the aircraft log book or attach a tag on the Captain control columm to tell the crew that protection covers/devices are installed.
(2)Periodic Checks and Return to Operation
(a)During the storage period, do the periodic checks:
- at 7-day intervals (Ref. Para. 6.)
- at 15-day intervals (Ref. Para. 7.)
- at 1-month intervals (Ref. Para. 8.)
- at 3-month intervals (Ref. Para. 9.).
(b)For return to operation, do the return to operation procedure (Ref. Para. 11).

3. Storage Procedure (Storage period of not more than 2 Years)

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

CAUTION : DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Wheel Chocks |
| (2) | Warning Notice |
| (3) | Adhesive Tape 3M-472 |
| (4) | Nylon Netting |
| (5) | Cellular Fabric (max. 5mm Mesh) |
| | |
| (6)Material No. 04-001 | Common Greases (Ref. 20-31-00) |
| (7)Material No. 04-004 | Common Greases (Ref. 20-31-00) |
| (8)Material No. 04-011 | Common Greases (Ref. 20-31-00) |
| (9)Material No. 05-005 | Special Materials (Ref. 20-31-00) |
| 10)Material No. 05-027 | Special Materials (Ref. 20-31-00) |
| 11)Material No. 05-043 | Special Materials (Ref. 20-31-00) |
| 12)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 10-21-00, P. Block 1 | Mooring |
| - 12-16-38, P. Block 1 | Servicing - Toilets |
| - 12-21-11, P. Block 1 | External - Cleaning |
| - 12-21-12, P. Block 201 | Internal - Cleaning |
| - 12-22-27, P. Block 1 | Flight Controls |
| - 12-22-32, P. Block 1 | Landing Gear |
| - 12-22-52, P. Block 1 | Doors |
| - 12-22-55, P. Block 1 | Horizontal Stabilizer - Hinge and Attach Fitting |
| - 12-22-56, P. Block 1 | Sliding Windows |
| - 12-24-38, P. Block 1 | Potable Water System - Draining |
| - 12-31-21, P. Block 1 | Cold Weather Maintenance - Air Conditioning |
| - 12-31-24, P. Block 1 | Cold Weather Maintenance - Electrical Power |
| - 12-31-25, P. Block 1 | Cold Weather Maintenance - Equipment/ Furnishings |
| - 12-31-27, P. Block 1 | Cold Weather Maintenance - Flight Controls |
| - 12-31-28, P. Block 201 | Cold Weather Maintenance - Fuel |
| - 12-31-31, P. Block 1 | Cold Weather Maintenance - Indicating/Recording Systems and Navigation |
| - 12-31-32, P. Block 1 | Cold Weather Maintenance - Landing Gear |
| - 12-31-35, P. Block 1 | Cold Weather Maintenance - Crew Oxygen System |
| - 12-31-38, P. Block 1 | Cold Weather Maintenance - Water/Waste |
| - 12-31-49, P. Block 1 | Cold Weather Maintenance - Auxiliary Power Unit |
| - 12-31-51, P. Block 1 | Cold Weather Maintenance - Structure |

| ITEM | DESIGNATION |
|---|---|
| - 12-31-52, P. Block 1 | Cold Weather Maintenance - Doors |
| - 12-31-71, P. Block 1 | Cold Weather Maintenance - Power Plant |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 12-37-32, P. Block 1 | Wheel Replacement |
| - 20-29-13, P. Block 1 | Cable Cleaning and Application of Protective Finishes on Cables |
| - 23-71-35, P. Block 401 | Cockpit Voice Recorder |
| - 24-00-00, P. Block 301 | General - Servicing |
| - 24-11-00, P. Block 201 | IDG System - Maintenance practices |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control - Servicing |
| - 25-65-32, P. Block 601 | Megaphone |
| - 26-21-13, P. Block 401 | Discharge Cartridge |
| - 26-21-15, P. Block 401 | Fire Extinguisher Bottle |
| - 26-22-11, P. Block 401 | Fire Extinguisher Bottle |
| - 26-22-12, P. Block 401 | Discharge Cartridge |
| - 26-23-11, P. Block 401 | Fire Extinguisher Bottle |
| - 26-23-12, P. Block 401 | Discharge Cartridge |
| - 27-40-00, P. Block 501 | THS - Adjustment/Test |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 29-00-00, P. Block 601 | General |
| - 29-10-00, P. Block 301 | Main - Servicing |
| - 30-45-00, P. Block 901 | Rain Repellent System - Deactivation/ Reactivation |
| - 30-45-14 P. Block 401 | Wiper Arm |
| - 30-45-15 P. Block 401 | Wiper Blade |
| - 31-31-35, P. Block 401 | Digital Flight Data Recorder |
| - 32-00-00, P. Block 301 | General - Servicing |
| - 32-12-11, P. Block 301 | Main Gear Doors |
| - 32-22-11, P. Block 301 | Nose Gear Doors |
| - 32-40-00, P. Block 601 | Wheels and Brakes |
| - 32-41-00, P. Block 601 | Wheels |
| - 33-51-14, P. Block 401 | Power Supply Unit |
| - 34-10-00, P. Block 301 | Flight Environment Data |
| - 49-20-00, P. Block 301 | Engine - Servicing |
| - 52-10-00, P. Block 1 | Passenger/Crew Doors |
| - 52-22-00, P. Block 1 | Emergency Exit |
| - 52-30-00, P. Block 1 | Cargo Compartment Doors |
| - 52-34-00, P. Block 1 | Bulk Cargo Compartment Door |
| **ON A/C 404-500, | |
| - 52-73-18, P. Block 401 | Power Supply Unit - Autonomous Standby |
| **ON A/C ALL | |
| - 72-00-00, P. Block 301 | Engine - General |

B. Job Set-up
(1)General
(a)This section gives the procedure to store the aircraft in standard weather conditions but:
1 If the aircraft is stored in high wind conditions:
- do a check of the aircraft stability (Ref. 05-57-00, P. Block 1)
- moor the aircraft (Ref. 10-21-00, P. Block 1) if necessary.
2 If the aircraft is stored in cold weather conditions, do the cold weather maintenance procedures:
(Ref. 12-31-21, P. Block 1), (Ref. 12-31-24, P. Block 1),
(Ref. 12-31-25, P. Block 1), (Ref. 12-31-27, P. Block 1),
(Ref. 12-31-28, P. Block 201), (Ref. 12-31-31, P. Block 1),
(Ref. 12-31-32, P. Block 1), (Ref. 12-31-35, P. Block 1),
(Ref. 12-31-38, P. Block 1), (Ref. 12-31-49, P. Block 1),
(Ref. 12-31-51, P. Block 1), (Ref. 12-31-52, P. Block 1),
(Ref. 12-31-71, P. Block 1).
NOTE : In cold weather conditions, we recommend that you put fiber material between the tires and the ground surface.
(2)Cleaning of the Aircraft
(a)If necessary, clean the aircraft externally (Ref. 12-21-11, P. Block 1).
(b)If necessary, clean the aircraft internally (Ref. 12-21-12, P. Block 201).
(3)Safety Precautions
WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.
(a)Park the aircraft on a flat surface. Make sure that the wheels of the nose landing gear are on the aircraft axis and the aircraft points into the wind.
(b)Install the safety devices on the landing gears (Ref. 32-00-00, P. Block 301).
(c)Make sure that the flaps, the slats, the spoilers and the thrust reversers are retracted.
(d)Make sure that the THS is set to neutral (Ref. 27-40-00, P. Block 501).
(e)Put a WARNING NOTICE in position to tell persons not to operate the systems during the aircraft storage procedure.
(f)Put the wheel chocks in position (Ref. Fig. 001):
1 For the NLG:
- in front of and behind the aft wheels.
2 For the MLG:
- in front of the FWD wheels and behind the aft wheels.
NOTE : The wheel chocks on the nose landing gear and the parking brake give more safety in bad weather.
(g)Ground the aircraft (Ref. 24-00-00, P. Block 301).
(4)Aircraft Configuration
(a)Energize the electrical circuits (Ref. 24-41-00, P. Block 301).
(b)Pressurize the Green hydraulic system (Ref. 29-10-00, P. Block 301).
(c)Pressurize the Yellow hydraulic system (Ref. 29-10-00, P. Block 301).

C. Procedure
(1)Get Access
(a)Open the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(b)Open the emergency exit doors (Ref. 52-22-00, P. Block 1).
(c)Open the AFT and FWD cargo compartment doors (Ref. 52-30-00, P. Block 1).
(d)Open the bulk cargo door (Ref. 52-34-00, P. Block 1).
(e)Open the NLG doors (Ref. 32-22-11, P. Block 301).
(f)Open the MLG doors (Ref. 32-12-11, P. Block 301).
(g)Open all the pressurized access doors.
(2)Flushing of the air data system (Ref. 34-10-00, P. Block 301).
(3)Protection of the Landing Gears and the Wheels
(a)Protection of the landing gears
1 Apply special material (Material No. 05-027) on the cases, brackets, screws and bolts.
R 2 Apply common grease (Material No. 04-011) after cleaning on:
- on the sliding tube of the shock absorber
- on the actuator rods
- on the uplock mechanism.
3 Apply common grease (Material No. 04-004):
- to the towing and debogging fittings
- to the uplock and downlock mechanisms after cleaning of these mechanisms.

4 Lubricate all the landing gears:
- nose landing gear (Ref. 12-22-32, P. Block 1)
- main landing gear (Ref. 12-22-32, P. Block 1).

R
R 5 Protect the bottom sections of the landing gears with storage preservation (Material No. 15-002).
R 6 Apply special material (Material No. 05-005) on all hydraulic unions in the NLG and MLG wheel well bay.
(b)Protection of the wheels
1 Lubricate the bearings with common grease (Material No. 04-001).
2 Make sure that there is no corrosion on the brakes and on each half wheel (Ref. 32-40-00, P. Block 601).
3 Remove the debris guard, the impeller and the shroud of the brake fans (if installed).
4 We recommend installing unserviceable tires or wheels with unserviceable tires:
- on the nose landing gear (Ref. 12-37-32, P. Block 1)
- on the main landing gear (Ref. 12-37-32, P. Block 1).
5 Do a check of the tire pressures (Ref. 32-41-00, P. Block 601).
6 Protect the brakes and the wheels with storage preservation (Material No. 15-002).
(4)Protection of the Water and Toilet System
(a)Protection of the potable water system
1 If the storage period is more than 2 days :
- drain, flush and dry the system if necessary (Ref. 12-24-38, P. Block 1).
(b)Protection of the toilet system

1 If the storage is more than 2 days :
- drain, flush and disinfect the system if necessary (Ref. 12-16-38, P. Block 1).

(5)Protection of the Flight Controls
(a)Apply SPECIAL MATERIALS (Material No. 05-005) on the trailing edge of the wing.
(b)Do the lubrication of:
- the mechanical control chains of the THS (Ref. 12-22-27, P. Block 1).
- the THS actuator ball screw nut (Ref. 12-22-27, P. Block 1).
- the rudder bearings No. 4 (Ref. 12-22-27, P. Block 1).
- the hinge and the attach fitting of the horizontal stabilizer (Ref. 12-22-55, P. Block 1).
- the roller bearings of the flap and slat tracks (Ref. 12-22-27, P. Block 1).
- the slat tracks surfaces and the ball screw nuts of the screwjacks (Ref. 12-22-27, P. Block 1).
- all the spoiler linkage bearings that have grease nipples (Ref. 12-22-27, P. Block 1).

(c)Clean and protect the flight control cables (Ref. 20-29-13, P. Block 1).

(6)Protection of the Engines
NOTE : To save fuel and time, we recommend that you prepare the engines, IDG and APU first, then you run the engines and APU, then you complete the preservation of the engines, IDG and APU.

(a)Preservation of the engines (Ref. 72-00-00, P. Block 301).
NOTE : Working party. If the aircraft is in a working party situation, which may make engine run-up impossible, it is acceptable to leave the engines inactive up to 6 months provided that the inlet and exhaust openings are sealed.
When depreservation is performed, the engines should be run up or hot oil flushed.
(b)Do the IDG on-wing preservation (Ref. 24-11-00, P.Block 201).
(c)Do a check of the IDG for external corrosion.

(7)Protection of the APU
(a)Do the APU preservation (Ref. 49-20-00, P. Block 301).
(b)If necessary, apply SPECIAL MATERIALS (Material No. 05-027) on cases, solenoids, brackets, screws and bolt heads in the APU compartment.

(8)Protection of the Fuel System (if fuel premixed with biocide is available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel the fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft

in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

R b Refuel the additional center tanks to 10% of total capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Blank off the air intakes with nylon netting (cheese cloth) affixed with 3M-472 adhesive tape (record the locations).

(f)Close the vent inlets/outlets of the fuel tanks with cellular fabric (max. 5 mm Mesh) (record the locations).

(g)Do a check for fuel leakage on all the fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(9)Protection of the Fuel System (if fuel premixed with biocide is not available)

(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(b)If no microbial contamination is detected in the fuel sample, follow the method below:

1 Refuel the fuel tanks as follows:

R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

R b Refuel the additional center tanks to 10% of total capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28,

P. Block 301).
(d)Close all the fuel system valves.
(e)Blank off the air intakes with nylon netting (cheese cloth) affixed with 3M-472 adhesive tape (record the locations).
(f)Close the vent inlets/outlets of the fuel tanks with cellular fabric (max. 5 mm Mesh) (record the locations).
(g)Do a check for fuel leakage on all the fuel tanks.
NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

R (10)Visual Inspection of the Drains
R (a)Make sure that all the external structural drain holes are not clogged:
R 1 In the lower fuselage.
R 2 On the pylons.
R 3 On the engines.
R 4 In all other locations.
R (11)External Protection of the Aircraft
R (a)With STORAGE PRESERVATION (Material No. 15-002) and adhesive tape:
R 1 Cover the top of the rudder to protect it from bird excrement.
R 2 Blank off:
R - the surge-tank overpressure protector outlet.
R - the L and R ailerons to avoid bird nest formation inside the aileron mechanisms
R - the air conditioning inlets and outlets
R - the avionics ventilation inlets and outlets
R - the battery venturi
R - the handles of the passenger/crew doors and the FWD and AFT cargo doors.
R (b)Blank off with fine nylon netting and adhesive tape:
R - the fuel NACA air intakes
R - the overpressure protector outlet (trim and wing tanks)
R - all the drain valves.
R (c)Apply SPECIAL MATERIALS (Material No. 05-005) on the trailing edges of the wings.
R (d)Apply SPECIAL MATERIALS (Material No. 05-027):
R - on the leading edges of the nacelles and THS
R - on the refuel/defuel panel 110VU
R - on all the unpainted light-alloy areas (except the slat surfaces).

(12)Protection of the Cabin and Cockpit
(a)Protect with a plastic film:
- all the passenger and cockpit seats
- the carpets of the cabin aisles, cockpit and galley areas.
(b)Open the cockpit and window shades.
(c)Make sure that the sliding windows are closed.

(13)Protection of the Oxygen System
(a)Close the valve of the crew oxygen cylinder assembly.
1 In the cockpit, on the panel 435VU, push the OXYGEN/CREW SUPPLY pushbutton switch (the OFF legend goes off).
2 On one of the oxygen masks, operate the PRESS TO TEST AND RESET slide a sufficient number of times to make the system empty.
3 On the panel 435VU, release the OXYGEN/CREW SUPPLY pushbutton

switch (the OFF legend comes on).
(b)Close the manual shutoff valves of the passenger emergency cylinders (if installed).
(14)Protection of the Rain Protection System
(a)Do the deactivation of the rain repellent system (Ref. 30-45-00, P. Block 901).
(b)Put plastic bags or films on the two spray nozzles and attach them on the structure with adhesive tape.
(c)Remove the wiper blades (Ref. 30-45-15, P. Block 401) and the wiper arms (Ref. 30-45-14, P. Block 401).
(15)Protection of the Windows
(a)Lubricate the sliding windows (Ref. TASK 12-22-56, P. Block 1).
(b)Open the cockpit and cabin window shades.
(c)Protect externally the cockpit and cabin windows with STORAGE PRESERVATION (Material No. 15-002) and adhesive tape. Do not apply adhesive tape on the windows.
(d)Make sure that the sliding windows are closed.
(16)Protection of the Doors
(a)Lubricate the doors:
- the passenger/crew doors (Ref. 12-22-52, P. Block 1)
- the emergency exit doors (Ref. 12-22-52, P. Block 1)
- the AFT and FWD cargo door (Ref. 12-22-52, P. Block 1)
- the bulk cargo door (Ref. 12-22-52, P. Block 1).

(b)Apply SPECIAL MATERIALS (Material No. 05-043) to all the seals of the doors.
(17)Removal of Equipment
(a)Remove the Digital Flight Data Recorder 7TU (Ref. 31-31-35, P. Block 401).
(b)Remove the Cockpit Voice Recorder 2RK (Ref. 23-71-35, P. Block 401).

**ON A/C 226-226, 229-249, 401-401,

(c)Remove the batteries of :
- the Power Supply Unit (Ref. 33-51-14, P. Block 401)
- the megaphones (Ref. 25-65-32, P. Block 601).

**ON A/C 404-500,

(c)Remove the batteries of :
- the Power Supply Unit (Ref. 33-51-14, P. Block 401)
- the ASPSU (Ref. 52-73-18, P. Block 401)
- the megaphones (Ref. 25-65-32, P. Block 601).

**ON A/C ALL

(d)Remove :
- the emergency locator beacon.

