CHAPTER 10

PARKING AND MOORING

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NORMAL PARKING - MAINTENANCE PRACTICES

1. General

A. This procedure has one task for airplane parking (up to 7 days).

TASK 10-11-01-580-801

2. Airplane Parking

(Figure 201, Figure 202, Figure 203, Figure 204, Figure 205, Figure 206)

A. General

(1) Normal Parking procedures for a short time (up to 7 days) are included in this section.

(2) If you park the airplane in high wind conditions, do this task: Moor the Airplane, TASK 10-21-00-580-801.

(3) To do the procedure for Prolonged Parking, do this task: Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802.

(4) If you will operate the engines, do this task: Preservation of An Engine On-Wing (Task Selection), TASK 71-00-03-600-802-F00.

WARNING: PITOT PROBE COVERS AND STATIC PORT COVERS ARE RECOMMENDED WHEN THE AIRPLANE IS PARKED FOR MORE THAN A STANDARD TURNAROUND OR WHEN CONDITIONS SUCH AS INSECT ACTIVITY, DUST STORMS, ICE, SNOW, OR VOLCANIC ASH MAY INCREASE THE RISK OF PITOT PROBE OR STATIC PORT CONTAMINATION. A PITOT PROBE OR STATIC PORT SYSTEM BLOCKED BY FOREIGN OBJECTS SUCH AS INSECTS MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

(5) Pitot probe and static port covers are recommended when the airplane is parked for more than a standard turnaround.

(6) Failure to remove coverings from static ports or covers from pitot probes before flight may cause large errors in airspeed-sensing and altitude-sensing signals, which may lead to loss of safe flight.

(7) If the temperature of the fuel is below 32°F (0°C), do not drain the fuel tank sumps. To check for water at the fuel tank sump drain valves with fuel temperature below 32°F (0°C), do one of the following to raise the temperature of the fuel:

(a) fill the tanks with warm fuel

(b) move the airplane in to a warm hangar.

(8) The airplane is usually parked for a small quantity of time as follows:

NOTE: The parking brake holds the airplane until the chocks are in their positions.

(a) In winds up to a maximum of 35 knots (65 km/h), install wheel chocks, COM-1505 in front and behind a minimum of one wheel on both main gears (Chock Installation in Winds or Wind Gusts to a Maximum of 35 Knots, TASK 10-11-05-500-801).

(b) In winds of 35 knots (65 km/h) and above, install wheel chocks, COM-1505 in front and behind all wheels on both main gears (Chock Installation in Winds of More than 35 Knots, TASK 10-11-05-500-802).

(c) The parking brakes off.

B. References

Reference	Title
09-11-00-580-801	Maintenance Towing (P/B 201)
09-20-00-580-801	Taxi the Airplane (P/B 201)
10-11-05-500-801	Chock Installation in Winds or Wind Gusts to a Maximum of 35 Knots (P/B 201)
10-11-05-500-802	Chock Installation in Winds of More than 35 Knots (P/B 201)
10-12-02-550-802	Prepare The Airplane For Storage for More Than Seven Days (P/B 201)
10-21-00-580-801	Moor the Airplane (P/B 201)
12-14-01-600-801	Potable Water System - Drain (P/B 301)
12-14-01-600-802	Potable Water Tank - Fill (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-33-01-600-802	Cold Weather Maintenance Procedure (P/B 301)
20-40-11-760-801	Electrical Bonding (P/B 201)
20-40-11-910-801	Static Grounding (P/B 201)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
38-10-00-600-801	Potable Water System - Disinfectant (P/B 201)
71-00-00-700-818-F00	Procedure to Prepare the Engine for Operation (P/B 201)
71-00-00-800-805-F00	Engine Ground Safety Precautions (P/B 201)
71-00-03-600-802-F00	Preservation of An Engine On-Wing (Task Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1501	Kit - Engine Cover Part #: BBJ-2001-JB-R Supplier: 4VVY1 Part #: BBJ-2001-JB-SDP Supplier: 4VVY1
COM-1502	Chocks - Wheel Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
COM-1503	Cover - Probe, Pitot Static Part #: KPC3-480-325 Supplier: 0P9C7
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
COM-1516	Cover - Engine Inlet, CFM56-7 Part #: WL14L96A Supplier: 8M213
COM-1517	Cover - Engine Exhaust Part #: WL15L96A Supplier: 8M213
COM-1519	Cover - Protective, Total Air Temperature Probe Part #: FTC102 Supplier: 0P9C7

(Continued)

Reference	Description
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
SPL-1508	Pole - Pitot/Static Cover Removal/Installation Part #: A10002-7 Supplier: 81205
SPL-1513	Cover - Probe, Ice Detector Part #: 0061BN1 Supplier: 59885
SPL-1518	Plug - Auxilliary Power Unit (APU) Part #: RSABG0003 Supplier: 81205
SPL-14189	Protective Cover - AOA Vane Part #: C10004-1 Supplier: 81205
STD-1310	Mat - Neoprene rubber, 65 minimum durometer, 1/4 in thick, minimum size of 45 in. x 60 in.
STD-6132	Work Platform - Aerial , 27' Minimum Working Height, 300 lb Minimum Working Capacity and 20' Minimum Platform Horizontal Working Reach

D. Consumable Materials

Reference	Description	Specification
B00083	Solvent - VM&P Naphthas	ASTM D-3735 Type III
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G02443	Tape - Barricade, Non-Adhesive, Orange, 3 (76 mm) Inches Wide, 4 mils (0.102 mm) Thick, "REMOVE BEFORE FLIGHT"	
G02444	Tag - Red Paper, "STATIC PORTS COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G02447	Tag - Red Paper, "PITOT PROBES COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G50330	Fabric - Insulation Covering, Flame Propagation Resistant	BMS8-377

E. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

F. Prepare for the Procedure - Park the Airplane

SUBTASK 10-11-01-800-001

(1) To taxi the airplane to its parked position, do these steps:

WARNING: OBSERVE PROPER SAFETY PRECAUTIONS AROUND RUNNING ENGINE. WEAR EAR PROTECTORS AND STAY CLEAR OF ENGINE HAZARD AREAS. SEE "ENGINE GROUND SAFETY PRECAUTIONS" FOR ENGINE HAZARD DESCRIPTION.

(a) Do this task: Engine Ground Safety Precautions, TASK 71-00-00-800-805-F00.

(b) Do this task: Procedure to Prepare the Engine for Operation, TASK 71-00-00-700-818-F00.

(c) Do this task: Taxi the Airplane, TASK 09-20-00-580-801.

SUBTASK 10-11-01-580-001

(2) To tow the airplane to its parked position, do this step:

(a) Do this task: Maintenance Towing, TASK 09-11-00-580-801.

SUBTASK 10-11-01-800-004

(3) Put the covers on the openings, vents and scoops on the airplane to keep out unwanted materials such as dirt, dust, debris, ice, snow, and volcanic ash.

SUBTASK 10-11-01-800-005

(4) If there are strong winds, do this task: Moor the Airplane, TASK 10-21-00-580-801.

G. Static Ground the Airplane

SUBTASK 10-11-01-480-001

(1) A static ground on the airplane is not necessary when the airplane is parked or is serviced during the turnaround operation.

NOTE: This does not include when the maintenance steps given below are done.

(a) A static ground on the airplane is not necessary when you pressure fuel the airplane.

1) An electrical bond between the airplane and the refuel vehicle is necessary (TASK 20-40-11-760-801).

(b) Do a static ground of the airplane when you do maintenance procedures.

(c) Static ground the airplane when you use devices such as these:

- Power tools
- Lights
- Electrical cords
- Instruments powered from external cords.

H. Procedure - Park the Airplane

WARNING: KEEP ALL PERSONS AND EQUIPMENT AWAY FROM THE AREAS NEAR THE ENGINE DURING ENGINE OPERATION. THE AIR AND EXHAUST FLOW FROM THE ENGINES CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

NOTE: Make sure the areas near the engines are clean and free of equipment, and that all persons are safe before you start an engine.

SUBTASK 10-11-01-210-001

(1) If you will operate the engine, make sure the airplanes, persons and equipment, and buildings, have sufficient protection from the air flow and heat from the engine.

SUBTASK 10-11-01-210-002

(2) You must keep a minimum distance of 15 ft (5 m) between airplanes. (Figure 201)

NOTE: This is necessary to get a sufficient area to turn the airplane.

SUBTASK 10-11-01-910-005

(3) For data when you move the airplane with its power (taxi), do this task: Taxi the Airplane, TASK 09-20-00-580-801.

NOTE: To taxi an airplane, it is necessary to use more than one throttle position. The airplane position, type of area, and surface conditions affect the throttle position you will use. A high thrust position is necessary to start airplane movement. The thrust is then reduced to continue the movement.

SUBTASK 10-11-01-480-002

WARNING: MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

(4) If you will tow the airplane, lift the airplane on jacks, or plan to do maintenance on the airplane, install the landing gear ground lockpins for the main gear and the nose gear. (Figure 202, Figure 203)

SUBTASK 10-11-01-910-002

(5) If there is strong wind, do this task: Moor the Airplane, TASK 10-21-00-580-801).

SUBTASK 10-11-01-910-003

(6) Ground the airplane (TASK 20-40-11-910-801).

SUBTASK 10-11-01-910-004

(7) If the area has ice or snow on the surface, put a mat or an equivalent material below and around the tires.

NOTE: The tires will not freeze to the ground if you use a mat, STD-1310.

SUBTASK 10-11-01-860-001

(8) Turn the battery switch to the ON position.

SUBTASK 10-11-01-860-002

(9) Pressurize the B hydraulic system (TASK 29-11-00-860-801).

SUBTASK 10-11-01-860-003

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

(10) Set the parking brake.

NOTE: A light on the control stand, adjacent to the parking brake lever, is on when the parking brake is engaged. Make sure you set and release the parking brake with the same hydraulic system pressurized. If you release the parking brake with a different system pressurized, you will transfer hydraulic fluid from one system to the other.

(a) Install the wheel chocks, COM-1502 at the main and nose tires.

(b) Release the parking brake

1) Apply toe pressure to the top of the brake pedals and release the parking brake lever.

SUBTASK 10-11-01-860-004

(11) Depressurize the B hydraulic system.

SUBTASK 10-11-01-860-006

(12) Make sure the flaps are in the fully up position.

SUBTASK 10-11-01-860-007

(13) Turn the battery switch to the OFF position, if it is not necessary to have it on.

SUBTASK 10-11-01-860-008

(14) Set the aileron and rudder trim control to ZERO (neutral position).

SUBTASK 10-11-01-860-014

(15) Set the stabilizer trim control to 5 units.

SUBTASK 10-11-01-860-009

CAUTION: DO NOT BLOCK THE MOVEMENT OF THE CONTROL COLUMN OR THE RUDDER PEDALS. IF YOU BLOCK THE CONTROL COLUMN MOVEMENT DAMAGE TO THE CONTROL SYSTEM, THE COLUMN, OR THE RUDDER PEDALS CAN OCCUR.

(16) Make sure the aileron control wheel is in the neutral position.

SUBTASK 10-11-01-860-010

(17) Close all the lavatory doors when the airplane is parked.

NOTE: This will help to prevent the spread of a fire.

SUBTASK 10-11-01-040-001

(18) Make sure that these circuit breakers are open and have safety tags:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

SUBTASK 10-11-01-040-002

(19) Open these circuit breakers and install safety tags:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-01-480-005

(20) Install the protective covers for protection from dirt, dust, debris, ice, snow, and volcanic ash as follows:

- The engine cover kit, COM-1501 (recommended)
- The engine inlet cover, COM-1516 (alternate)
- The engine exhaust cover, COM-1517 (alternate)

- The total air temperature (TAT) probe cover, COM-1519
- The (AOA) sensor angle of attack vane cover, COM-2499 (recommended) or AOA vane protective cover, SPL-14189 (alternate).

SUBTASK 10-11-01-480-007

(21) Attach a "PITOT PROBES COVERED" tag, G02447, printed on it in black letters, to the top of the left control wheel in the flight deck with wire.

SUBTASK 10-11-01-480-013

(22) Attach a red tag with wire to the top of the left control wheel in the flight deck.

(a) Write “AOA SENSORS COVERED” on the tag.

SUBTASK 10-11-01-480-011

(23) Attach a "STATIC PORTS COVERED" tag, G02444, printed on it in black letters, to the left control wheel in the flight deck with wire.

SUBTASK 10-11-01-480-006

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

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

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

(24) Put the protective pitot static probe cover, COM-1503, on the pitot probes with pole, SPL-1508, ((Figure 204) Sheet 1 and Sheet 2 for the locations of the pitot probes) to prevent contamination from dirt, dust, debris, ice, snow, and volcanic ash.

(a) To place the pitot probe covers on the elevator feel pitot probes, it is optional to use an aerial work platform, STD-6132.