(f)If the outside temperature is more than 70 deg.C (158.00 deg.F), remove :
- the cargo fire-extinguishing bottles and cartridges (Ref. 26-23-11, P. Block 401) and (Ref. 26-23-12, P. Block 401)

- the engine fire-extinguishing bottles and cartridges (Ref. 26-21-13, P. Block 401) and (Ref. 26-21-15, P. Block 401)
- the APU extinguishing-bottle and cartridge (Ref. 26-22-11, P. Block 401) and (Ref. 26-22-12, P. Block 401).

(18)Protection of the Hydraulic System
(a)Do a check of the hydraulic components for external leakage (Ref. 29-00-00, P. Block 601).

(19)Installation of the Protection Equipment
(a)Protect all the probes, the engines and APU with adapted protection equipment (Ref. 10-11-00, P. Block 201).
(b)Keep in position with adhesive tape all external protection equipment flags.

(20)Aircraft Maintenance Configuration
(a)On the CABIN PRESS section of the panel 432VU :
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and the overboard valve.

(b)If the storage period is more than 2 days :
1 Disconnect and remove the batteries 14PE, 15PE and 16PE (Ref. 24-31-11, P. Block 401).

D. Close-Up

(1)Close-Up
(a)Close all the pressurized access doors.
(b)Close the emergency exit doors (Ref. 52-22-00, P. Block 1).
(c)Close the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(d)Close the FWD and AFT cargo-compartment doors (Ref. 52-30-00, P. Block 1).
(e)Close the bulk cargo door (Ref. 52-34-00, P. Block 1).
(f)Not applicable.
(g)Close all the landing gear doors (Ref. 32-22-11, P. Block 301) and (Ref. 32-12-11, P. Block 301).
(h)Close all the access doors and panels that you opened during the storage procedure.
(j)Seal with STORAGE PRESERVATION (Material No. 15-002) and adhesive tape all the openings that give access to :
- the passenger compartment
- the cockpit
- the cargo compartment
- the APU
- the engines
- the landing gears.

(k)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(l)Remove all the fixtures, tools, test and support equipment used during this procedure.
(m)Make an entry in the aircraft log book or attach a tag on the Captain control column to tell the crew that protection covers/devices are installed.

(2)Periodic Checks and Return to Operation
(a)During the storage period, do the periodic checks:
- at 7-day intervals (Ref. Para. 6.)

- at 15-day intervals (Ref. Para. 7.)
- at 1-month intervals (Ref. Para. 8.)
- at 3-month intervals (Ref. Para. 9.)
- at 6-month intervals (Ref. Para. 10.).

(b)For return to operation, do the return to operation procedure (Ref. Para. 11).

4. Renewal for 6-month Storage Period

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Platform 17M (56 FT) - Adjustable |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft - Stability |
| - 12-22-00, P. Block 1 | Lubrication |
| - 12-22-27, P. Block 1 | Flight Controls |
| - 12-22-55, P. Block 1 | Horizontal Stabilizer - Hinge and Attach Fitting |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 20-29-13, P. Block 1 | Cable Cleaning and Application of Protective Finishes on Cables |
| - 25-65-32, P. Block 601 | Megaphone |
| - 28-11-00, P. Block 301 | Tanks - Servicing |

B. Job Set-up

(1)Get Access

(a)Put an ACCESS PLATFORM 17M (56 FT) - ADJUSTABLE in position near the aircraft.

C. Procedure

(1)Ground Check

(a)Do the periodic ground check at 3-month intervals (Ref. Para. 9).

(2)Protection

(a)Lubrication of the mechanical control chains of the THS and the actuator ball screw nut (Ref. 12-22-27, P. Block 1).

(b)Clean and protect the flight control cables (Ref. 20-29-13, P. Block 1).

(c)Lubrication of the rollers of the flap tracks (Ref. 12-22-27, P. Block 1).
(d)Lubrication of all the rollers of the slat tracks and screwjacks (Ref. 12-22-27, P. Block 1).
(e)Lubrication of all the spoiler linkage bearings that have grease nipples (Ref. 12-22-27, P. Block 1).
(f)Lubrication of the hinges and the attach fittings of the horizontal stabilizer (Ref. 12-22-55, P. Block 1).
(g)Lubrication of the rudder bearing No. 4 (Ref. 12-22-27, P. Block 1).
(h)Lubricate all the landing gears:
- nose landing gear (Ref. 12-22-00, P. Block 1)
- main landing gear (Ref. 12-22-00, P. Block 1).

(3)Protection of the Fuel System (if fuel premixed with biocide is available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel the fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).
R b Refuel the additional center tanks to 10% of total capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon), if installed.
R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).
(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).
(d)Close all the fuel system valves.
(e)Do a check for fuel leakage on all the fuel tanks.
NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(4)Protection of the Fuel System (if fuel premixed with biocide is not available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel the fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity

with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

R b Refuel the additional center tanks to 10% of total capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Do a check for fuel leakage on all the fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(5)Removal of Components

(a)Remove the battery from the megaphones (Ref. 25-65-32, P. Block 601).

D. Close-Up

(1)Put the Aircraft back to its Initial Configuration

(a)Remove all the fixtures, tools, test and support equipment used during this procedure.

5. Renewal for 2-year Storage Period

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

A. Job Set-Up

(1)Not applicable.

B. Procedure

(1)Preparation of the Aircraft

(a)Do the full return to operation after storage (Ref. Para. 11.).

(2)Non-Revenue Flight

(a)Make sure that all due scheduled maintenance tasks are performed in

accordance with the approved aircraft maintenance program before the non-revenue flight.
(b)Do a short non-revenue flight within the aircraft standard envelope.
(3)Store the Aircraft
(a)Do the storage procedure (Ref. Para. 3.).

6. Periodic Ground Check at 7-day Intervals

A. Job Set-Up
(1)Not applicable.

B. Procedure
(1)Visual Inspection
(a)Do a general visual inspection of the airframe from the ground for correct condition.
(b)Make sure that there are no bird nests. If you find bird nests, remove them and clean the aircraft surface around the bird nest area.
(c)Make sure that there are no leaks:
- at the engine drain masts
- on the wheels and landing gears
- from the wings
- from the APU
- from the horizontal and vertical stabilizers.
(d)Make sure that the protection covers/plugs are correctly installed.
(e)Do a check of the outer skin for contamination that is not usual.

C. Close-Up
(1)Remove all the fixtures, tools, test and support equipment used during this procedure.

7. Periodic Ground Check at 15-day Intervals

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Platform 17M (56 FT) - Adjustable |
| Referenced Procedures | |
| - 12-24-34, P. Block 1 | Air Data System |
| - 12-32-28, P. Block 301 | Fuel - Sampling For Analysis |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 32-41-00, P. Block 601 | Wheels |

B. Job Set-up
(1)Put an ACCESS PLATFORM 17M (56 FT) - ADJUSTABLE in position near the aircraft.

C. Procedure
(1)Move the Aircraft.
WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS

SAFETY INSTRUCTION.

NOTE : If unserviceable tires are installed, do not do this procedure.

(a)Remove the wheel chocks that you installed during the storage procedure.

(b)Move the aircraft, by a 1/4 turn of the wheels, to prevent damage to the tires and brinelling of the bearings.

(c)Put the wheel chocks in position:

1 For the NLG:
- in front of and behind the wheels.

2 For the MLG:
- in front of the FWD wheels and behind the aft wheels.

(2)Visual Inspection

(a)Make sure that there is no fuel leak.

(b)Examine the condition of the wheels and the tires (Ref. 32-41-00, P. Block 601).

(c)Do a tire pressure check. If necessary, inflate the tires (Ref. 32-41-00, P. Block 601).

(3)Drain the Standby Static Line

(a)Remove the water from the standby static line (Ref. 12-24-34, P. Block 1).

(4)Inspection of the Fuel Tanks

(a)Drain the water from the fuel tanks (Ref. 12-32-28, P. Block 301).

NOTE : Do the water drain procedure one hour after refuelling.

(b)Sample the fuel for microbiological contamination (Ref. 12-32-28, P. Block 301). If contamination is found in the ACTs, they should be refuelled to 90% of total capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301).

D. Close-Up

(1)Put the Aircraft back to its Initial Configuration

(a)Remove the access platform(s).

8. Periodic Ground Check at 1-month Intervals

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Adhesive Tape 3M-472 |
| (2) | Nylon Netting |
| (3) | Cellular Fabric (max. 5mm Mesh) |
| (4)Material No. 05-043 | Special Materials (Ref. 20-31-00) |
| (5)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft - Stability |
| R - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |
| - 12-32-28, P. Block 301 | Fuel |
| - 21-21-00, P. Block 501 | Flight Compartment and Electronics Racks Air Distribution |
| - 21-64-00, P. Block 501 | Cargo Compartment Temperature Control |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 28-11-00, P. Block 301 | Tanks |

| ITEM | DESIGNATION |
|---|---|
| - 30-11-00, P. Block 501 | Wing Ice Protection |
| - 30-21-00, P. Block 501 | Engine Air Intake Ice protection |
| - 52-10-00, P. Block 1 | Passenger/Crew Doors |
| - 52-22-00, P. Block 1 | Emergency Exit |
| - 52-30-00, P. Block 1 | Cargo Compartment Doors |
| - 52-34-00, P. Block 1 | Bulk Cargo Compartment Door |

B. Job Set-up
(1)Get Access
(a)Open the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(b)Open the emergency exit doors (Ref. 52-22-00, P. Block 1).
(c)Open the AFT and FWD cargo compartment doors (Ref. 52-30-00, P. Block 1).
(d)Open the bulk cargo door (Ref. 52-34-00, P. Block 1).
(2)Aircraft Configuration
(a)Remove the storage preservation (Material No. 15-002) and adhesive tape from:
- the avionics ventilation inlets and outlets
- the outflow valves.

NOTE : It is not necessary to re-install the batteries when an aircraft is in storage for a period of no more than six months.

(b)Energize the aircraft electrical circuits from the external power (Ref. 24-41-00, P. Block 301).
(c)On the CABIN PRESS section of the panel 432VU:
- press the two CTRL pushbuttons 142HM & 143HM to open the two OUTFLOW valves, the two air conditioning packs and the overboard valve.

NOTE : Make sure that the avionics ventilation continues to operate correctly.

C. Procedure
(1)Protection
(a)Apply special materials (Material No. 05-043) on all the seals of the doors.
(b)Make sure that all the doors operate correctly.
(2)Inspection
(a)Make sure that the extension of the landing gear shock absorbers is correct.
(b)Do a check of the pressure of the oxygen cylinders.
R (3)Inspection of the Fuel System
R (a)Do a check of the fuel level in the tanks:
R - if necessary, refuel the tank(s) to the level specified for the
R start of the storage period (Ref. 12-11-28, P. Block 301).
R (4)Do these Tests:
(a)Do an operational test of the electronics racks ventilation system (Ref. 21-21-00, P. Block 501).
(b)Do an operational test of the cargo compartment temperature control (Ref. 21-64-00, P. Block 501).

(c)Do an operational test of the wing ice-protection system (Ref. 30-11-00, P. Block 501).
(d)Do a functional test of the engine-air-intake ice-protection indicating circuit (Ref. 30-21-00, P. Block 501).

D. Close-Up
(1)Put the Aircraft back to its Initial Configuration
(a)On the CABIN PRESS section of the panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and the overboard valve.
(b)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(c)Close the emergency exit doors (Ref. 52-23-00, P. Block 1).
(d)Close the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(e)Close the FWD and AFT cargo-compartment doors (Ref. 52-30-00, P. Block 1).
(f)Close the bulk cargo door (Ref. 52-34-00, P. Block 1).
(g)Not applicable.
(h)Seal with storage preservation (Material No. 15-002) and adhesive tape:
- the avionics ventilation inlets and outlets
- the outflow valves
- the doors.
(j)Remove all the fixtures, tools, test and support equipment used during this procedure.

9. Periodic Ground Check at 3-month Intervals

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Platform 17M (56 FT) - Adjustable |
| (2)Material No. 04-011 | Common Greases (Ref. 20-31-00) |
| (3)Material No. 05-005 | Special Materials (Ref. 20-31-00) |
| (4)Material No. 05-027 | Special Materials (Ref. 20-31-00) |
| (5)Material No. 11-002 | Cleaning Agents |
| (6)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 07-11-00, P. Block 1 | Jacking for Aircraft Maintenance Operation |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 10-21-00, P. Block 1 | Mooring |
| - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |
| - 12-12-29, P. Block 1 | Hydraulics |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 27-14-00, P. Block 501 | Hydraulic Actuation (Aileron) |
| - 27-24-00, P. Block 501 | Hydraulic Actuation (Rudder) |
| - 27-34-00, P. Block 501 | Hydraulic Actuation (Elevator) |
| - 27-41-00, P. Block 501 | Mechanical Control (THS) |
| - 27-54-00, P. Block 501 | Hydraulic Actuation and Power Transmission |

| ITEM | DESIGNATION |
|---|---|
| | (Flaps) |
| - 27-61-00, P. Block 501 | Electrical and Mechanical Control |
| - | (Spoilers and Speedbrakes) |
| - 27-64-00, P. Block 1 | Hydraulic Actuation (Spoilers and Speedbrakes) |
| - 27-84-00, P. Block 501 | Hydraulic Actuation and Power Transmission |
| | (Slats) |
| - 28-20-00, P. Block 1 | Distribution |
| - 28-23-00, P. Block 501 | Crossfeed System |
| - 28-24-00, P. Block 501 | LP Fuel Fire Shut-Off Control |
| - 29-10-00, P. Block 301 | Main - Servicing |
| - 32-10-00, P. Block 601 | Main Gear and Doors |
| - 32-20-00, P. Block 601 | Nose Gear and Doors |
| - 32-31-00, P. Block 501 | Normal Extension and Retraction |
| - 49-31-00, P. Block 501 | Fuel Distribution |
| - 51-74-10, P. Block 801 | Removal of Corrosion |
| - 53-00-00, P. Block 1 | Fuselage |
| - 54-50-00, P. Block 601 | Pylons - General |
| - 72-00-00, P. Block 301 | Engine - General |

B. Job Set-Up
(1)Get Access
(a)Put an access platform in position near the aircraft.

C. Procedure
(1)Visual Inspection
(a)Do a visual inspection of the aircraft for impacts by foreign objects, fluid leakages (hydraulic fluid, fuel), missing parts, blockage and corrosion of steel parts of:
1 the upper and the lower surfaces of the wing.
2 the nacelles and the pylons.
3 the external surfaces of the fuselage.
4 the trailing edge of the horizontal and vertical stabilizers.
5 the external skin of:
- the passenger/crew doors
- the cargo doors
- the frame around the doors.
6 the external handle of the passenger/crew doors.
7 the drains:
a In the lower fuselage (Ref. 53-00-00, P. Block 1).
b On the pylons (Ref. 54-50-00, P. Block 601).
c In all other locations.
8 the toilet areas.

(b)If you find corrosion, remove it (Ref. 51-74-10, P. Block 801).
(2)Cleaning of the Aircraft
(a)Remove all the storage preservation (Material No. 15-002) and adhesive tapes.
(b)If necessary, clean the aircraft externally (Ref. 12-21-11,

P. Block 1).

(3)Aircraft Configuration

NOTE : It is not necessary to re-install the batteries when an aircraft is in storage for a period of no more than six months.

(a)Energize the aircraft electrical circuits from the external power (Ref. 24-41-00, P. Block 301).

(b)On the CABIN PRESS section of the panel 432VU:

- press the two CTRL pushbuttons 142HM & 143HM to open the two outflow valves, the two air conditioning packs and the overboard valve.

NOTE : Make sure that the avionics ventilation continues to operate correctly.

(c)Pressurize the Green hydraulic system (Ref. 29-10-00, P. Block 301).

(d)Pressurize the Yellow hydraulic system (Ref. 29-10-00, P. Block 301).

(e)Pressurize the Blue hydraulic system (Ref. 29-10-00, P. Block 301).

(4)Do these Tests:

(a)Do an operational test of the crossfeed valves (Ref. 28-23-00, P. Block 501).

(b)Do a functional test of the engine LP-fuel shut-off valve (Ref. 28-24-00, P. Block 501).

(c)Do an operational test of the APU Fuel LP valve (Ref. 49-31-00, P. Block 501).

(d)Do an operational test of the aileron and its hydraulic system (Ref. 27-14-00, P. Block 501).

(e)Do an operational test of the elevator and its hydraulic system (Ref. 27-34-00, P. Block 501).

(f)Do an operational test of the rudder hydraulic actuation (Ref. 27-24-00, P. Block 501).

(g)Do an operational test of the flap system (Ref. 27-54-00, P. Block 501).

(h)Do a functional test of the spoiler (Ref. 27-61-00, P. Block 501).

(j)Do an operational test of the slat system (Ref. 27-84-00, P. Block 501).

(k)Do a functional test of the THS control (Ref. 27-41-00, P. Block 501).

R (5)Inspection of the Landing Gear

(a)Do a general visual inspection:

- of the NLG (Ref. 32-20-00, P. Block 601)
- of the MLG (Ref. 32-10-00, P. Block 601).

(b)If the mooring tool was installed on the NLG, remove it.

(c)Jack up the aircraft until wheels are clear of ground (Ref. 07-11-00, P. Block 1):

- to do operational tests of the landing gear (Ref. 32-31-00, P. Block 501).
- to turn the wheels by hand to make sure that there is no defect on the bearings.

(d)Lower the aircraft onto its wheels (Ref. 07-11-00, P. Block 1).