SUBTASK 10-11-01-480-004

(25) Install the protective covers that follow to prevent contamination from dust, dirt, debris and volcanic ash:

- Ice detector probe cover, SPL-1513
- APU plug, SPL-1518.

SUBTASK 10-11-01-480-008

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

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

(26) Use yellow Scotch Brand No.471 tape, G02219, and orange barricade tape, G02443, that has "REMOVE BEFORE FLIGHT" printed on it in black letters to cover the static ports in the following manner ((Figure 204) Sheet 1 and Sheet 2 for the locations of the static ports) to prevent contamination from dirt, dust, debris and volcanic ash.

SUBTASK 10-11-01-480-009

(27) For the alternate static ports use the following static port cover procedure ((Figure 205) Sheet 1 and Sheet 2 for illustrations of the static port cover procedure) to prevent contamination from dirt, dust, debris, ice, snow, and volcanic ash.

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

(a) Clean the area around each static port with solvent, B00083, aliphatic naphtha or equivalent, with a clean dry rag where you will put the 3M No. 471 yellow vinyl adhesive tape ((Figure 205) Sheet 1 and Sheet 2) to remove dirt, dust, debris and volcanic ash.

(b) Place one end of approximately a 4.00 ft (1.22 m) piece of the orange barricade tape over the holes of the static port and secure the upper edge with 5 in. (127 mm) of 3M No. 471 yellow vinyl adhesive tape ((Figure 205) Sheet 1, Steps 1 and 2).

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

1) Do not put 3M No. 471 yellow vinyl adhesive tape over the holes of the static ports.

(c) Put a 5 in. (127 mm) piece of 3M No. 471 yellow vinyl adhesive tape on each vertical edge of the barricade tape overlapping the first strip of adhesive tape ((Figure 205) Sheet 1, Step 3).

(d) Put an 8 in. (203 mm) piece of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape below the static port holes, overlapping the two vertical strips of adhesive tape ((Figure 205) Sheet 1, Step 4).

(e) Carefully grasp the free section of the barricade tape and fold it back up against the surface of the airplane. Place an 8 in. (203 mm) strip of the 3M No. 471 yellow vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first 8 in. (203 mm) strip of the No. 471 vinyl adhesive tape (Figure 205) Sheet 2, Steps 5 and 6).

(f) Allowing the barricade tape to stream down, place an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape half way down the length of the barricade tape ((Figure 205) Sheet 2, Step 7).

(g) Place an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape ((Figure 205) Sheet 2, Step 8).

SUBTASK 10-11-01-480-010

(28) For the primary static ports use the following static port cover procedure ((Figure 206) Sheet 1 and Sheet 2 for illustrations of the static port cover placement procedure for the primary static ports) for protection from dirt, dust, debris, ice, snow, and volcanic ash.

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

(a) Clean the area around each primary static port with aliphatic naphtha or equivalent, and a clean dry rag where you will put the 3M No. 471 yellow vinyl adhesive tape to remove dirt, dust, debris and volcanic ash ((Figure 206) Sheet 1).

(b) Place one end of a 36 in. (914 mm) piece of the orange barricade tape over the holes of the upper primary static port and secure the upper edge with 5 in. (127 mm) of 3M No. 471 yellow vinyl adhesive tape ((Figure 206) Sheet 1, Steps 1 and 2).

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

1) Do not put 3M No. 471 yellow vinyl adhesive tape over the holes of the static ports.

(c) Put an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape on each vertical edge of the barricade tape overlapping the first strip of adhesive tape ((Figure 206)Sheet 1, Step 3).

(d) Put an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape below the static port holes, overlapping the two vertical strips of adhesive tape ((Figure 206) Sheet 1, Step 4).

(e) Carefully grasp the free section of the barricade tape and fold it back up against the surface of the airplane. Place an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first horizontal strip of 8 in. (203 mm) 3M No. 471 yellow vinyl adhesive tape ((Figure 206) Sheet 2, Steps 5 and 6).

(f) Allowing the barricade tape to stream down, place an 8 in. (203 mm) strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape half way down the length of the barricade tape ((Figure 206) Sheet 2, Step 7).

(g) Place an 8 in. (203 mm) strip of the 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape ((Figure 206) Sheet 2, Step 8),

SUBTASK 10-11-01-480-014

(29) Cover the angle of attack (AOA) sensors (Figure 207, Figure 208).

(a) Use a piece of fabric, G50330 sheeting to cover each of the AOA sensors.

(b) Attach a 4 ft (1 m) piece of barricade tape, G02443 to the piece of fabric sheeting.

(c) Put the fabric sheeting along the upper edge of the AOA sensor.

1) Make sure that the edge of the fabric on the upper edge of the AOA sensor is opposite of the end with the piece of barricade tape.

(d) Put one piece of Scotch Brand No.471 tape, G02219 on the upper edge of the fabric sheeting.

(e) Put a piece of Scotch Brand No.471 tape, G02219 on each vertical edge of the fabric sheeting.

1) Overlap the horizontal piece of tape with the two vertical pieces of tape.

(f) Put a piece of Scotch Brand No.471 tape, G02219 horizontally over the fabric sheeting below the AOA sensor.

1) Overlap the two vertical strips of tape.

SUBTASK 10-11-01-620-001

I (30) If the airplane will be parked for more than three days, prepare the water and waste systems for storage:

(a) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

(b) Do this task: Potable Water System - Drain, TASK 12-14-01-600-801.

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

SUBTASK 10-11-01-630-001

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

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

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

(1) Remove the covers from the following components:

- All pitot probes
- Engine inlet, turbine exhaust and fan exhaust
- Ice detector probe (if installed)
- Total air temperature (TAT) probe
- Angle of attack (AOA) sensor.

SUBTASK 10-11-01-630-003

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

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

(2) Remove all barricade tape and vinyl adhesive tape from all of the static ports.

(a) Inspect each static port and if necessary use solvent, B00316 or equivalent, to remove all tape residue, dirt and other contaminants around the port.

SUBTASK 10-11-01-080-001

(3) Remove all vinyl adhesive tape from both of the angle-of-attack (AOA) sensors.

(a) Inspect each AOA sensor and use solvent to remove all tape residue, dirt, and other contaminants around the sensors, if necessary.

SUBTASK 10-11-01-080-003

(4) Remove the "PITOT PROBES COVERED" tag, G02447, from the left control wheel in the flight deck.

SUBTASK 10-11-01-080-004

(5) Remove the "STATIC PORTS COVERED" tag, G02444, from the left control wheel in the flight deck.

SUBTASK 10-11-01-080-002

(6) Remove the “AOA SENSORS COVERED” tag from the left control wheel in the flight deck.

SUBTASK 10-11-01-440-001

(7) Make sure that these circuit breakers are closed:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

SUBTASK 10-11-01-630-005

(8) Remove the safety locks and close these circuit breakers:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-01-860-011

(9) Make sure the EE bay door is closed.

SUBTASK 10-11-01-660-001

(10) If the temperature of the fuel is below 32°F (0°C), do not drain the fuel tank sumps. To check for water at the fuel tank sump drain valves with fuel temperature below 32°F (0°C), do one of the following to raise the temperature of the fuel:

(a) fill the tanks with warm fuel

(b) move the airplane in to a warm hangar.

(11) When adding fuel, you must use these requirements:

(a) Make sure the fuel temperature is at least 6°F (3°C) above the fuel freeze point or -45.4°F (-43°C), whichever is higher. Use the ASTM method to determine the freeze point.

NOTE: The Fuel Quantity Indicator on the wing fuel station can indicate slowly or not show numbers in extreme cold conditions. Use an external fuel flow meter to show the amount of fuel added to the airplane.

(b) Use fuels that meet specification ASTM D1655; or

(c) Use fuels that meet specification GOST 10227:

1) RT (PT, Russian spelling)

2) TS-1 (TC-1, Russian spelling)

(d) Approved fuel additive is:

NOTE: Adding an anti-icing fuel additive may help in the sumping of the fuel tanks.

1) Fuel Additive, specification GOST 8313, Fluid I (also known as Fluid E)

a) Fluid I may be used at a mixture of no more than 0.15 percent by volume.

SUBTASK 10-11-01-210-003

(12) In cold weather, do this task: Cold Weather Maintenance Procedure, TASK 12-33-01-600-802. Make sure there is no ice in pitot probes or static ports.

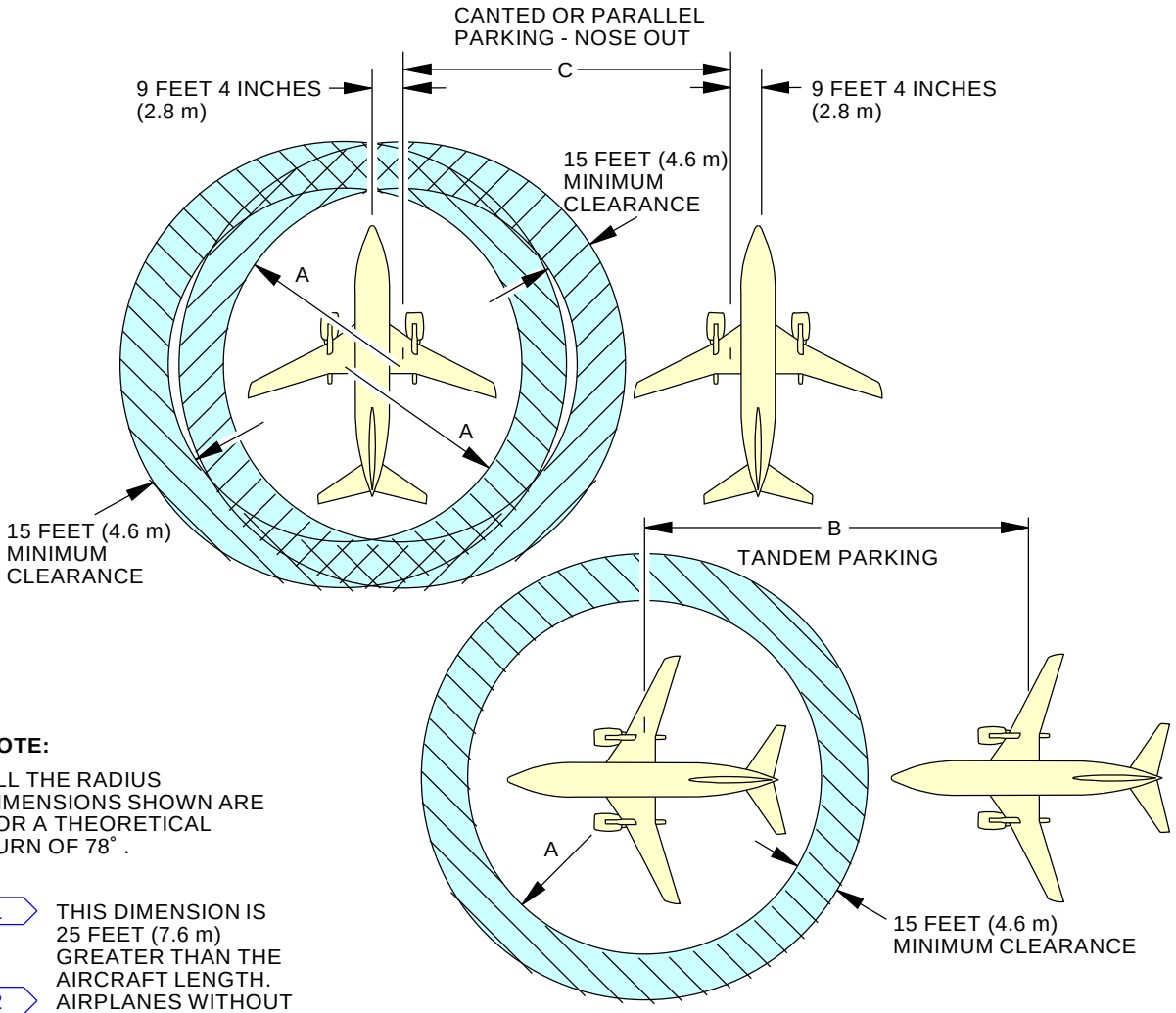
SUBTASK 10-11-01-620-002

(13) If the potable water tanks are empty, do these steps:

(a) If it is necessary, do this task: Potable Water System - Disinfectant, TASK 38-10-00-600-801.

(b) Do this task: Potable Water Tank - Fill, TASK 12-14-01-600-802.

——— END OF TASK ———



NOTE:

ALL THE RADIUS DIMENSIONS SHOWN ARE FOR A THEORETICAL TURN OF 78˚ .