(e)If necessary, put the aircraft in mooring condition (Ref. 10-21-00, P. Block 1).

(f)Do a check of each half-wheel for corrosion. If you find corrosion, clean with cleaning agent (Material No. 11-002).

(g)Do a check of all painted and unpainted parts for corrosion.

R (6)Protection
(a)Apply special material (Material No. 05-027) in all the holes, specially in the areas which can have condensation. On the wings, apply special material (Material No. 05-005).
R (b)Apply common grease (Material No. 04-011) after cleaning on:
- the sliding tube of the shock absorber
- the actuator rods
- the uplock mechanism.

(7)Inspection of the Hydraulic System
(a)Do a check of the reservoir fluid level (Ref. 12-12-29, P. Block 1).
(b)Do a General Visual Inspection (GVI) for corrosion of the hydraulic pipes and unions in the areas which are open to the environment (landing gear wells, wings and stabilizers).
1 Where applicable, move the flaps/slats/rudders to get access.
NOTE : This inspection is not applicable to parts that have the protection of the structure and to which you can only get access through panels and/or doors.
(c)If you find corrosion on the hydraulic pipes and unions, replace them.

(8)Inspection of the Flight Controls
(a)Do a check of the condition of the flight control cables in non-pressurized area and avionics compartment.
(b)Do a check of all the flap tracks for corrosion.
(c)Do a check of slat tracks for corrosion.

(9)Inspection of the Fuel System
(a)Do a check of the fuel level in the tanks:
- if necessary, refuel the tank(s) to the level specified for the start of the storage period (Ref. 12-11-28, P. Block 301).

(10)Protection of the Engines
(a)Do a check of the IDG for external corrosion.
(b)Preservation of the engines (Ref. 72-00-00, P. Block 301).
NOTE : Working party. If the aircraft is in a working party situation, which may make engine run-up impossible, it is acceptable to leave the engines inactive up to 6 months provided that the inlet and exhaust openings are sealed.
When depreservation is performed, the engines should be run up or hot oil flushed.

D. Close-Up
(1)Put the Aircraft back to its Initial Configuration
(a)On the CABIN PRESS section of the panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.

(b)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(c)Install storage preservation (Material No. 15-002) with new adhesive tape to prevent film hardening and paint removal.
(d)Remove all the fixtures, tools, test and support equipment used during this procedure.

10.Periodic Ground Check at 6-month Intervals

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| R (1)Material No. 02-003 | Hydraulic Fluids (Ref. 20-31-00) |
| R or | |
| R Material No. 02-008 | Hydraulic Fluids (Ref. 20-31-00) |
| R (2)Material No. 04-011 | Common Greases (Ref. 20-31-00) |
| R (3)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| R - 10-21-00, P. Block 1 | Mooring |
| R - 12-22-32, P. Block 1 | Landing Gear |
| R - 24-41-00, P. Block 301 | AC External Power Control |
| R - 32-10-00, P. Block 601 | Main Gear and Doors |
| R - 32-20-00, P. Block 601 | Nose Gear and Doors |
| - 32-31-00, P. Block 501 | Normal Extension and Retraction |

B. Job Set-Up

R (1)Aircraft Configuration
R (a)Remove the storage preservation (Material No. 15-002) and adhesive tape from:
R - the avionics ventilation inlets and outlets
R - the outflow valves
R - the landing gears.
R (b)If aircraft is moored, remove the mooring tool.
R (c)Energize the aircraft electrical circuits from the external power (Ref. 24-41-00, P. Block 301).
R (d)On the CABIN PRESS section of the panel 432VU:
R - press the two CTRL pushbuttons 142HM & 143HM to open the two OUTFLOW valves, the two air conditioning packs and the overboard valve.
R NOTE : Make sure that the avionics ventilation continues to operate correctly.

C. Procedure

R (1)Inspection and Tests of the Landing Gear
R (a)Do a general visual inspection:
R - of the NLG (Ref. 32-20-00, P. Block 601)
R - of the MLG (Ref. 32-10-00, P. Block 601).
R (b)Lubricate all the landing gears:
R - lubrication of the NLG (Ref. 12-22-32, P. Block 1)
R - lubrication of the MLG (Ref. 12-22-32, P. Block 1).
R (c)Clean all the actuator rods and apply a thin layer of hydraulic fluid (Material No. 02-003 or Material No. 02-008).
R (d)Do a operational test of extension and retraction of the landing gear (Ref. 32-31-00, P. Block 501).
R (2)Protection
R (a)Apply common grease (Material No. 04-011) after cleaning on:
R - the sliding tube of the shock absorber

- the actuator rods
- the uplock mechanism.

D. Close-Up
(1)Put the Aircraft back to its Initial Configuration
(a)On the CABIN PRESS section of the panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.

(b)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(c)Put protection on the bottom sections of the landing gears with storage preservation (Material No. 15-002).
(d)Seal with storage preservation (Material No. 15-002) and adhesive tape:
- the avionics ventilation inlets and outlets
- the outflow valves
- the doors and the handles
- all the openings that give access to the landing gears.

(e)Moor the aircraft (Ref. 10-21-00, P. Block 1) if necessary.
(f)Remove all the fixtures, tools, test and support equipment used during this procedure.

11.Return to Operation after Storage Period

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Access Platform 17 M (56 FT) - Adjustable |
| (2) | Warning Notice |
| (3)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 12-13-27, P. Block 1 | Flight Controls |
| - 12-14-32, P. Block 1 | Inflating and Charging |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-22-27, P. Block 1 | Flight Controls |
| - 12-22-32, P. Block 1 | Landing Gear |
| - 12-22-55, P. Block 1 | Horizontal Stabilizer - Hinge and Attach Fittings |
| - 12-32-28, P. Block 301 | Fuel |
| - 12-32-29, P. Block 1 | Hydraulic Fluid |
| R - 12-37-32, P. Block 1 | Wheel Replacement |
| - 20-29-12, P. Block 1 | Control Cable Check |

| ITEM | DESIGNATION |
|---|---|
| - 20-29-13, P. Block 1 | Cable Cleaning and Application of Protective Finishes on Cables |
| - 20-29-14, P. Block 1 | Control Cable Rejection Criteria |
| - 21-21-00, P. Block 501 | Flight Compartment and Electronics Racks Air Distribution |
| - 21-22-12, P. Block 201 | Air Filter |
| - 21-64-00, P. Block 501 | Cargo Compartment Temperature Control |
| - 23-60-00, P. Block 601 | Static Discharging |
| - 23-71-35, P. Block 401 | Cockpit Voice Recorder |
| - 24-11-00, P. Block 201 | IDG System |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 26-12-00, P. Block 501 | Engine Fire and Overheat Detection |
| - 26-21-00, P. Block 501 | Engine Fire Extinguishing |
| - 26-21-13, P. Block 401 | Discharge Cartridge |
| - 26-21-15, P. Block 401 | Fire Extinguisher Bottle |
| - 26-22-00, P. Block 501 | APU Fire Extinguishing |
| - 26-22-11, P. Block 401 | Fire Extinguisher Bottle |
| - 26-22-12, P. Block 401 | Discharge Cartridge |
| - 26-23-00, P. Block 501 | Cargo Compartment Fire Extinguishing |
| - 26-23-11, P. Block 401 | Fire Extinguisher Bottle |
| - 26-23-12, P. Block 401 | Discharge Cartridge |
| - 26-24-00, P. Block 601 | Portable Fire Extinguishers |
| - 26-25-00, P. Block 201 | Lavatory Fire Extinguisher Bottle |
| - 27-14-00, P. Block 501 | Hydraulic Actuation (Aileron) |
| - 27-24-00, P. Block 501 | Hydraulic Actuation (Rudder) |
| - 27-34-00, P. Block 501 | Hydraulic Actuation (Elevator) |
| - 27-41-00, P. Block 501 | Mechanical Control (THS) |
| - 27-54-00, P. Block 501 | Hydraulic Actuation and Power Transmission (Flaps) |
| - 27-54-00, P. Block 601 | Hydraulic Actuation and Power Transmission (Flaps) |
| - 27-64-00, P. Block 501 | Hydraulic Actuation (Spoilers and Speedbrakes) |
| - 27-84-00, P. Block 501 | Hydraulic Actuation and Power Transmission (Slats) |
| - 27-84-00, P. Block 601 | Hydraulic Actuation and Power Transmission (Slats) |
| - 28-11-00, P. Block 301 | Tanks |
| - 28-11-00, P. Block 601 | Tanks |
| - 28-11-36, P. Block 401 | Additional Center Tank |
| - 28-23-00, P. Block 501 | Crossfeed System |
| - 28-24-00, P. Block 501 | LP Fuel Fire Shut-Off Control |
| - 29-10-00, P. Block 501 | Main Hydraulic Power |
| - 29-31-00, P. Block 501 | Hydraulic Quantity Indicating |
| - 30-11-00, P. Block 501 | Wing Ice Protection |
| - 30-21-00, P. Block 501 | Engine Air Intake Ice protection |
| - 30-45-00, P. Block 901 | Rain Repellent System |
| - 30-45-14, P. Block 401 | Wiper Arm |
| - 30-45-15, P. Block 401 | Wiper Blade |

| ITEM | DESIGNATION |
|---|---|
| - 31-31-35, P. Block 401 | Digital Flight Data Recorder |
| - 32-11-00, P. Block 1 | Main Gear |
| - 32-11-13, P. Block 601 | Main Gear Shock Absorber |
| - 32-21-00, P. Block 1 | Nose Gear |
| - 32-21-14, P. Block 601 | Nose Gear Shock Absorber |
| - 32-31-00, P. Block 501 | Normal Extension and Retraction |
| - 32-33-00, P. Block 501 | Free Fall Extension |
| - 32-41-00, P. Block 1 | Wheels |
| - 32-41-00, P. Block 601 | Wheels |
| - 32-42-00, P. Block 1 | Normal Braking |
| - 32-43-00, P. Block 1 | Alternate Braking with Anti Skid (ALTN/ON) |
| - 32-51-00, P. Block 501 | Steering |
| - 33-51-14, P. Block 401 | Power Supply Unit |
| - 35-10-00, P. Block 501 | Crew Oxygen System |
| - 35-12-51, P. Block 501 | Crew Quick Donning Oxygen Mask Assembly |
| **ON A/C 226-226, 229-249, 401-401, | |
| - 35-31-00, P. Block 501 | Portable Oxygen Cylinder |
| - 36-11-00, P. Block 501 | Engine Bleed Air Supply System |
| - 38-10-00, P. Block 301 | Potable Water System |
| - 38-31-00, P. Block 501 | Toilet System |
| - 38-32-00, P. Block 601 | Waste Water Drain |
| **ON A/C 404-500, | |
| - 35-31-00, P. Block 501 | Potable Oxygen Cylinder |
| - 36-11-00, P. Block 501 | Engine Bleed Air Supply System |
| - 38-10-00, P. Block 301 | Potable Water System |
| - 38-32-00, P. Block 601 | Waste Water Drain |
| - 38-35-00, P. Block 501 | Vacuum Toilet system |
| **ON A/C ALL | |
| - 49-10-00, P. Block 401 | Power Plant |
| - 49-20-00, P. Block 301 | Engine - Servicing |
| - 51-74-10, P. Block 801 | Removal of Corrosion |
| **ON A/C 404-500, | |
| - 52-73-18, P. Block 401 | Power Supply Unit - Autonomous Standby |
| **ON A/C ALL | |
| - 53-00-00, P. Block 1 | Fuselage |
| - 54-50-00, P. Block 601 | Pylons - General |
| - 71-00-00, P. Block 401 | Engine General |
| - 72-00-00, P. Block 301 | Engine - General |
| - 80-10-00, P. Block 1 | Cranking |

B. Job Set-Up
(1)Safety Precautions
(a)Put an **ACCESS PLATFORM 17 M (56 FT) - ADJUSTABLE** in position near the aircraft.
(b)Put a **WARNING NOTICE** in position in the cockpit to tell persons not to operate the systems while you prepare the aircraft for operation again.

C. Procedure
(1)Visual Inspection
(a)Do a visual inspection of the aircraft for impacts by foreign objects, bird nests, fluid leakage (hydraulic fluid, fuel), missing parts, obstruction and corrosion of steel parts of:
1 The upper and the lower surfaces of the wing.
2 The nacelles and the pylons.
3 The external surfaces of the fuselage.
4 The flight control surfaces.
5 The leading and the trailing edges of the horizontal and vertical stabilizers.
6 The external skin of:
- the passenger/crew doors,
- the cargo doors,
- the frame around the doors.

7 The external handle of the passenger/crew doors.
8 The drains:
a In the lower fuselage (Ref. 53-00-00, P. Block 1).
b On the pylons (Ref. 54-50-00, P. Block 601).
c In all other locations.
9 The toilet areas.

(b)If you find corrosion, remove it (Ref. 51-74-10, P. Block 801).
(c)Make sure that:
- the communication and navigation antennas are correctly installed,
- the static dischargers are correctly installed and in correct condition.

(d)Perform a resistance check if the storage period was more than 6 months (Ref. 23-60-00, P. Block 601).
(e)Do a check of the avionics compartment.
(2)Cleaning of the Aircraft
(a)Remove all the **STORAGE PRESERVATION** (Material No. 15-002) and adhesive tapes.
(b)We recommend that you clean the aircraft externally (Ref. 12-21-11, P. Block 1).
(3)Aircraft Configuration
(a)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(b)On the **CABIN PRESS** section of the panel 432VU:
- press the two **OUTFLOW** valve switches to open the two **OUTFLOW** valves, the two air conditioning packs and overboard valve.

NOTE : Make sure that the avionics ventilation continues to operate correctly.
(c)Install and connect the batteries 14PE, 15PE and 16PE and make sure

that the charge is correct (Ref. 24-31-11, P. Block 401).

(4)Removal of the Protections

(a)Remove all the protective equipment from the engines, the APU, the probes.

(b)Remove the protection from the cockpit, the passenger seats and the carpets.

(5)Inspection of the Doors

(a)Make sure that the doors open and close correctly.

(6)Installation of the Equipment Removed

(a)Install the Digital Flight Data Recorder (Ref. 31-31-35, P. Block 401).

(b)Install the Cockpit Voice Recorder (Ref. 23-71-35, P. Block 401).

(c)Install the debris guard, the impeller and the shroud of the brake fans (if installed).

(d)Install the fire-extinguisher bottles and cartridges if removed from :

- the cargo compartment (Ref. 26-23-11, P. Block 401) and (Ref. 26-23-12, P. Block 401)
- the engines (Ref. 26-21-15, P. Block 401) and (Ref. 26-21-13, P. Block 401)
- the APU (Ref. 26-22-11, P. Block 401) and (Ref. 26-22-12, P. Block 401).

**ON A/C 226-226, 229-249, 401-401,

(e)Install the batteries of :

- the Power Supply Unit if removed (Ref. 33-51-14, P. Block 401)
- the flashlights if removed and make sure that they operate correctly
- the megaphones if removed and make sure that they operate correctly.

**ON A/C 404-500,

(e)Install the batteries of :

- the ASPSU if removed (Ref. 52-73-18, P. Block 401)
- the Power Supply Unit if removed (Ref. 33-51-14, P. Block 401)
- the flashlights if removed and make sure that they operate correctly
- the megaphones if removed and make sure that they operate correctly.

**ON A/C ALL

(f)Install :

- the first aid kits
- the emergency locator beacon
- the life vests.

**ON A/C 226-226, 229-249,

(g)Install the wiper blades (Ref. 30-45-15, P. Block 401) and the wiper arms (Ref. 30-45-14, P. Block 401), if removed.

(h)Do the reactivation of the rain repellent system (Ref. 30-45-00, P. Block 901).

(7)Install the additional center tank (Ref. 28-11-36, P. Block 401) (if removed).

(8)Flushing of the air data system.
(9)Inspection and Operational Test of the Ventilation System
R (a)Discard the recirculation filters, if installed (Ref. 21-22-12,
R P. Block 201).
(b)Do an operational test of the ventilation system of the electronics racks (Ref. 21-21-00, P. Block 501).
(c)Do an operational test of the cargo compartment temperature control (Ref. 21-64-00, P. Block 501).
(10)Inspection and Operational Test of Fire Protection
(a)Engine fire protection
1 Do an operational test of the engine fire and overheat detection system (Ref. 26-12-00, P. Block 501).
2 Do an operational test of bottle low-pressure indicating circuit by actuating test screw on pressure switch (Ref. 26-21-00, P. Block 501).
3 Do an operational test of the engine fire extinguishing lines (Ref. 26-21-00, P. Block 501).
(b)APU fire protection
1 Do a functional test of the Percussion/Electrical Circuit (Ref. 26-22-00, P. Block 501).
2 Do an operational test of Automatic Fire Extinguishing Circuit (Ref. 26-22-00, P. Block 501).
3 Do an operational test of APU Fuel Feed Shut-off Signal (Ref. 26-22-00, P. Block 501).
4 Do an operational Squib test of APU Fire Extinguishing Circuit (Ref. 26-22-00, P. Block 501).
5 Do a functional test of Extinguisher Bottle (HTL) Pressure Drop Indicating - Circuit (Ref. 26-22-00, P. Block 501).
(c)Cargo compartment fire protection
1 Do a Squib test of Cargo Compartment Fire Extinguishing Circuit (Ref. 26-23-00, P. Block 501).
2 Do an operational test of the Percussion Electrical Circuit and Priority Switching (Ref. 26-23-00, P. Block 501).
3 Do an operational test of Fire Extinguisher Bottle Pressure Drop Indicating Circuit (Ref. 26-23-00, P. Block 501).
4 Do a functional test of the Fire Extinguisher Bottle Pressure Switch (Ref. 26-23-00, P. Block 501).
5 Do a functional test of the Pressure Reducing Valve (Ref. 26-23-00, P. Block 501).
(d)Lavatory fire protection
1 Do a check of the lavatory fire-extinguishing bottles (Ref. 26-25-00, P. Block 201).
(e)Portable fire-extinguishing
1 Do a check of all the portable fire-extinguishing bottles (Ref. 26-24-00, P. Block 601).

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(g)Install the wiper blades (Ref. 30-45-15, P. Block 401) and the wiper

arms (Ref. 30-45-14, P. Block 401), if removed.
(h)Do the reactivation of the rain repellent system (Ref. 30-45-00, P. Block 901).
(7)Install the additional center tank (Ref. 28-11-36, P. Block 401) (if removed).
(8)Flushing of the air data system.
(9)Inspection and Operational Test of the Ventilation System
R (a)Discard the recirculation filters, if installed (Ref. 21-22-12,
R P. Block 201).
(b)Do an operational test of the ventilation system of the electronics racks (Ref. 21-21-00, P. Block 501).
(c)Do an operational test of the cargo compartment temperature control (Ref. 21-64-00, P. Block 501).
(10)Inspection and Operational Test of Fire Protection
(a)Engine fire protection
1 Do an operational test of the engine fire and overheat detection system (Ref. 26-12-00, P. Block 501).
2 Do an operational test of bottle low-pressure indicating circuit by actuating test screw on pressure switch (Ref. 26-21-00, P. Block 501).
3 Do an operational test of the engine fire extinguishing lines (Ref. 26-21-00, P. Block 501).
(b)APU fire protection
1 Do a functional test of the Percussion/Electrical Circuit (Ref. 26-22-00, P. Block 501).
2 Do an operational test of Automatic Fire Extinguishing Circuit (Ref. 26-22-00, P. Block 501).
3 Do an operational test of APU Fuel Feed Shut-off Signal (Ref. 26-22-00, P. Block 501).
4 Do an operational Squib test of APU Fire Extinguishing Circuit (Ref. 26-22-00, P. Block 501).
5 Do a functional test of Extinguisher Bottle (HTL) Pressure Drop Indicating - Circuit (Ref. 26-22-00, P. Block 501).
(c)Cargo compartment fire protection
1 Do a Squib test of Cargo Compartment Fire Extinguishing Circuit (Ref. 26-23-00, P. Block 501).
2 Do an operational test of the Percussion Electrical Circuit and Priority Switching (Ref. 26-23-00, P. Block 501).
3 Do an operational test of Fire Extinguisher Bottle Pressure Drop Indicating Circuit (Ref. 26-23-00, P. Block 501).
4 Do a functional test of the Fire Extinguisher Bottle Pressure Switch (Ref. 26-23-00, P. Block 501).
(d)Lavatory fire protection
1 Do a check of the lavatory fire-extinguishing bottles (Ref. 26-25-00, P. Block 201).
(e)Portable fire-extinguishing
1 Do a check of all the portable fire-extinguishing bottles (Ref. 26-24-00, P. Block 601).

**ON A/C 226-226, 229-249, 401-401,

(11)Inspection and Operational Test of the Oxygen System
(a)Crew oxygen cylinders.
1 Open very slowly the crew oxygen cylinder/valves 3 to 4 turns and do a check of the crew oxygen pressure (Ref. 35-10-00, P. Block 501).
2 Do a test of the crew oxygen mask (Ref. 35-12-51, P. Block 501).

(b)Portable oxygen cylinders.
1 Do a check of the pressure of all portable oxygen cylinders (Ref. 35-31-00, P. Block 501).
(12)Inspection and Operational Test of the Water/Waste Systems
(a)Do an operational test of the potable-water distribution system (Ref. 38-10-00, P. Block 301).
(b)Do a general visual inspection of the waste water drain system (Ref. 38-32-00, P. Block 601).
(c)Do a Functional test of the toilet systems (Ref. 38-31-00, P. Block 501).

**ON A/C 404-500,

(11)Inspection and Operational Test of the Oxygen System
(a)Crew oxygen cylinders.
1 Open very slowly the crew oxygen cylinder/valves 3 to 4 turns and do a check of the crew oxygen pressure (Ref. 35-10-00, P. Block 501).
2 Do a test of the crew oxygen mask (Ref. 35-12-51, P. Block 501).
(b)Portable oxygen cylinders.
1 Do a check of the pressure of all portable oxygen cylinders (Ref. 35-31-00, P. Block 501).
(12)Inspection and Operational Test of the Water/Waste Systems
(a)Do an operational test of the potable-water distribution system (Ref. 38-10-00, P. Block 301).
(b)Do a general visual inspection of the waste water drain system (Ref. 38-32-00, P. Block 601).
(c)Do a functional test of the toilet systems (Ref. 38-35-00, P. Block 501).

**ON A/C ALL

(13)Inspection and Operational Test of the Fuel System
(a)Drain water from all the fuel tanks (Ref. 12-32-28, P. Block 301).
NOTE : Do the water drain procedure one hour after refuelling.
(b)Do a check for microbiological contamination (Ref. 12-32-28, P. Block 301)
(c)Do a check of all the fuel tanks for leakage (Ref. 28-11-00, P. Block 601).
(d)Do a functional test of the engine LP fuel shut-off valve (Ref. 28-24-00, P. Block 501).
(e)Do an operational test of the crossfeed valves (Ref. 28-23-00, P. Block 501).
(14)Inspection and Operational Test of the Hydraulic System

(a)Do an analysis of the hydraulic fluid (Ref. 12-32-29, P. Block 1).
(b)Do a check of the fluid level in the hydraulic reservoirs (Ref. 29-31-00, P. Block 501).
(c)Do an operational test of the hydraulic shut-off valves (Ref. 29-10-00, P. Block 501).

(15)Inspection and Operational Test of the Landing Gears
(a)Do a general visual inspection of the nose landing gear (Ref. 32-21-00, P. Block 1).
(b)Do a general visual inspection of the main landing gear (Ref. 32-11-00, P. Block 1).
(c)Lubricate all the landing gears:
- lubrication of the NLG (Ref. 12-22-32, P. Block 1)
- lubrication of the MLG (Ref. 12-22-32, P. Block 1).
(d)Do a check of the charge pressure of the NLG (Ref. 32-21-14, P. Block 601).
(e)Do a check of the charge pressure of the MLG (Ref. 32-11-13, P. Block 601).
(f)Do a functional test of:

- the free-fall extension (Ref. 32-33-00, P. Block 501).

(g)Do an operational test of:
- the extension and retraction of the landing gear (Ref. 32-31-00, P. Block 501)
- the nose wheel steering with the handwheel (Ref. 32-51-00, P. Block 501)
- the nose wheel steering with the rudder pedals (Ref. 32-51-00, P. Block 501).

(16)Inspection and Operational Test of the Wheels and the Brakes
(a)If the aircraft was stored with unserviceable tires:
1 Install serviceable tires on the nose landing gear (Ref. 32-41-00, P. Block 1).
2 Install serviceable tires on the main landing gear (Ref. 32-41-00, P. Block 1).
3 Do a check of the tire pressure (Ref. 32-41-00, P. Block 1).
4 If necessary, inflate the tires (Ref. 12-14-32, P. Block 1).
(b)If the aircraft is stored with serviceable tires:
1 Remove all the wheels and send them to the overhaul shop for inspection of the bearings:
R - for the NLG (Ref. 12-37-32, P. Block 1)
R - for the MLG (Ref. 12-37-32, P. Block 1).
2 Put the tires back to the nominal pressure (Ref. 12-14-32, P. Block 1).
3 Make sure that there are no cracks in the tires (Ref. 32-41-00, P. Block 601).
(c)Do an operational test of:
- the normal braking system (Ref. 32-42-00, P. Block 1)
- the alternate braking system (Ref. 32-43-00, P. Block 1).

(17)Inspection and Operational Test of the APU
(a)Install the APU, if removed (Ref. 49-10-00, P. Block 401).
(b)Do the APU depreservation if it is not removed (Ref. 49-20-00, P. Block 301).

(18)Inspection and Operational Test of the Engine
(a)Install the engine if removed (Ref. 71-00-00, P. Block 401).
(b)Do the depreservation of the IDG (Ref. 24-11-00, P. Block 201).
(c)Do the engine depreservation, if it is not removed (Ref. 72-00-00, P. Block 301).

(19)Inspection and Operational Tests of the Flight Controls
(a)Do the lubrication of:
- the mechanical control chains of the THS (Ref. 12-22-27, P. Block 1).
- the THS actuator ball screw nut (Ref. 12-22-27, P. Block 1).
- No. 4 rudder bearings (Ref. 12-22-27, P. Block 1).
- the hinges and the attach fittings of the horizontal stabilizer (Ref. 12-22-55, P. Block 1).
- the roller bearings of the flap and slat tracks (Ref. 12-22-27, P. Block 1).
- the slat tracks surfaces and the ball screw nuts of the screwjacks (Ref. 12-22-27, P. Block 1).
- all the spoiler linkage bearings that have grease nipples (Ref. 12-22-27, P. Block 1).

(b)Inspect, clean and protect the flight control cables in all visible and accessible areas:
- avionic bay, MLG well and tail area (Ref. 20-29-12, P. Block 1), (Ref. 20-29-14, P. Block 1) and (Ref. 20-29-13, P. Block 1).

NOTE : In case of dry areas or corrosion found on some cables, the whole cables have to be inspected and clean.

(c)Do a visual inspection of the flap transmission assy (Ref. 27-54-00, P. Block 601).
(d)Do a visual inspection of the slat transmission assy (Ref. 27-84-00, P. Block 601).
(e)Drain and refill the flap and slat screwjacks (Ref. 12-13-27, P. Block 1).
(f)Do a functional test of the spoiler hydraulic control (Ref. 27-64-00, P. Block 501).
(g)Do an operational test of the aileron and its hydraulic control (Ref. 27-14-00, P. Block 501).
(h)Do an operational test of the elevator and its hydraulic control (Ref. 27-34-00, P. Block 501).
(j)Do an operational test of the rudder hydraulic actuation (Ref. 27-24-00, P. Block 501).
(k)Do an operational test of the flap and slat system (Ref. 27-54-00, P. Block 501) and (Ref. 27-84-00, P. Block 501). Operate the flap system a minimum of ten times.
(l)Do a functional test of the THS control (Ref. 27-41-00, P. Block 501).
(m)Do the oil level check of the THS actuator (Ref. 12-13-27, P. Block 1).

(20)Operational Tests of the Ice Protection Systems
(a)Do an operational test of the wing ice-protection system (Ref. 30-11-00, P. Block 501).
(b)Do an operational test of the ice protection system of the air intakes (Ref. 30-21-00, P. Block 501).

(21)Inspection and Operational Test of the Bleed System

(a)Do an operational test of the bleed system (Ref. 36-11-00, P. Block 501).

D. Close-Up

(1)Put the Aircraft back to its Initial Configuration

(a)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).

(b)Remove the warning notice(s).

(2)Close Access

(a)Make sure that the work area is clean and clear of tools and other items.

(b)Remove all the fixtures, tools, test and support equipment used during this procedure.

# PARKING

## 1. General

This section gives the procedures for:
- parking the aircraft in flight-ready condition
- ground checks during parking
- return to operation after parking
- renewal of parking procedures.

NOTE: The procedure for the renewal of the 12-week parking period (Ref. Para. 11.) includes an instruction to do a non-revenue flight within the aircraft standard envelope.

## 2. Parking Procedures

A. Procedure

(1)Procedures to park the aircraft in flight-ready condition with related procedures to do periodic ground check, to return to operation and to do the parking procedure again.

(a)Parking of the aircraft in flight-ready condition for not more than 15 days (Ref. Para. 4.).

1 During parking for not more than 15 days, you must do a periodic ground check at 7-day intervals (Ref. Para. 5.).

2 You can do the procedure to park the aircraft for not more than 15 days one time only (Ref. Para. 10.).

R 3 If you do the renewal of a 15-day parking period, you must do the
R periodic ground check at 15-day intervals (Ref. Para. 6.).

R 4 Return to operation after a parking period of not more than 15 days (Ref. Para. 8.).

(b)Parking of the aircraft in flight-ready condition for not more than 12 weeks (Ref. Para. 3.).

NOTE: The procedure for the renewal of the 12-week parking period (Ref. Para. 11.) includes an instruction to do a non-revenue flight within the aircraft standard envelope.

1 During parking for not more than 12 weeks, you must do a periodic ground checks:
- periodic ground check at 7-day intervals (Ref. Para. 5.).
- periodic ground check at 15-day intervals (Ref. Para. 6.).
- periodic ground check at 1-month intervals (Ref. Para. 7.).

2 You can do the procedure to park the aircraft not more than 12 weeks several times (Ref. Para. 11.).

3 Return to operation after parking period of not more than 12 weeks (Ref. Para. 9.).

## 3. Parking Procedure (Not More Than 12 Weeks) - Aircraft in Flight-Ready Condition

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS.

IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

CAUTION : DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

This procedure gives the preservation steps for a parking period of not more than 12 weeks.

NOTE: The procedure for the renewal of the 12-week parking period (Ref. Para. 11.) includes an instruction to do a non-revenue flight within the aircraft standard envelope.

NOTE : The purpose of this procedure is to keep the aircraft in flight-ready condition during the parking period.
We recommend that there is no cannibalization or removal of parts during this parking period.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Wheel Chocks |
| (2) | Adhesive Tape 3M-472 |
| (3) | Nylon Netting |
| (4) | Cellular Fabric (max. 5mm Mesh) |
| (5)(25-02-000) | Sun Screen Set - Cockpit |
| (6)Material No. 05-027 | Special Materials (Ref. 20-31-00) |
| (7)Material No. 05-043 | Special Materials (Ref. 20-31-00) |
| (8)Material No. 15-002 | Storage Preservation (Ref. 20-31-00) |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 10-21-00, P. Block 1 | Mooring |
| - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |
| - 12-16-38, P. Block 1 | Replenishing - Toilets |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-21-12, P. Block 201 | Internal Cleaning |
| - 12-22-52, P. Block 1 | Doors |
| - 12-24-38, P. Block 1 | Potable Water System- Draining |
| - 12-31-21, P. Block 1 | Cold Weather Maintenance - Air Conditioning |
| - 12-31-24, P. Block 1 | Cold Weather Maintenance - Electrical Power |
| - 12-31-25, P. Block 1 | Cold Weather Maintenance - Equipment/ Furnishings |
| - 12-31-27, P. Block 1 | Cold Weather Maintenance - Flight Controls |
| - 12-31-28, P. Block 201 | Cold Weather Maintenance - Fuel |
| - 12-31-31, P. Block 1 | Cold Weather Maintenance - Indicating/Recording |

| ITEM | DESIGNATION |
|---|---|
| | Systems and Navigation |
| - 12-31-32, P. Block 1 | Cold Weather Maintenance - Landing Gear |
| - 12-31-35, P. Block 1 | Cold Weather Maintenance - Crew Oxygen System |
| - 12-31-38, P. Block 1 | Cold Weather Maintenance - Water/Waste |
| - 12-31-49, P. Block 1 | Cold Weather Maintenance - Auxiliary Power Unit |
| - 12-31-51, P. Block 1 | Cold Weather Maintenance - Structure |
| - 12-31-52, P. Block 1 | Cold Weather Maintenance - Doors |
| - 12-31-71, P. Block 1 | Cold Weather Maintenance - Power Plant |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 24-00-00, P. Block 301 | General - Servicing |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 27-40-00, P. Block 501 | THS - Adjustment/Test |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 28-25-00, P. Block 301 | Refuel/Defuel System - Servicing |
| - 32-00-00, P. Block 301 | Landing Gear - Servicing |
| - 34-10-00, P. Block 301 | Flight Environment Data |
| - 49-00-00, P. Block 501 | Airborne Auxiliary Power - Adjustment/Test |
| - 52-10-00, P. Block 1 | Passenger/Crew Doors |
| - 52-10-00, P. Block 301 | Passenger/Crew Doors - Special Precautions |
| - 52-22-00, P. Block 1 | Emergency Exit |
| - 52-30-00, P. Block 1 | Cargo Compartment Doors |
| - 52-34-00, P. Block 1 | Bulk Cargo Compartment Door |
| **ON A/C 226-226, 229-249, | |
| - 71-00-00, P. Block 501 | General - Adjustment/Test |
| **ON A/C 401-401, 404-500, | |
| - 71-00-00, P. Block 201 | Power Plant - General |
| **ON A/C ALL | |

B. Job Set-up
(1)General
(a)This section gives the procedure to park the aircraft in normal weather conditions but:
1 If the aircraft is parked in high wind conditions:
- do a check of the aircraft stability (Ref. 05-57-00, P. Block 1)
- moor the aircraft (Ref. 10-21-00, P. Block 1) if necessary.
2 If the aircraft is parked in cold weather conditions, do the cold weather maintenance procedures:
(Ref. 12-31-21, P. Block 1), (Ref. 12-31-24, P. Block 1), (Ref. 12-31-25, P. Block 1), (Ref. 12-31-27, P. Block 1), (Ref. 12-31-28, P. Block 201), (Ref. 12-31-31, P. Block 1), (Ref. 12-31-32, P. Block 1), (Ref. 12-31-35, P. Block 1),

(Ref. 12-31-38, P. Block 1), (Ref. 12-31-49, P. Block 1),
(Ref. 12-31-51, P. Block 1), (Ref. 12-31-52, P. Block 1),
(Ref. 12-31-71, P. Block 1).
NOTE : In cold weather conditions, we recommend that you put a fiber material between the tires and the ground surface.