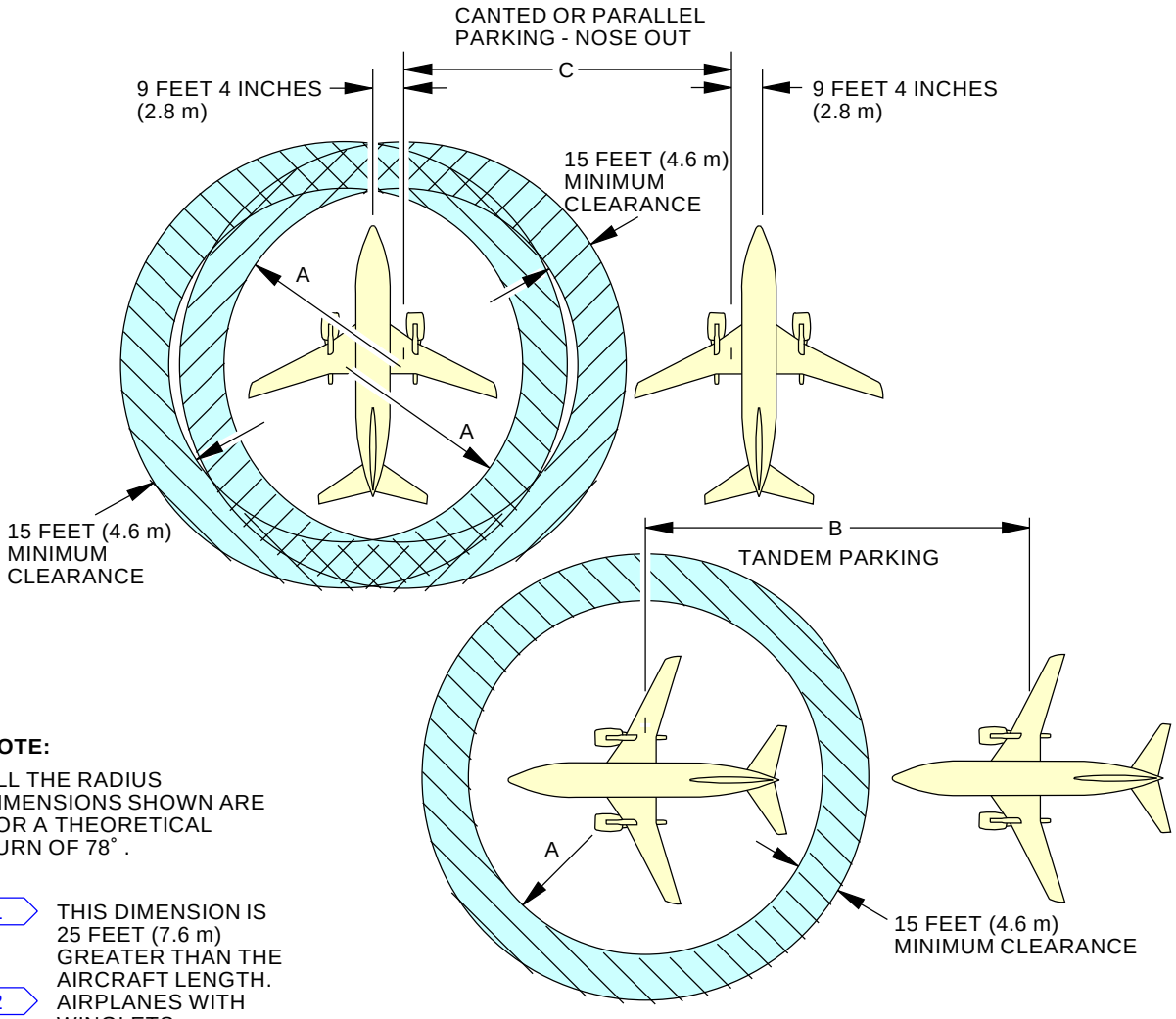
1 THIS DIMENSION IS 25 FEET (7.6 m) GREATER THAN THE AIRCRAFT LENGTH.

2 AIRPLANES WITHOUT WINGLETS

MODEL	A 2	B 1	C 2
737-600	60 FEET (18.3 m)	128 FEET (39.0 m)	135 FEET (41.1 m)
737-700	60 FEET (18.3 m)	136 FEET (41.5 m)	135 FEET (41.1 m)
737-800	60 FEET (18.3 m)	155 FEET (47.2 m)	135 FEET (41.1 m)
737-900	60 FEET (18.3 m)	164 FEET (50.0 m)	135 FEET (41.1 m)

G57885 S0006558594_V4

Airplane Parking
Figure 201/10-11-01-990-801 (Sheet 1 of 2)



NOTE:

ALL THE RADIUS DIMENSIONS SHOWN ARE FOR A THEORETICAL TURN OF 78˚.

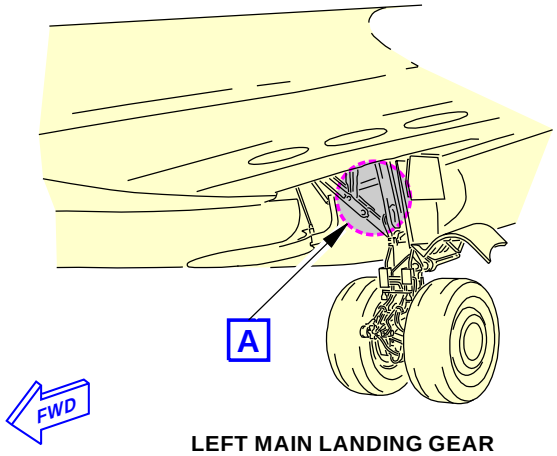
1 THIS DIMENSION IS 25 FEET (7.6 m) GREATER THAN THE AIRCRAFT LENGTH.