(2)Cleaning of the Aircraft
(a)If necessary, clean the aircraft externally (Ref. 12-21-11, P. Block 1).
(b)If necessary, clean the aircraft internally (Ref. 12-21-12, P. Block 201).

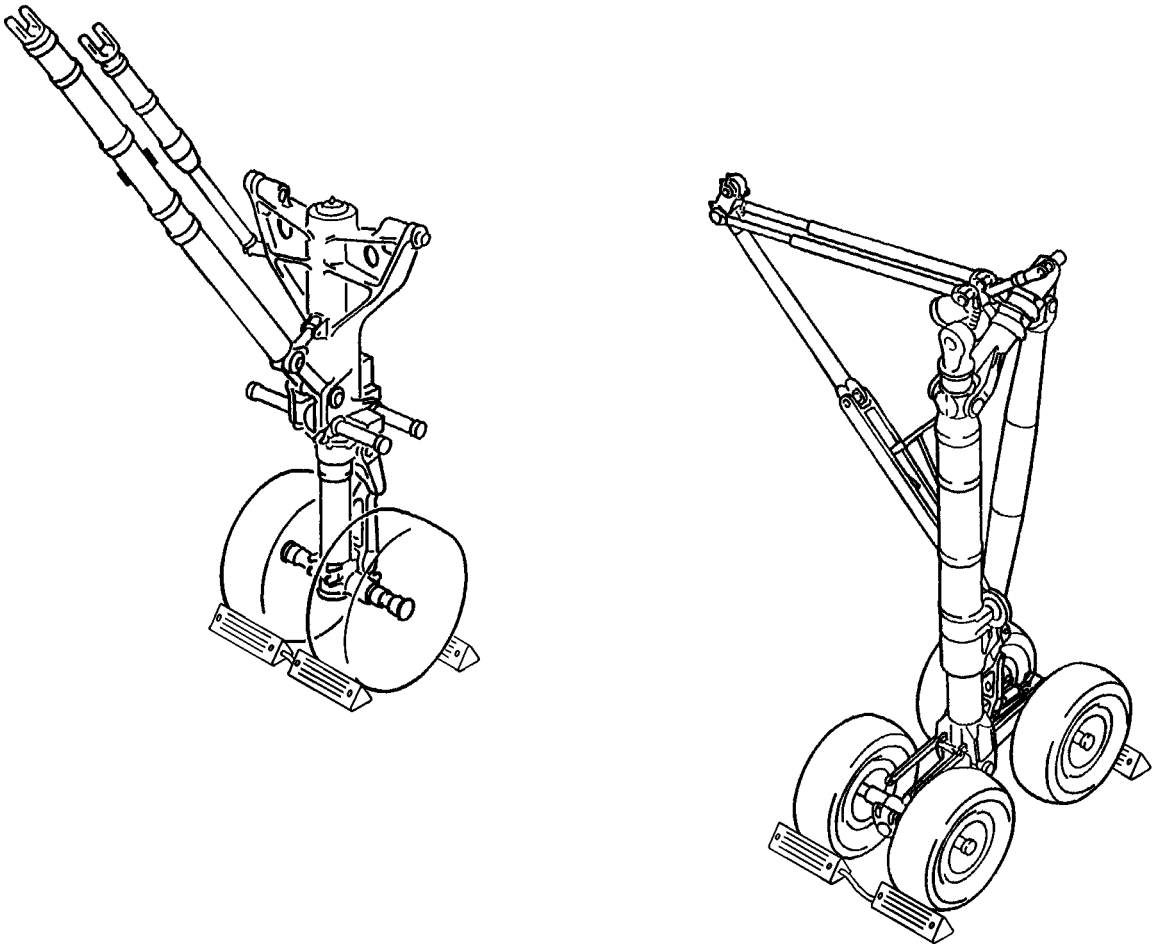
(3)Safety Precautions
WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.
(a)Park the aircraft on a flat surface. Make sure that the wheels of the nose landing gear are in the aircraft axis and that the aircraft points into the wind.
(b)Install the safety devices on the landing gears (Ref. 32-00-00, P. Block 301).
(c)Make sure that the flaps, the slats, the spoilers and the thrust reversers are retracted.
(d)Make sure that the THS is set to neutral (Ref. 27-40-00, P. Block 501).
(e)Put the wheel chocks in position (Ref. Fig. 001):
1 Before you go near the main landing gears to install the wheel chocks, make sure that:
- The aircraft is fully stopped
- The beacon lights are off
- All the engines are stopped.
2 For the NLG:
- in front of and behind the wheels.
3 For the MLG:
- in front of the FWD wheels and behind the aft wheels.
NOTE : The wheel chocks on the nose landing gear and the parking brake give more safety in bad weather.
(f)Ground the aircraft (Ref. 24-00-00, P. Block 301).

(4)Aircraft Configuration
(a)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).

R

C. Procedure

(1)Protection of the Fuel System (if fuel premixed with biocide is available).
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity



GENERAL DESCRIPTION OF WHEEL CHOCKS

WIDTH: THE WIDTH OF THE CHOCKS MUST BE SUFFICIENT FOR THE AIRCRAFT TIRES ON WHICH THE CHOCKS ARE INSTALLED (ONE WHEEL OR MORE ON ONE AXLE).

HEIGHT: THE SIZE OF THE CHOCKS MUST BE SUFFICIENT TO PREVENT MOVEMENT OF THE TIRE. THE CHOCK HEIGHT MUST AGREE WITH THE TIRE SIZE.

WEIGHT: THE WEIGHT OF THE CHOCKS MUST BE SUFFICIENT TO PREVENT THEIR MOVEMENT. STRONG WINDS OR JET BLAST MUST NOT BLOW THEM AWAY.

WARNING: NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.

NOTE: FOR MORE INFORMATION ON THE WHEEL CHOCK DESIGN, REFER TO SAE AIR4905.

BM5 10 11 00 0 AAA0 01

Typical Installation of Wheel Chocks
Figure 001

R

with fuel premixed with biocide is available (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide is available (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed withKathon).

NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This

R quantity will satisfy the 10% center tank capacity recommended.

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Do a check for fuel leakage of all fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(2)Protection of the Fuel System (if fuel premixed with biocide is not available)

(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(b)If no microbial contamination is detected in the fuel sample, follow the method below:

1 Refuel fuel tanks as follows:

R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide is not avilable (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide is not available (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This

R quantity will satisfy the 10% center tank capacity recommended.

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Close all the fuel system valves.

(e)Blank off air intakes with nylon netting (cheese cloth) affixed with 3M-472 adhesive tape (record the locations).
(f)Close vent inlets/outlets of fuel tanks with cellular fabric (max. 5 mm Mesh) (record the locations).
(g)Do a check for fuel leakage of all fuel tanks.
NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(3)Protection of the Engines and APU
NOTE : You can ignore this step if the last flight cycle was in the last 24 hours (engines and APU operated). In these conditions, the parking period starts from the end of this last flight cycle.
(a)Start the APU (Ref. 49-00-00, P. Block 501) and operate it for at least 5 min. at no load governed speed.

**ON A/C 226-226, 229-249,

(b)Start the engines (Ref. 71-00-00, P. Block 501) and let them become stable at ground idle for 15 to 20 min..
(c)Stop the engines (Ref. 71-00-00, P. Block 501).

**ON A/C 401-401, 404-500,

(b)Start the engines (Ref. 71-00-00, P. Block 201) and let them become stable at ground idle for 15 to 20 min..
(c)Stop the engines (Ref. 71-00-00, P. Block 201).

**ON A/C ALL

(d)Stop the APU (Ref. 49-00-00, P. Block 501).

(4)Protection of the Water and Toilet System
NOTE : The airline can use its experience to adapt the 2-day interval.
(a)Potable water system
1 Drain, flush and dry the system if necessary (Ref. 12-24-38, P. Block 1).
(b)Toilet system
1 Drain, flush and use disinfectant to clean the system if necessary (Ref. 12-16-38, P. Block 1).

(5)Protection of the Air Data System (Ref. 34-10-00, P. Block 301)

(6)Protection of the Windows
(a)Open the cockpit and cabin window shades.
(b)Make sure that the sliding windows are closed.
(c)We recommend that you put a SUN SCREEN SET - COCKPIT (25-02-000) in the cockpit on all the windows.

(7)Protection of the Seats
(a)We recommend that you do the protection of the cockpit and passenger seats with STORAGE PRESERVATION (Material No. 15-002). This is to prevent discoloration by the sun during a long parking period.

(8)Protection of the Doors
(a)Open the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(b)Open the emergency exit doors (Ref. 52-22-00, P. Block 1).

(c)Open the cargo compartment doors (Ref. 52-30-00, P. Block 1).
(d)Open the bulk cargo door (Ref. 52-34-00, P. Block 1).
(e)Open all the pressurized access doors.
(f)Apply SPECIAL MATERIALS (Material No. 05-043) on the seals of all the doors.
(g)Perform lubrication (Ref. 12-22-52, P. Block 1) and servicing (Ref. 52-10-00, P. Block 301) of passenger/crew doors and emergency exit doors (Ref. 52-22-00, P. Block 301).
(h)Perform lubrication of FWD and AFT cargo-compartment doors (Ref. 12-22-52, P. Block 1).
(9)Installation of the Protection Equipment
(a)Protect all the probes, the engines and the APU with adapted protective equipment (Ref. 10-11-00, P. Block 201).
(10)Aircraft Maintenance Configuration
(a)On the CABIN PRESS section of the panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.
(b)If the parking period is more than 2 days:
- Disconnect the batteries 14PE, 15PE and 16PE (Ref. 24-31-11, P. Block 401).
(c)De-energize the electrical circuits (Ref. 24-41-00, P. Block 301).

D. Close-Up
(1)Close-Up
(a)Close all the pressurized access doors.
(b)Close the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(c)Close the emergency exit doors (Ref. 52-22-00, P. Block 1).
(d)Close the FWD and AFT cargo compartment doors (Ref. 52-30-00, P. Block 1).
(e)Close the bulk cargo door (Ref. 52-34-00, P. Block 1).
(f)Remove the ground support and maintenance equipment, the special and standard tools and all other items.
(g)Make an entry in the aircraft log book or attach a tag on the captain side stick to tell the crew that protection covers/devices are installed.
(2)Periodic Checks and Return to Operation
(a)During the parking period, do the periodic checks:
- at 7-day intervals (Ref. Para. 5).
- at 15-day intervals (Ref. Para. 6.).
- at 1-month intervals (Ref. Para. 7.).
(b)For return to operation, do the return to operation procedure (Ref. Para. 8).
(c)You can do the renewal procedure several times (Ref. Para. 10).

4. Parking Procedure (Not More Than 15 Days) - Aircraft in Flight-Ready Condition

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS.

IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

CAUTION : DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

This procedure gives the preservation steps for a parking period of not more than 15 days.

NOTE : The purpose of this procedure is to keep the aircraft in flight-ready condition during the parking period.
We recommend that there is no cannibalization or removal of parts during this parking period.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Wheel Chocks |
| (2)(25-02-000) | Sun Screen Set - Cockpit |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 10-21-00, P. Block 1 | Mooring |
| - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |
| - 12-16-38, P. Block 1 | Replenishing - Toilets |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-21-12, P. Block 201 | Internal Cleaning |
| - 12-24-38, P. Block 1 | Potable Water System - Draining |
| - 12-31-21, P. Block 1 | Cold Weather Maintenance - Air Conditioning |
| - 12-31-24, P. Block 1 | Cold Weather Maintenance - Electrical Power |
| - 12-31-25, P. Block 1 | Cold Weather Maintenance - Equipment/ Furnishings |
| - 12-31-27, P. Block 1 | Cold Weather Maintenance - Flight Controls |
| - 12-31-28, P. Block 201 | Cold Weather Maintenance - Fuel |
| - 12-31-31, P. Block 1 | Cold Weather Maintenance - Indicating/Recording Systems and Navigation |
| - 12-31-32, P. Block 1 | Cold Weather Maintenance - Landing Gear |
| - 12-31-35, P. Block 1 | Cold Weather Maintenance - Crew Oxygen System |
| - 12-31-38, P. Block 1 | Cold Weather Maintenance - Water/Waste |
| - 12-31-49, P. Block 1 | Cold Weather Maintenance - Auxiliary Power Unit |
| - 12-31-51, P. Block 1 | Cold Weather Maintenance - Structure |
| - 12-31-52, P. Block 1 | Cold Weather Maintenance - Doors |
| - 12-31-71, P. Block 1 | Cold Weather Maintenance - Power Plant |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 24-00-00, P. Block 301 | General Servicing |

| ITEM | DESIGNATION |
|---|---|
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 27-40-00, P. Block 501 | THS - Adjustment/Test |
| - 32-00-00, P. Block 301 | Landing Gear - Servicing |
| - 52-10-00, P. Block 1 | Passenger/Crew Doors |

B. Job Set-up
(1)General
(a)This section gives the procedure to park the aircraft in normal weather conditions but:
1 If the aircraft is parked in high wind conditions:
- do a check of the aircraft stability (Ref. 05-57-00, P. Block 1)
- moor the aircraft (Ref. 10-21-00, P. Block 1) if necessary.
2 If the aircraft is parked in cold weather conditions, do the cold weather maintenance procedures:
(Ref. 12-31-21, P. Block 1), (Ref. 12-31-24, P. Block 1),
(Ref. 12-31-25, P. Block 1), (Ref. 12-31-27, P. Block 1),
(Ref. 12-31-28, P. Block 201), (Ref. 12-31-31, P. Block 1),
(Ref. 12-31-32, P. Block 1), (Ref. 12-31-35, P. Block 1),
(Ref. 12-31-38, P. Block 1), (Ref. 12-31-49, P. Block 1),
(Ref. 12-31-51, P. Block 1), (Ref. 12-31-52, P. Block 1),
(Ref. 12-31-71, P. Block 1).
NOTE : In cold weather conditions, we recommend that you put a fiber material between the tires and the ground surface.
(2)Cleaning of the Aircraft
(a)If parking period is more than 2 days, clean the aircraft externally (Ref. 12-21-11, P. Block 1).
(b)If necessary, clean the aircraft internally (Ref. 12-21-12, P. Block 201).
(3)Safety Precautions
**WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.**
(a)Park the aircraft on a flat surface. Make sure that the wheels of the nose landing gear are in the aircraft axis and that the aircraft points into the wind.
(b)Install the safety devices on the landing gears (Ref. 32-00-00, P. Block 301).
(c)Make sure that the flaps, the slats, the spoilers and the thrust reversers are retracted.
(d)Make sure that the THS is set to neutral (Ref. 27-40-00, P. Block 501).
(e)Put the wheel chocks in position (Ref. Fig. 001):
1 Before you go near the main landing gears to install the wheel chocks, make sure that:
- The aircraft is fully stopped
- The beacon lights are off
- All the engines are stopped.
2 For the NLG:

- in front of and behind the wheels.

3 For the MLG:

- in front of the FWD wheels and behind the aft wheels.

NOTE : The wheel chocks on the nose landing gear and the parking brake give more safety in bad weather.

(f)Ground the aircraft (Ref. 24-00-00, P. Block 301).

(4)Aircraft Configuration

(a)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).

R (b)Refuel the fuel tanks to 10% minimum of their total capacity (Ref. 12-11-28, P. Block 301).

C. Procedure

(1)Protection of the Fuel System

(a)Drain water from all the fuel tanks (Ref. 12-32-28, P. Block 301).

NOTE : Do the water drain procedure one hour after refuelling is completed.

(2)Protection of the Water and Toilet System

NOTE : The airline can use its experience to adapt the 2-day interval.

(a)Potable water system

- drain, flush and dry the system if necessary (Ref. 12-24-38, P. Block 1).

(b)Toilet system

- drain, flush and use disinfectant to clean the system if necessary (Ref. 12-16-38, P. Block 1).

(3)Protection of the Windows

(a)Open the cockpit and cabin window shades.

(b)Make sure that the sliding windows are closed.

(c)We recommend that you put a SUN SCREEN SET - COCKPIT (25-02-000) in the cockpit on all the windows.

(4)Installation of the Protection Equipment

(a)Protect all the probes, the engines and the APU with adapted protective equipment (Ref. 10-11-00, P. Block 201).

(5)Aircraft Maintenance Configuration

(a)On the CABIN PRESS section of the panel 432VU:

- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.

(b)If the parking period is more than 2 days:

- We recommend that you disconnect the batteries 14PE, 15PE and 16PE (Ref. 24-31-11, P. Block 401).

NOTE : If the batteries stay connected during parking, the loads that are permanently connected (Hot Buses) will decrease the battery charge to a very low level and it will be necessary to replace the batteries.

(c)De-energize the electrical circuits (Ref. 24-41-00, P. Block 301).

D. Close-Up

(1)Close-Up

(a)Make an entry in the aircraft log book or attach a tag on the captain control column to tell the crew that protection covers/devices are

installed.
(b)Remove the ground support and maintenance equipment, the special and standard tools and all other items.
(c)Close all the pressurized access doors.
(d)Close the passenger/crew doors (Ref. 52-10-00, P. Block 1).
(2)Periodic Checks and Return to Operation
(a)During the parking period, do the periodic checks:
- at 7-day intervals (Ref. Para. 5).
(b)For return to operation, do the return to operation procedure (Ref. Para. 8).
(c)You can do the renewal procedure one time (Ref. Para. 10).

5. Periodic Ground Check (at 7-day Intervals) - Parking of Not More Than 12 Weeks (Aircraft in Flight-Ready Condition)

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

This procedure gives the periodic check (at 7-day intervals) for a parking of not more than 12 weeks
(aircraft in flight-ready condition).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1)(25-02-000) | Sun Screen Set - Cockpit |
| Referenced Procedures | |
| - 32-41-00, P. Block 601 | Wheels |
| - 12-12-29, P. Block 001 | Hydraulics |

B. Procedure
(1)Inspection
(a)Do a general visual inspection of the airframe from the ground for correct condition.
1 Make sure that there are no leaks from:
- the wing
- the lower fuselage
- the engines
- the APU
- the landing gear
- the horizontal and vertical stabilizers.

2 Make sure that all protective covers/plugs are correctly installed.
3 Make sure that there are no signs of bird nesting in all areas of the aircraft to which birds have access.
4 Do a check for bird excrement. If there is bird excrement, remove it.
5 Do a visual check of the outer skin for unusual contamination.

(b) Make sure that the extension of the landing gear shock absorbers is correct.
(c) Do a check of the tire pressure (Ref. 32-41-00, P. Block 601).
(d) Do a check of the hydraulic reservoir level (Ref. 12-12-29, P. Block 1).

6. Periodic Ground Check (at 15-day Intervals)-Parking of Not More Than 12 Weeks or Renewal of a 15-day Parking Period (Aircraft in Flight-Ready Condition)

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

NOTE : A/C must be in a parking configuration (parking procedure applied) to perform the following periodic ground checks.

This procedure gives the periodic ground check (at 15-day intervals) for a parking period of not more than 12 weeks or for the renewal of a 15-day parking period (aircraft in flight-ready condition).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Adhesive Tape 3M-472 |
| (2) | Nylon Netting |
| (3) | Cellular Fabric (max. 5mm Mesh) |
| (4)Material No. 05-027 | Special Materials (Ref. 20-31-00) |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |
| - 12-12-29, P. Block 1 | Hydraulics |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 27-24-00, P. Block 501 | Hydraulic Actuation (Rudder) |
| - 27-40-00, P. Block 501 | THS - Adjustment/Test |

| ITEM | DESIGNATION |
|---|---|
| - 27-50-00, P. Block 301 | Flaps - Servicing |
| - 30-11-00, P. Block 501 | Wing Ice Protection |
| - 30-21-00, P. Block 501 | Engine Air Intake Ice Protection |
| - 32-41-00, P. Block 601 | Wheels |
| - 32-42-00, P. Block 501 | Normal Braking |
| - 32-43-00, P. Block 501 | Alternate Braking with anti skid |
| - 32-51-00, P. Block 501 | Steering |
| - 36-11-00, P. Block 501 | Engine Bleed Air Supply System |
| - 49-00-00, P. Block 501 | Airborne Auxiliary Power-General |

**ON A/C 401-401, 404-500,

- 71-00-00, P. Block 201 Power Plant - General

**ON A/C 226-226, 229-249,

- 71-00-00, P. Block 501 Power Plant - General

**ON A/C ALL

- 78-31-00, P. Block 501 Thrust Reverser System

B. Job Set-up
(1)Removal of Protections
(a)Remove all protection covers/plugs from the fuselage, the engines and the APU area.
(2)Aircraft Configuration
(a)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(b)On the CABIN PRESS panel 432VU:
- release the two OUTFLOW valve switches to open the two OUTFLOW valves, the two air conditioning packs and overboard valve.
NOTE : Make sure that the avionics ventilation continues to operate correctly.
(c)Connect the batteries 14PE, 15PE and 16PE and make sure the charge is correct (Ref. 24-31-11, P. Block 401).
(d)Note the position of the different fuel system valves (close or open) as seen on the ECAM FUEL page.

C. Procedure
(1)Inspection
(a)Make sure that the extension of the landing gear shock absorbers is correct.
(b)Do a check of the tire pressure, of the tire and wheel condition (Ref. 32-41-00, P. Block 601).
(c)Do a check of the hydraulic reservoir level (Ref. 12-12-29,

P. Block 1).

(2)Inspection of the Fuel System

(a)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(b)Do a check of the fuel level in the tanks.

1 If necessary, refuel the tank(s) to the level specified for the start of the parking period (Ref. 12-11-28, P. Block 301).

NOTE : Please refer to AMM 05-57-00 for aircraft stability.

(3)System Test

(a)Do the functional test of the nose wheel steering with the handwheel and with the pedals (Ref. 32-51-00, P. Block 501).

(b)Do the operational test of the Normal braking system and Alternate braking system (Ref. 32-42-00, P. Block 501) and (Ref. 32-43-00, P. Block 501).

(c)Operate the APU and the engines.

1 Start the APU (Ref. 49-00-00, P. Block 501).

**ON A/C 401-401, 404-500,

2 Start the engines with APU bleed and operate them at ground idle power for a minimum of 5 minutes after the engine minimum oil temperature has been reached (Ref. 71-00-00, P. Block 201).

**ON A/C 226-226, 229-249,

2 Start the engines with APU bleed and operate them at idle power (Ref. 71-00-00, P. Block 501).

**ON A/C ALL

3 Operate the air conditioning system.

(4)Flight Control Movement

(a)Operate all the flight control surfaces on full travel and make sure that they operate correctly.

1 Move the flap and slat control lever one time from 0° to full and back to extend and retract the slats and the flaps (Ref. 27-50-00, P. Block 301).

2 Push the left then the right pedal until it touches the mechanical stop, to operate the rudder (Ref. 27-24-00, P. Block 501).

3 Move the control wheel to:

- the left and right roll positions to operate the spoilers and the ailerons
- the nose down and nose up positions to operate the elevators.

4 Move the pitch trim control wheel to the nose up and nose down positions to operate the THS (Ref. 27-40-00, P. Block 501).

(5)Operational Tests

(a)Do the operational test of the bleed air system (Ref. 36-11-00, P. Block 501) and make sure that the related BLEED PRESS and BLEED TEMP indications are satisfactory.

(b)Do the operational test of the wing anti-ice protection system

(Ref. 30-11-00, P. Block 501).
(c)Do the operational test of the air-intake ice-protection system (Ref. 30-21-00, P. Block 501).
(d)Do a thrust reverser cycle (Ref. 78-31-00, P. Block 501).

**ON A/C 226-226, 229-249,

(e)Stop the engines (Ref. 71-00-00, P. Block 501).

**ON A/C 401-401, 404-500,

(e)Stop the engines (Ref. 71-00-00, P. Block 201).

**ON A/C ALL

(f)Stop the APU (Ref. 49-00-00, P. Block 501).
(g)Do the operational test of the brake fan (if installed).
1 On the panel 400VU, push the BRAKE FAN pushbutton switch and make sure that:
- the ON light comes on
- the brake fan(s) operate
- air is drawn through the brake unit.

(6)Movement of the Aircraft
WARNING : NO PERSONS GO NEAR THE AIRCRAFT BEFORE IT IS FULLY STOPPED. THERE IS A RISK OF INJURY OR DEATH IF YOU DO NOT OBEY THIS SAFETY INSTRUCTION.
NOTE : You can ignore this step if you moved the aircraft for the engine run-up.
(a)Remove the wheel chocks that you installed during the parking procedure.
NOTE : Before you remove the wheel chocks, make sure that the parking brake is ON and pressurized.
(b)Move the aircraft by 1/4 turn of the wheels to prevent damage to the tires and brinelling of the bearings.
(c)Put the wheel chocks in position (Ref. Fig. 001):
1 Before you go near the main landing gears to install the wheel chocks, make sure that:
- The aircraft is fully stopped
- The beacon lights are off
- All the engines are stopped.

2 For the NLG:
- in front of and behind the wheels.

3 For the MLG:
- in front of the FWD wheels and behind the aft wheels.

(7)Aircraft Configuration
(a)On the CABIN PRESS panel 432VU:
- release the two OUTFLOW valve switches to close the two OUTFLOW valves, the two air conditioning packs and overboard valve.

(b)Disconnect the batteries (Ref. 24-31-11, P. Block 401).
(c)Check the position of the different fuel system valves (close or open) on the ECAM FUEL page and close the relevant fuel system valves to

ensure that they are in their initial position.
(d)De-energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).

D. Close-Up
(1)Close-Up
(a)Let the engines and the APU become cool and install protection covers/plugs on the fuselage, the engines and the APU area (Ref. 10-11-00, P. Block 201).
(b)Record any discrepancies in the log book.
(c)Close all access doors opened in this procedure.

7. Periodic Ground Check (at 1-month Intervals) - Parking of Not More Than 12 Weeks (Aircraft in Flight-Ready Condition)

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

This procedure gives the periodic check (at 1-month intervals) for a parking period of not more than 12 weeks (aircraft in flight-ready condition).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 28-25-00, P. Block 301 | Refuel/Defuel System - Servicing |

B. Procedure
(1)Protection of the Fuel System (if fuel premixed with biocide is available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).
b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.
R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal

Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).

NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This
R quantity will satisfy the 10% center tank capacity recommended.

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Do a check for fuel leakage of all fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(2)Protection of the Fuel System (if fuel premixed with biocide is not available)

(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(b)If no microbial contamination is detected in the fuel sample, follow the method below:

1 Refuel fuel tanks as follows:

R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.

R c Refuel the center tank to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).

NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This
R quantity will satisfy the 10% center tank capacity recommended.

(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d)Do a check for fuel leakage of all fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability.

8. Return to Operation (Parking of Not More Than 15 Days) - Aircraft in Flight-Ready Condition

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY

TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

This procedure gives the instructions necessary to return an aircraft to operation after a parking period of not more than 15 days (aircraft in flight-ready condition).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1)No specific | warning notice |
| (2)No specific | 1 Access Platform 17M (56FT) - adjustable |
| Referenced Procedures | |
| - 12-12-29, P. Block 1 | Hydraulics |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 34-10-00, P. Block 301 | Flight Environment Data |

B. Job Set-Up

(1)Safety precautions

(a)Put an access platform 17M (56FT) adjustable in position near the aircraft.

(b)Put a warning notice in position in the cockpit to tell persons not to operate the systems while you prepare the aircraft for operation again.

C. Procedure

CAUTION : FAILING TO FLUSH THE TOTAL PRESSURE LINES, STATIC LINE OR STANDBY LINES WHEN THERE IS ONE SUSPECTED REASON FOR STATIC OR TOTAL PRESSURE LINE CONTAMINATION WILL RESULT IN ERRONEOUS AIR DATA COMPUTED BY THE ADIRUS.

(1)Aircraft Configuration

(a)Do a general visual inspection of the airframe from the ground for correct condition.

1 Make sure that there are no leaks from:

- the wings
- the lower fuselage
- the landing gear
- the engines
- the APU
- the horizontal and vertical stabilizers.

(b)If necessary, clean the aircraft externally (Ref. 12-21-11, P. Block 1).

(2)Removal of the Protection Equipment

(a)Remove all the protection equipment from the engines, the APU and the probes.

(3)Aircraft Maintenance Configuration

(a)Connect the batteries 14PE, 15PE and 16PE and make sure that the battery charge is correct (Ref. 24-31-11, P. Block 401).
(b)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(c)On the CABIN PRESS panel 432VU:
- release the two OUTFLOW valve switches to open the two OUTFLOW valves, the two air conditioning packs and the overboard valve.

(4)Draining of Water from the Fuel Tanks
(a)Drain water from all the fuel tanks (Ref. 12-32-28, P. Block 301).
NOTE : Do the water drain procedure one hour after refuelling is completed.

(5)Inspection
(a)Do a check of the hydraulic reservoir level (Ref. 12-12-29, P. Block 1).

(6)Flush the air data system only if there is one or more of the conditions that follow:
- all probe covers not installed immediately after the last flight of the aircraft,
- report on air data problems on the previous flight,
- the aircraft was in aggressive weather conditions (dust or sand or snow storm or heavy rain) or an aggressive environment with foreign materials that can be caught in the lines,
- any probe cover not found in position during periodic ground check at 7-day intervals,
- any probe cover not found in position at the RETURN TO SERVICE TIME.

(a)If one of these conditions is met, you must flush the air data system.
1 Flush the total pressure line of the Air Data Module (Ref. 34-10-00, P. Block 301).
2 Flush the static pressure line of the Air Data Module (Ref. 34-10-00, P. Block 301).
3 Drain and flush the standby static and standby total pressure lines of the Air Data Module (Ref. 34-10-00, P. Block 301).

D. Close-Up
(1)Close-Up
(a)Remove the tag from the Captain control column or write in the log book that the protection covers/devices are no longer installed.
(b)Remove all the fixtures, tools, test and support equipment used during this procedure.

9. Return to Operation (Parking of Not More Than 12 Weeks) - Aircraft in Flight-Ready Condition

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL

THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

This procedure gives the instructions necessary to return an aircraft to service after a parking period of not more than 12 weeks (aircraft in flight-ready condition).

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1)No specific | warning notice |
| (2)No specific | 1 Access Platform 17M (56FT) - adjustable |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 12-21-11, P. Block 1 | External Cleaning |
| - 12-32-28, P. Block 301 | Fuel - Servicing |
| - 24-31-11, P. Block 401 | Batteries |
| - 24-41-00, P. Block 301 | AC External Power Control |
| - 28-11-00, P. Block 301 | Tanks - Servicing |
| - 28-25-00, P. Block 301 | Refuel/Defuel System - Servicing |
| - 34-10-00, P. Block 301 | Flight Environment Data |

B. Job Set-Up

(1)Safety precautions

(a)Put an access platform 17M (56FT) adjustable in position near the aircraft.

(b)Put a warning notice in position in the cockpit to tell persons not to operate the systems while you prepare the aircraft for operation again.

C. Procedure

CAUTION : FAILING TO FLUSH THE TOTAL PRESSURE LINES, STATIC LINE OR STANDBY LINES WHEN THERE IS ONE SUSPECTED REASON FOR STATIC OR TOTAL PRESSURE LINE CONTAMINATION WILL RESULT IN ERRONEOUS AIR DATA COMPUTED BY THE ADIRUS.

(1)Aircraft Configuration

(a)Do a general visual inspection of the airframe from the ground for correct condition.

1 Make sure that there are no leaks from:

- the wings
- the lower fuselage
- the landing gear
- the engines
- the APU
- the horizontal and vertical stabilizers.

(b)If the parking period is more than 2 days, we recommend that you clean the aircraft externally (Ref. 12-21-11, P. Block 1).

(2)Removal of the Protection Equipment

(a)Remove all the protection equipment from the engines, the APU and the probes.

(3)Aircraft Maintenance Configuration
(a)Connect the batteries 14PE, 15PE and 16PE and make sure that the battery charge is correct (Ref. 24-31-11, P. Block 401).
(b)Energize the aircraft electrical circuits (Ref. 24-41-00, P. Block 301).
(c)On the CABIN PRESS panel 432VU:
- release the two OUTFLOW valve switches to open the two OUTFLOW valves, the two air conditioning packs and the overboard valve.

(4)Protection of the Fuel System (if fuel premixed with biocide is available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).
b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.
R c Refuel the center tank to 10% of total fuel capacity with fuel premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Biobor or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Fuel Premixed with Kathon).
NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This
R quantity will satisfy the 10% center tank capacity recommended.
(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).
(d)Close all the fuel system valves.
(e)Do a check for fuel leakage of all fuel tanks.
NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

(5)Protection of the Fuel System (if fuel premixed with biocide is not available)
(a)Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).
(b)If no microbial contamination is detected in the fuel sample, follow the method below:
1 Refuel fuel tanks as follows:
R a Refuel the WING/TRIM tanks to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term

Storage - Metered Injection Rig Method).
b Refuel the ACT (Ref. 28-25-00, P. Block 301), if installed.
R c Refuel the center tank to 10% of total fuel capacity with fuel not premixed with biocide (Ref. 28-11-00, P. Block 301, Biobor Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method or Kathon Biocidal Preventative Treatment for Aircraft in Long-term Storage - Metered Injection Rig Method).
NOTE : Refuel ACT prior to refuelling the center tank as the quantity of fuel required to fill the ACT in this procedure will subsequently be transferred to the center tank. This
R quantity will satisfy the 10% center tank capacity recommended.
(c)Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).
(d)Close all the fuel system valves.
(e)Do a check for fuel leakage of all fuel tanks.
NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.
(6)Flush the air data system only if there is one or more of the conditions that follow:
- all probe covers not installed immediately after the last flight of the aircraft,
- report on air data problems on the previous flight,
- the aircraft was in aggressive weather conditions (dust or sand or snow storm or heavy rain) or an aggressive environment with foreign materials that can be caught in the lines,
- any probe cover not found in position during periodic ground check at 7 day intervals,
- any probe cover not found in position at the RETURN TO SERVICE TIME.
(a)If one of these conditions is met, you must flush the air data system.
1 Flush the total pressure line of the Air Data Module (Ref. 34-10-00, P. Block 301).
2 Flush the static pressure line of the Air Data Module (Ref. 34-10-00, P. Block 301).
3 Drain and flush the standby static and standby total pressure lines of the Air Data Module (Ref. 34-10-00, P. Block 301).
(7)Get Access
(a)Open and close all the access doors to the pressurized area and make sure that they operate correctly:
- the passenger/crew doors
- the FWD and AFT cargo compartment doors
- the emergency exit doors
- the bulk cargo compartment door.