2 AIRPLANES WITH WINGLETS

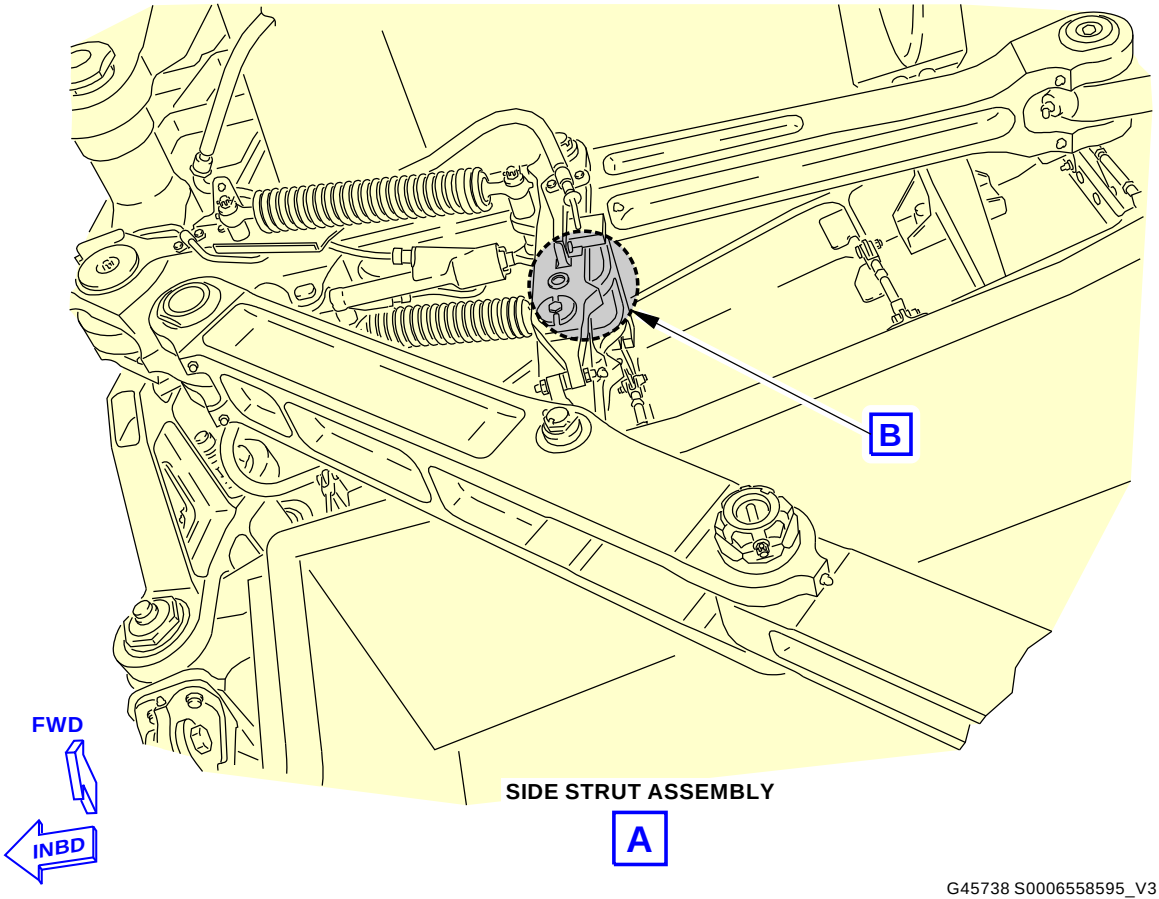
MODEL	A 2	B 1	C 2
737-600	80 FEET (24.4 m)	128 FEET (39.0 m)	175 FEET (53.3 m)
737-700	80 FEET (24.4 m)	136 FEET (41.5 m)	175 FEET (53.3 m)
737-800	80 FEET (24.4 m)	155 FEET (47.2 m)	175 FEET (53.3 m)
737-900	80 FEET (24.4 m)	164 FEET (50.0 m)	175 FEET (53.3 m)

2426546 S0000561367_V1

Airplane Parking
Figure 201/10-11-01-990-801 (Sheet 2 of 2)

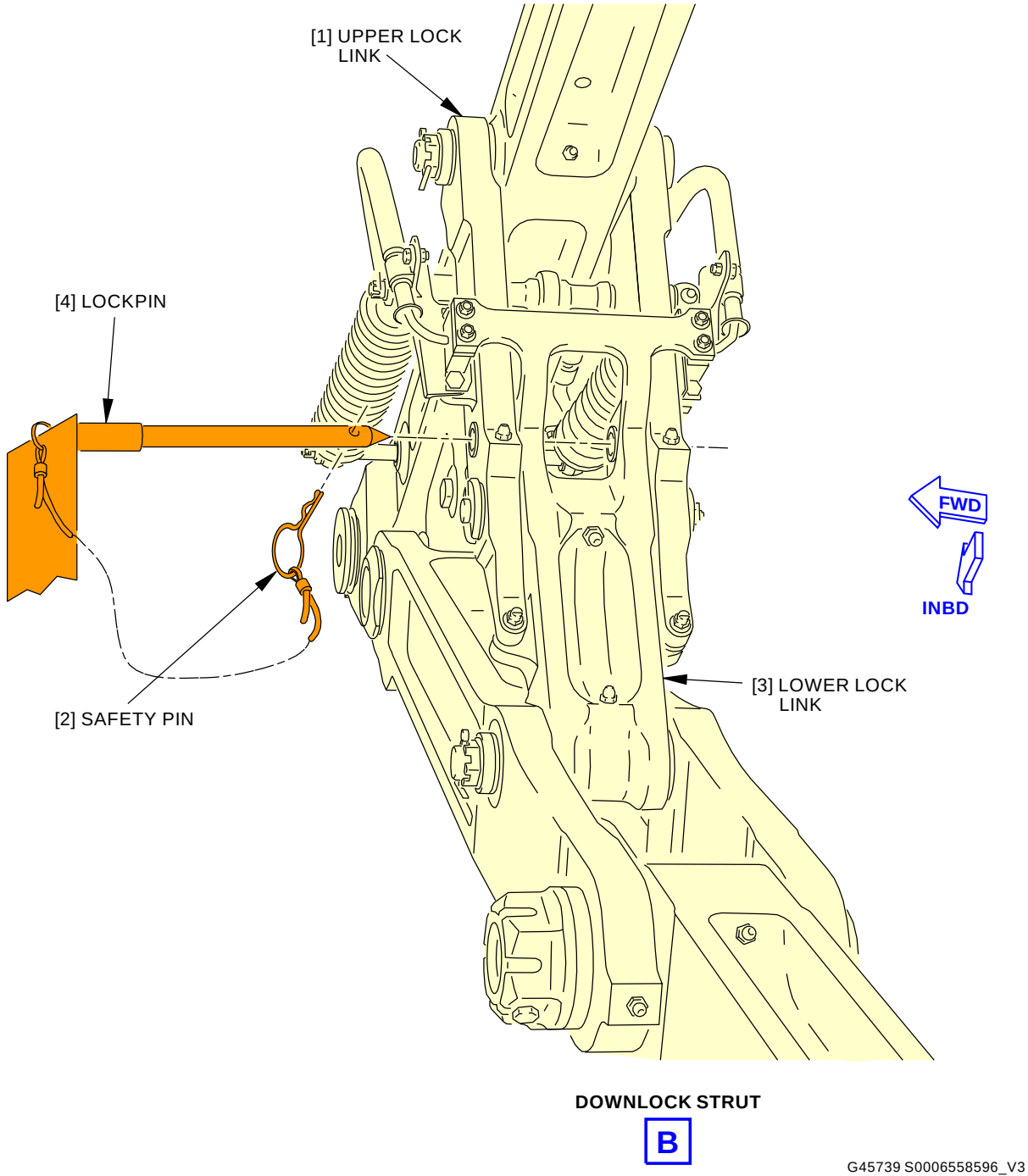


LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)