D. Close-Up
(1)Close-Up
(a)Remove the tag from the Captain control column or write in the log book that the protection covers/devices are no longer installed.
(b)Remove all the fixtures, tools, test and support equipment used during this procedure.

10. Renewal of 15-Day Parking Period

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

CAUTION : DURING THIS PROCEDURE:
- MAKE SURE THAT THE LANDING GEAR GROUND SAFETIES, LOCKING DEVICES AND WHEEL CHOCKS ARE IN POSITION.
- KEEP THE ACCESS PLATFORM AT A SUFFICIENT DISTANCE FROM THE AIRCRAFT (IN WIND, SHOCK ABSORBER REBOUND CAN CAUSE MOVEMENT OF THE AIRCRAFT).

Under this procedure, the operator can renew the 15-day parking period procedure once.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 12-32-28, P. Block 301 | Fuel - Servicing |

B. Procedure

(1) Renewal of 15-Day Parking Period

(a) Do a periodic ground check at 7-day intervals (Ref. Para. 5) and at 15-day intervals (Ref. Para. 6).

(2) Protection of the Fuel System

(a) Perform a test for microbiological contamination (Ref. 12-32-28, P. Block 301).

(c) Operate the water drains one hour after you refuel (Ref. 12-32-28, P. Block 301).

(d) Close all the fuel system valves.

(e) Do a check for fuel leakage of all fuel tanks.

NOTE : Please refer to AMM 05-57-00 for aircraft stability requirements.

11. Renewal of 12-Week Parking Period

CAUTION : DURING STORAGE OR PARKING PERIODS, DO NOT STOP OR CHANGE THE MAINTENANCE PROGRAM WITHOUT LOCAL AUTHORITY APPROVAL. THE MAINTENANCE CALENDAR CLOCK CONTINUES DURING THESE PERIODS. IF YOU DO THE AMM STORAGE OR PARKING PROCEDURES CORRECTLY, AND IF YOU HAVE THE LOCAL AUTHORITY APPROVAL, IT IS NOT NECESSARY

TO DO ALL THE SCHEDULED MAINTENANCE TASKS (SUCH AS MPD TASKS) IMMEDIATELY DURING THE STORAGE/PARKING PERIOD. YOU CAN WAIT UNTIL THE END OF THE PERIOD. BUT YOU MUST DO THEM ALL BEFORE THE NEXT FLIGHT.

Under this procedure, the operator can renew the 12-week parking period procedure again several times.

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| Referenced Procedures | |
| - 10-11-00, P. Block 1 | Parking |
| - 10-11-00, P. Block 201 | Protection Equipment for Parking or Storage Procedure |
| - 32-31-00, P. Block 501 | Normal Extension and Retraction |
| - 32-33-00, P. Block 501 | Free Fall Extension |

B. Procedure

(1)Procedure

(a)Do a landing gear extension/retraction operational test (Ref. 32-31-00, P. Block 501).

(b)Do a return to operation (parking of not more than 12 weeks) (Ref. 10-11-00, P. Block 1).

(c)Make sure that all due maintenance scheduled tasks are performed in accordance with approved aircraft maintenance program before the non-revenue flight.

(d)Do a short non-revenue flight within aircraft standard envelope.

(2)Parking Period

(a)The new 12-week parking period starts from the end of this last flight.

NOTE : After the 4th successive renewal, perform a landing gear free fall extension functional test (Ref. 32-33-00, P. Block 501).

C. Close-Up

(1)Put the Aircraft in Parking Configuration

(a)Let the engines and the APU become cool and install protection covers/plugs on the fuselage, the engines and the APU area (Ref. 10-11-00, P. Block 201).

(b)Do the 12-week parking procedure (Ref. Para. 3).

(c)Remove all the fixtures, tools, test and support equipment used during this procedure.

R PROTECTION EQUIPMENT FOR PARKING OR STORAGE PROCEDURE

R 1. Protection Equipment for Parking or Storage Procedure

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Access Platform 5 m (16 ft.) - Adjustable |
| (2) | Warning Notice |
| Protective Equipment: | |
| (3)98A10001013000 | Cover - Slip-on, Total Temperature Sensor |
| (4)98A10001005000 | Cover - Slip-on, Pitot Probe |
| (5)98A10001500000 | Cover - Slip-on, Angle-of-Attack Sensor |
| or | |
| 98D10003003000 | |
| (6)98A10001021000 | Cover - Static Port |
| or | |
| 98A10003500000 | |
| (7)98A10003003000 | Cover - Blanking, Air Conditioning Fresh Air Intake |
| (8)98A10003002000 | Cover - Blanking, Pre-cooler Air Outlet Screen |
| or | |
| 98A10003002001 | |
| (9)98A10007610000 | Plug - APU Oil Cooler Air Outlet |
| 10)98A10007608000 | Plug - APU Exhaust |

**ON A/C 404-500,

Post SB 34-2230 For A/C 404-500,

A. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1) | Access Platform 5 m (16 ft.) - Adjustable |
| (2) | Warning Notice |
| Protective Equipment: | |
| (3)98A10001013000 | Cover - Slip-on, Total Temperature Sensor |
| (4)98A10001005000 | Cover - Slip-on, Pitot Probe |
| (5)98D34203003000 | Cover - Slip-on, Angle-of-Attack Sensor |
| (6)98A10001021000 | Cover - Static Port |
| or | |
| 98A10003500000 | |
| (7)98A10003003000 | Cover - Blanking, Air Conditioning Fresh Air Intake |
| (8)98A10003002000 | Cover - Blanking, Pre-cooler Air Outlet Screen |
| or | |

| ITEM | DESIGNATION |
|---|---|
| 98A10003002001 | |
| (9)98A10007610000 | Plug - APU Oil Cooler Air Outlet |
| 10)98A10007608000 | Plug - APU Exhaust |

**ON A/C ALL

| | |
|---|---|
| 11)RSE1016 | Cover - Blanking, PW Engine Air Intake |
| or | |
| 98A10001502000 | Cover - Blanking, PW Engine Air Intake |
| 12)RSE1019 | Plug - Anti Ice Overboard Vent |
| 13)RSE1018 | Cover - Blanking, Engine Fan Exhaust |
| 14)RSE1020 | Plug - Gearbox Breather Vent |
| 15)RSE1017 | Cover - Blanking, Engine Exhaust |

(Ref. Fig. 201)
(Ref. Fig. 202)

**ON A/C 404-500,

Post SB 34-2230 For A/C 404-500,

(Ref. Fig. 203)

**ON A/C ALL

(Ref. Fig. 204)

B. Job Set-up
(1)Safety Precautions
(a)On panel 433VU:
- Make sure that the PROBE HEAT pushbutton switches (CAPT, STB and F/O) are in the OFF position.

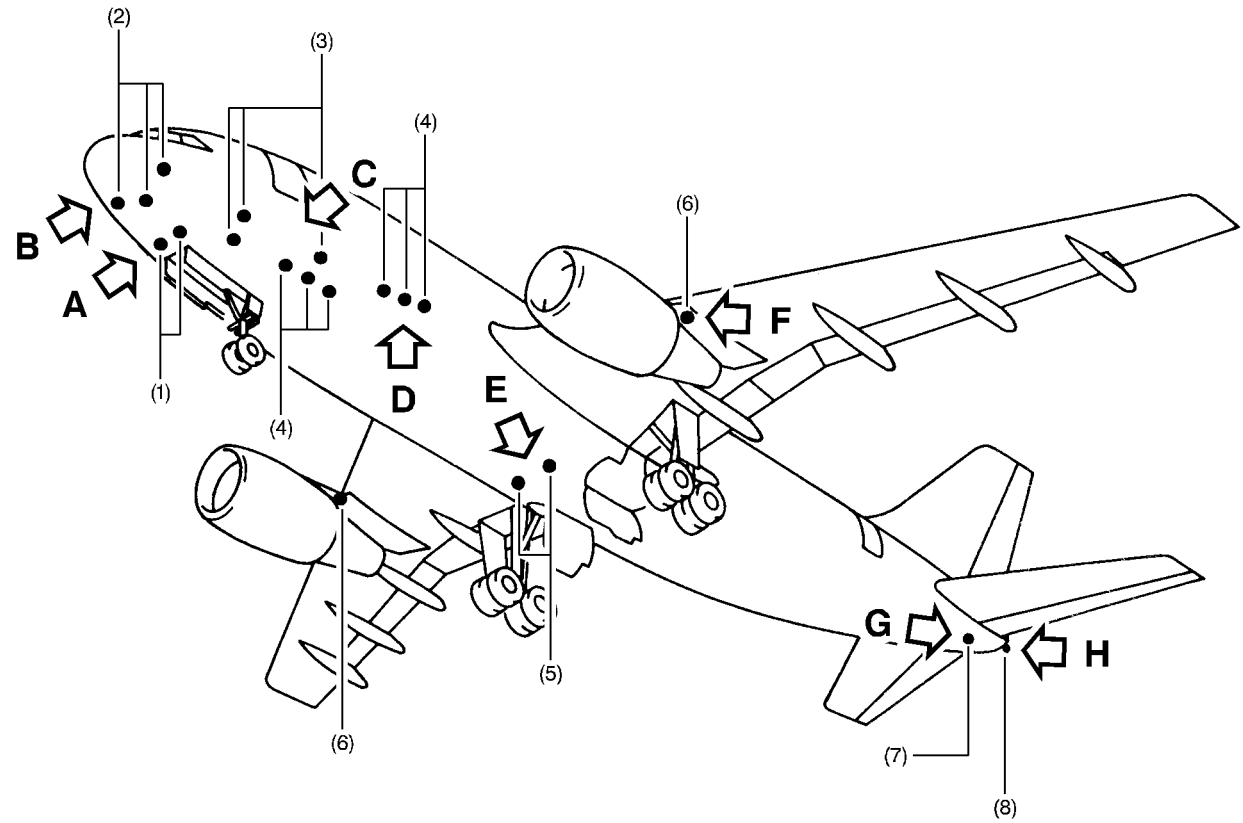
(b)Put a warning notice in position in the cockpit to tell persons not to operate the systems while you install the protective devices on the aircraft.

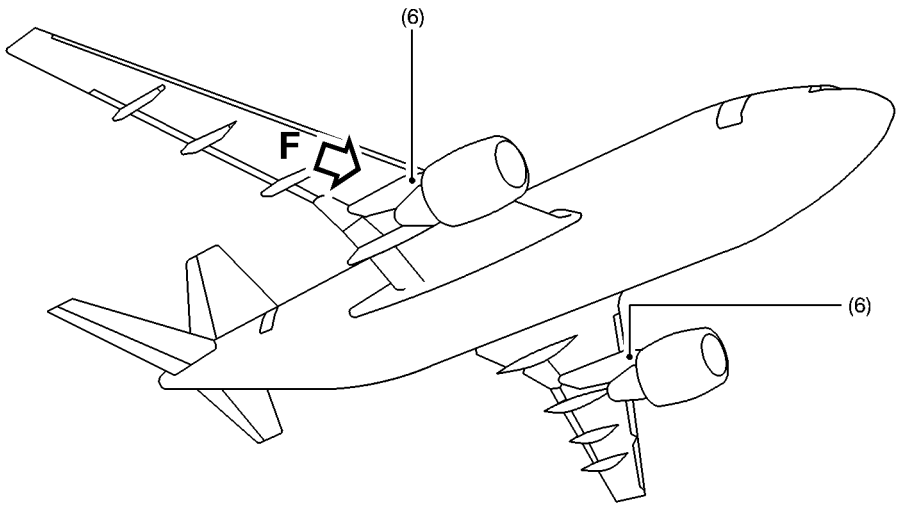
(c)Put an access platform in position near the aircraft.

C. Procedure

WARNING : DO NOT APPLY ADHESIVE TAPE ON THE PROBES, DUCTS, SENSORS (STATIC, PITOT, TAT, AOA). USE ONLY THE SPECIFIED TOOLS FOR THE PROTECTION OF THE AIRCRAFT. THE SPECIFIED TOOLS:
- GIVE THE CORRECT PROTECTION TO THE AIRCRAFT EQUIPMENT,
- ARE EASY TO SEE FROM THE GROUND,
- ARE EASY TO REMOVE.

IF YOU USE TAPE, THERE IS A RISK THAT SOME TAPE, OR ADHESIVE FROM THE TAPE, WILL STAY ON THE PROBES, DUCTS OR SENSORS. THIS CAN CAUSE INCORRECT INDICATIONS ON THE RELATED COCKPIT INSTRUMENTS.

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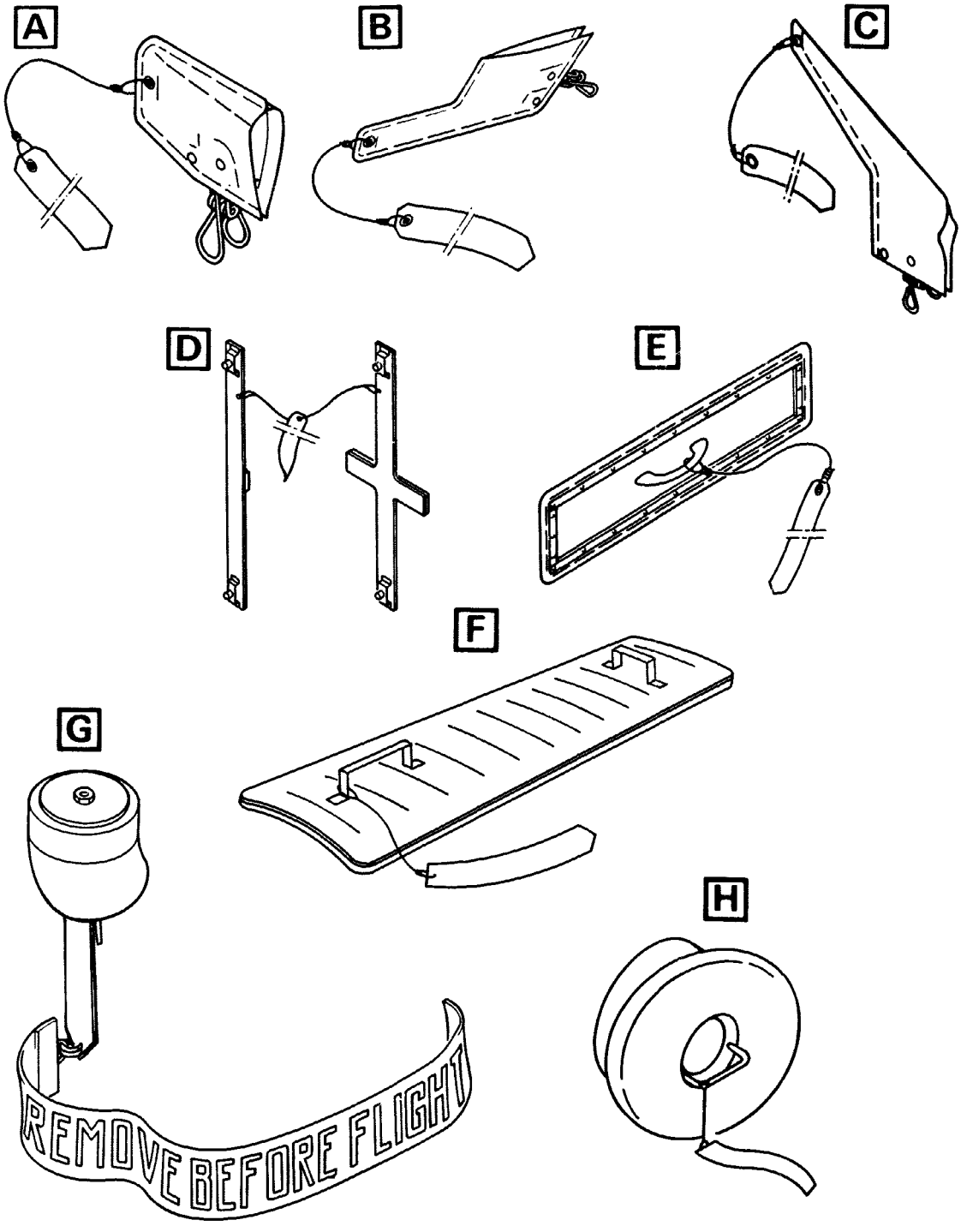
Protective Equipment
Figure 201

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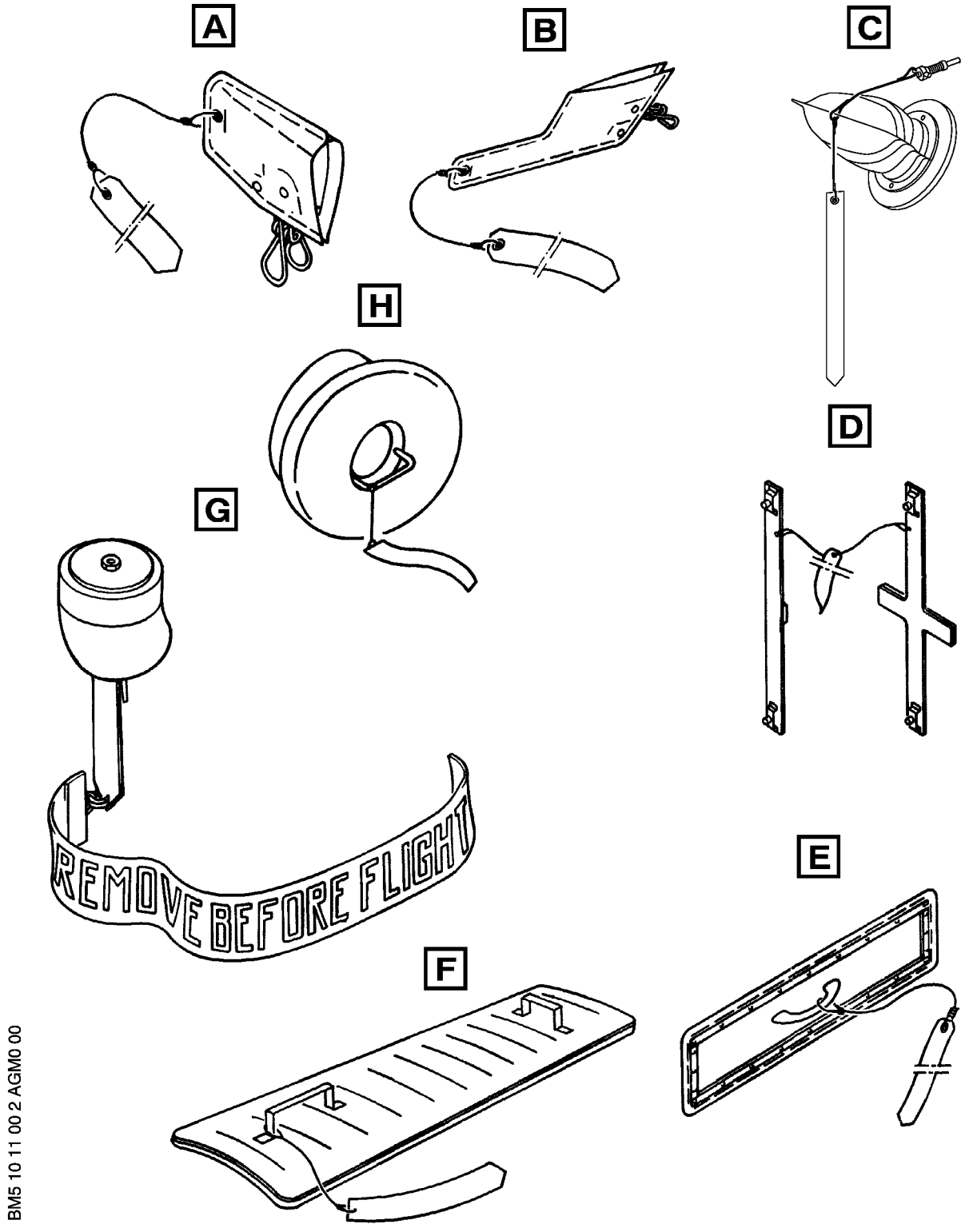
Protective Equipment
Figure 202

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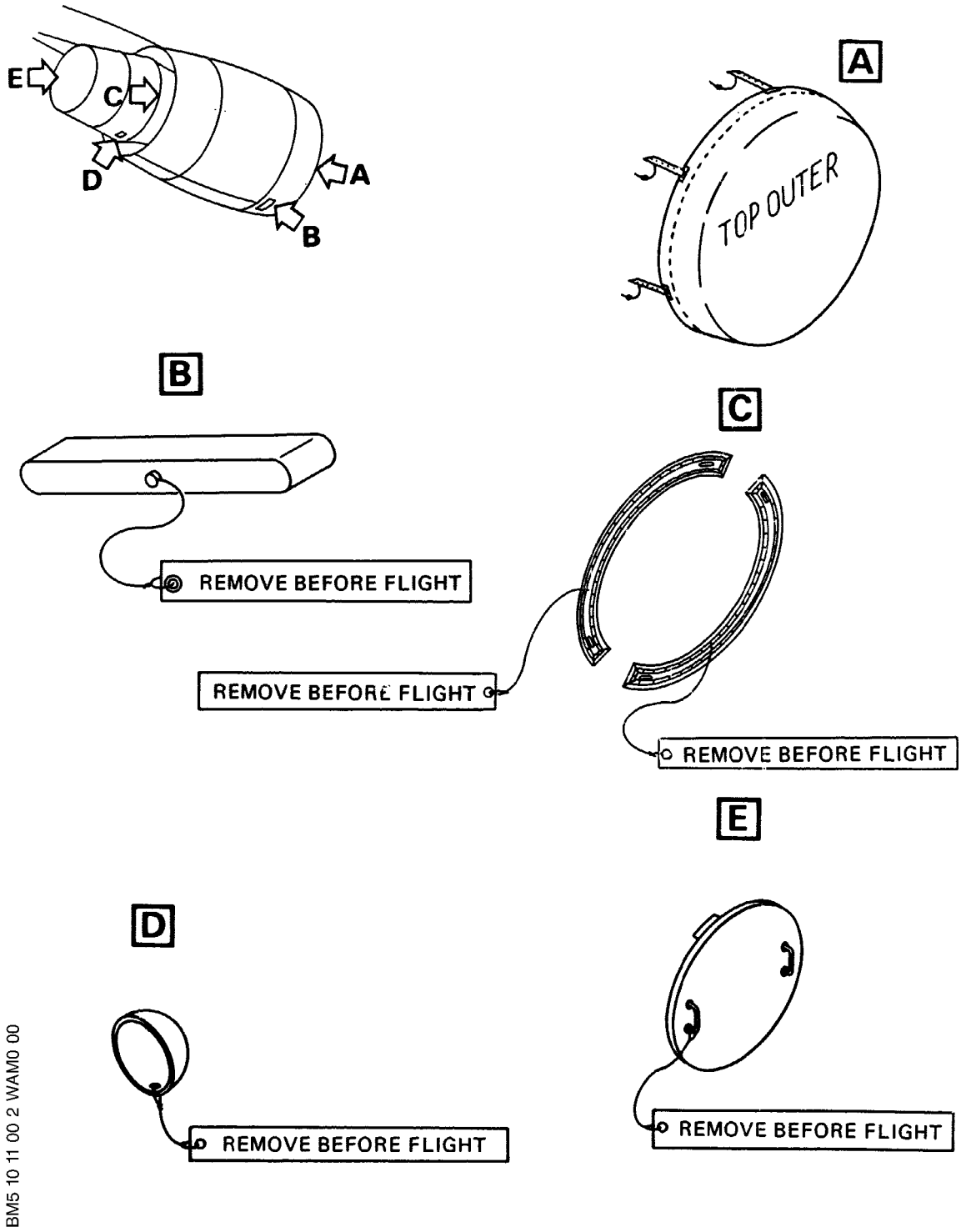
Protective Equipment
Figure 203




Engine Protective Equipment
Figure 204

WARNING : MAKE SURE THAT THE PROBES, THE ENGINE AND THE APU ARE COOL BEFORE INSTALLATION OF THE PROTECTIVE DEVICES.
IF THE PROBES ARE HOT, THERE IS A RISK OF INJURY AND THE PROTECTIVE DEVICES CAN MELT.

(1)Installation of the Protection Devices on the Fuselage
(a)Protection of the two total temperature sensors (1).
1 Put the COVER - SLIP-ON, TOTAL TEMPERATURE SENSOR in position.
(b)Protection of the three pitot probes (2).
1 Put the COVER - SLIP-ON PITOT PROBE in position.
(c)Protection of the three angle-of-attack sensors (3).
1 Put the COVER - SLIP-ON ANGLE-OF-ATTACK SENSOR in position.
(d)Protection of the six static probes (4).
1 Put the COVER - STATIC PROBE in position.
(e)Protection of the air conditioning fresh air intake (5).
1 Put the COVER-BLANKING - AIR CONDITIONING FRESH AIR INTAKE in position.
(f)Protection of the pre-cooler air outlet screen (6).
1 Put the COVER-BLANKING - PRE-COOLER AIR OUTLET SCREEN in position.
(2)Installation of the Protection Devices on the APU Area
NOTE : Let the APU become cool before installation of the protection covers/plugs.
(a)Protection of the outlet duct of the APU oil cooler (7).
1 Put the PLUG - APU, OIL COOLER OUTLET in position.
(b)Protection of the APU exhaust duct (8).
1 Put the PLUG - APU EXHAUST DUCT in position.
(3)Installation of the Protection Devices on the Engines
(a)Protection of the PW engine air intakes (9).
1 Put the COVER-BLANKING - PW ENGINE AIR INTAKE in position.
(b)Protection of the anti ice overboard vent (10).
1 Put the PLUG - ANTI ICE OVERBOARD VENT in position.
(c)Protection of the engine fan exhaust (11).
1 Put the COVER-BLANKING - ENGINE FAN EXHAUST in position.
(d)Protection of the gearbox breather vent (12).
1 Put the PLUG - GEARBOX BREATHER VENT in position.
(e)Protection of the engine exhaust (13).
1 Put the COVER-BLANKING - ENGINE EXHAUST in position.

D. Close-up
(1)Close-Up
(a)Remove all the fixtures, tools, test and support equipment used during this procedure.

# MOORING

## 1. Mooring

### A. Reason for the Job

Immobilize the aircraft on the ground.

### B. Equipment and Materials

| ITEM | DESIGNATION |
|---|---|
| (1)D22332000 | Towing Device Qty : 4 |
| (2) | Shackles for Main Landing Gear Qty : 4 |
| (3) | Shackles for Nose Landing Gear Qty : 2 |
| (4) | Mooring Cables or Ropes |
| Referenced Procedures | |
| - 05-57-00, P. Block 1 | Aircraft Stability |
| - 10-11-00, P. Block 1 | Parking |
| - 12-11-28, P. Block 301 | Replenishing of Fuel Tanks |

### C. Procedure

R

(Ref. Fig. 001)

R

(1)Job set-up

NOTE : Make certain that aircraft stability is ensured (Ref. 05-57-00, P. Block 1)

(a)Position the aircraft on a level, surfaced area, preferably nose into wind.

CAUTION : LAST FEW FEET OF ANY TAXIING OR TOWING MANEUVER SHOULD BE IN A STRAIGHT LINE TO RELIEVE TWISTING STRESSES ON TIRES AND MAIN LANDING GEAR BOGIE BEAMS.

(b)Apply parking brake.

WARNING : CHECK THAT LANDING GEAR GROUND SAFETIES INCLUDING WHEEL CHOCKS ARE IN POSITION.

(c)Make certain that flaps, slats, spoilers, speedbrakes and engine thrust reversers are retracted.

(d)Make certain that the trimmable horizontal stabilizer is in neutral position.

(e)Fill fuel tanks (Ref. 12-11-28, P. Block 301).

(f)Lash each pair of wheel chocks together.

(g)Make certain that the landing gear doors are closed.

(h)Install all covers and blanks (Ref. 10-11-00, P. Block 1).

(i)Make certain that flight compartment windows, passenger/crew and cargo doors are closed.

(j)Connect aircraft to ground.

(k)Remove all ground equipment, test benches, access platforms etc.

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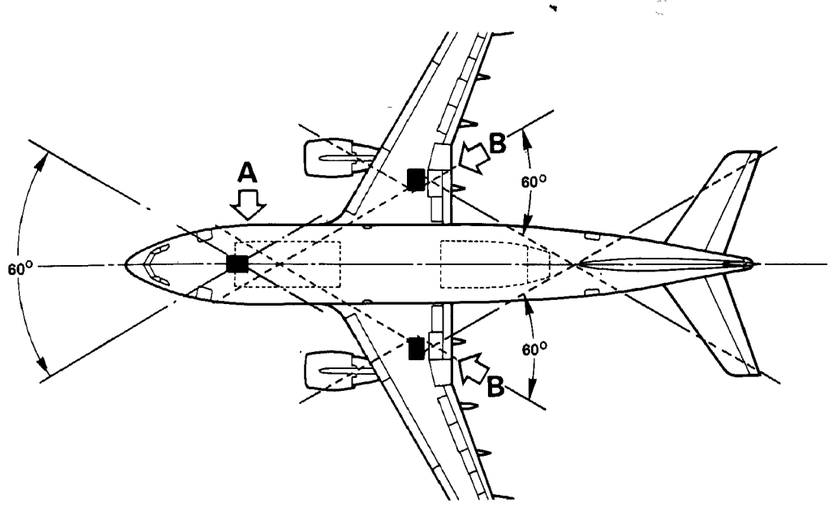


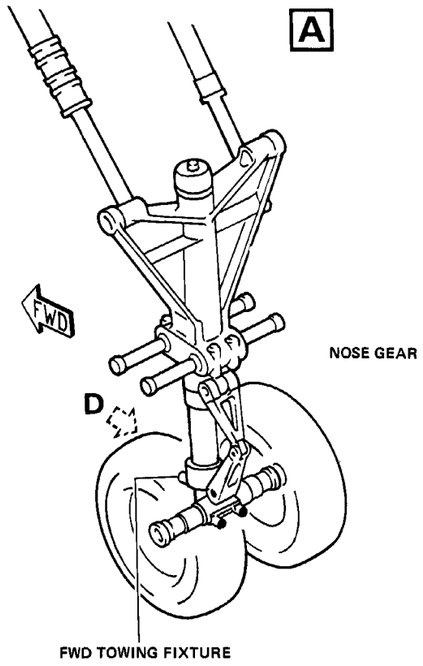


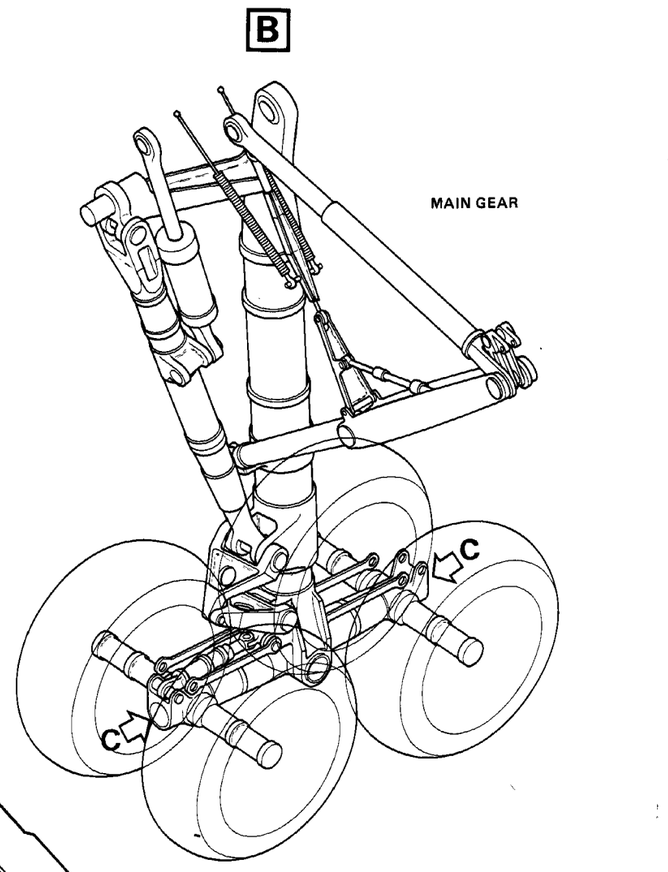


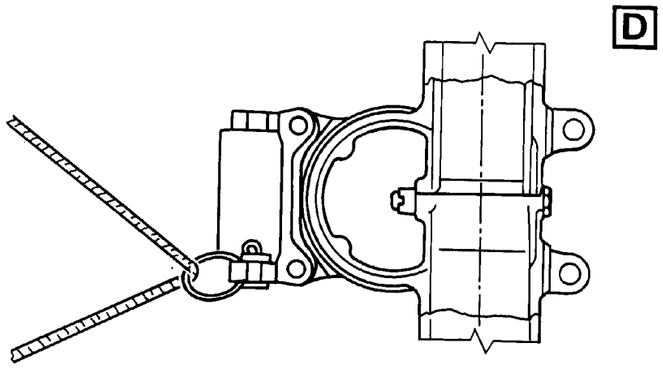


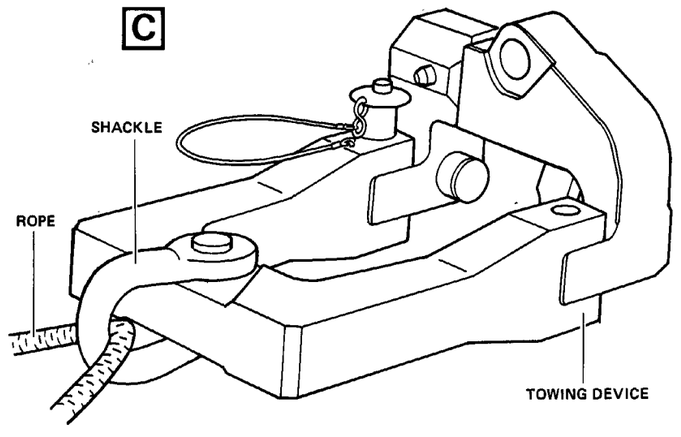


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Attachment of Mooring Cables
Figure 001



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(l)Attach appropriate shackles to nose landing gear towing fixtures.
(m)Install towing fittings to forward and aft ends of each main gear bogie beam and attach shackles to the towing fittings.
CAUTION : TAKE CARE NOT TO DAMAGE THE PITCH DAMPER FLUID LEVEL INDICATOR (IF INSTALLED) WHEN INSTALLING THE TOW FITTINGS
(n)Pass mooring cables or ropes through the shackles and secure to mooring points let into the area.
CAUTION : IF SISAL OR MANILA ROPES ARE USED, ALLOW SUFFICIENT SLACK FOR CONTRACTION IN WET WEATHER.