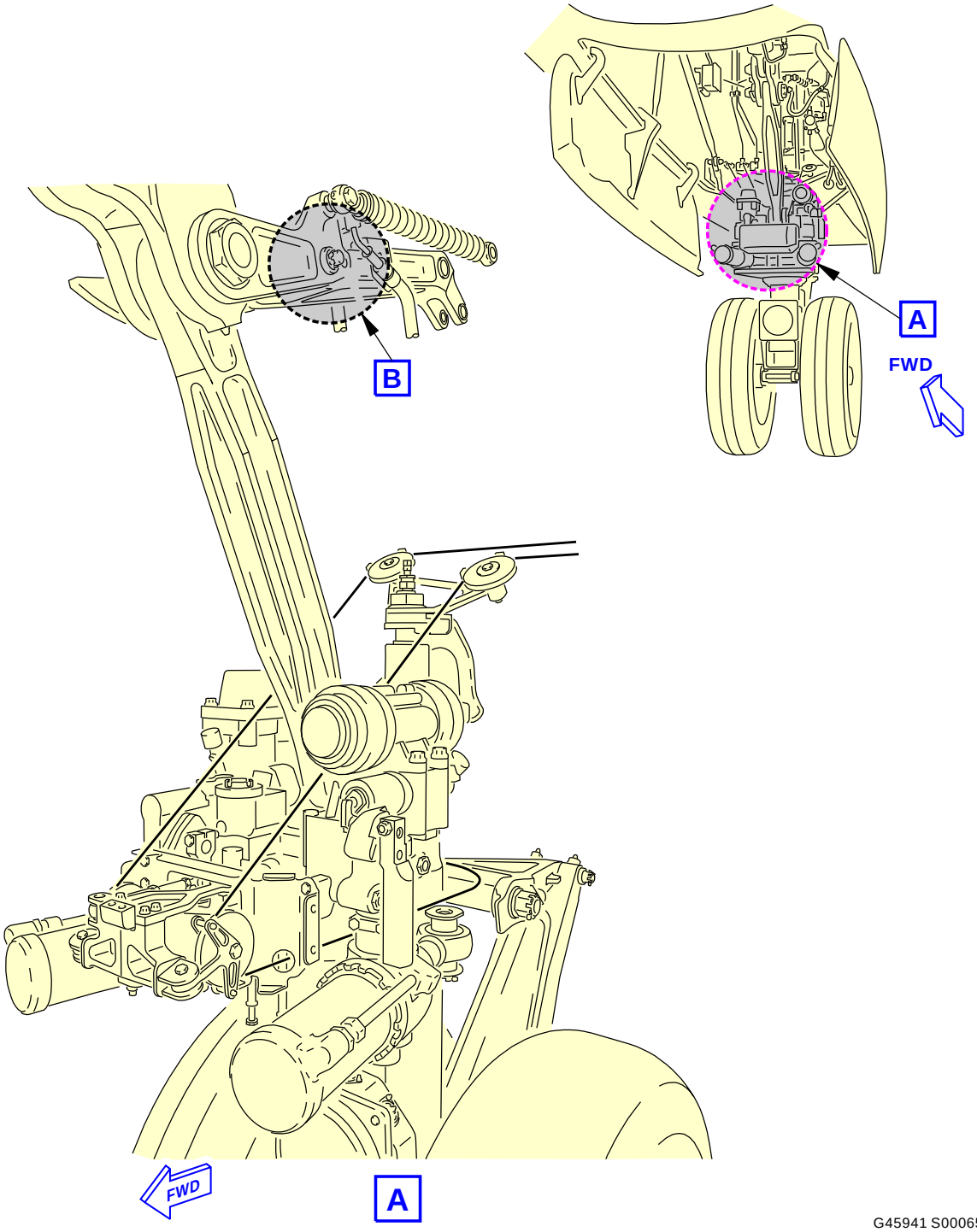


G45738 S0006558595_V3

Main Landing Gear Downlock Pin Installation
Figure 202/10-11-01-990-802 (Sheet 1 of 2)

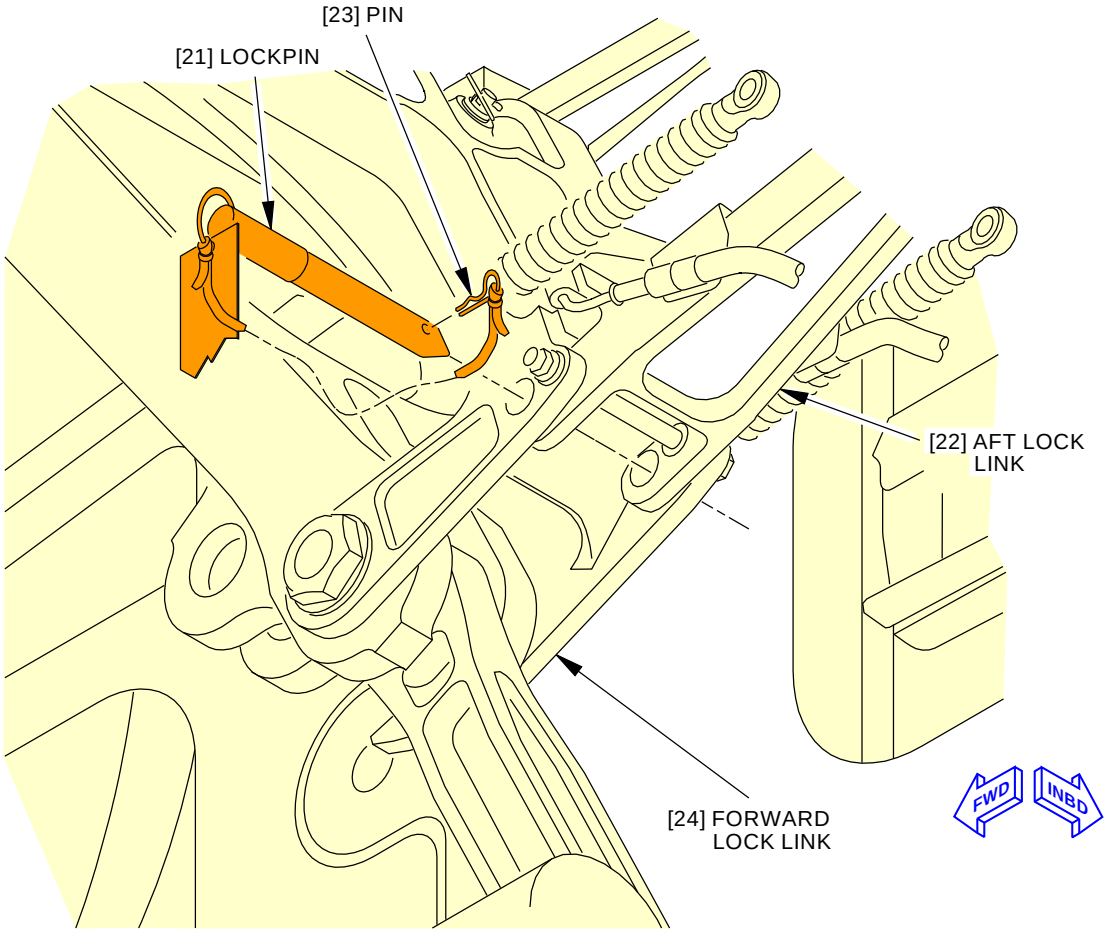


Main Landing Gear Downlock Pin Installation
Figure 202/10-11-01-990-802 (Sheet 2 of 2)



G45941 S0006558597_V3

Nose Landing Gear Downlock Pins Installation
Figure 203/10-11-01-990-803 (Sheet 1 of 2)

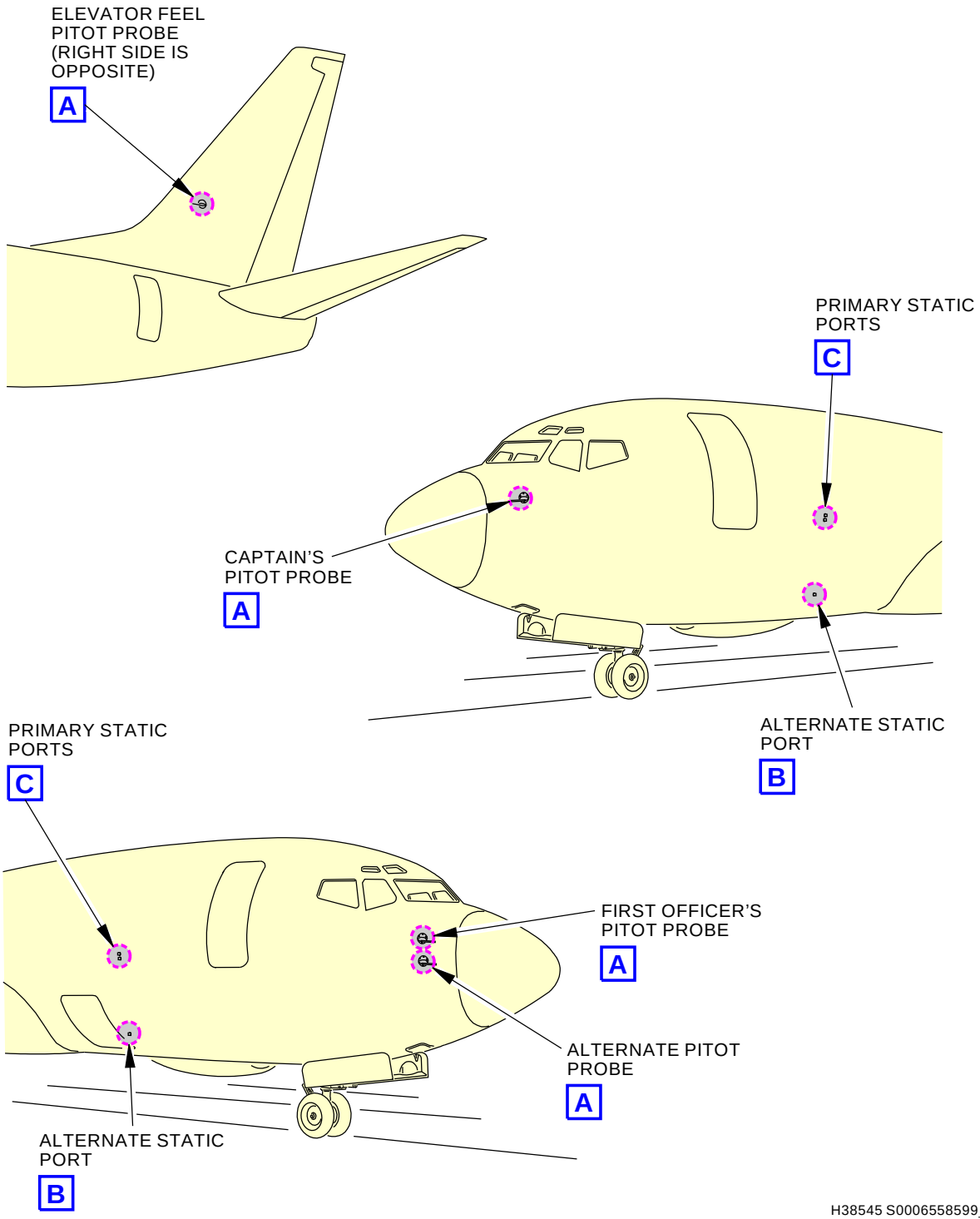


LOCK MECHANISM

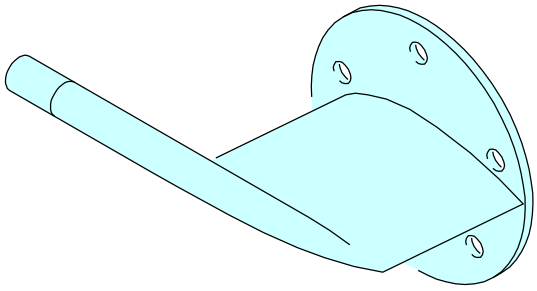
B

G46407 S0006558598_V3

Nose Landing Gear Downlock Pins Installation
Figure 203/10-11-01-990-803 (Sheet 2 of 2)



Pitot Static System - Component Location
Figure 204/10-11-01-990-804 (Sheet 1 of 2)

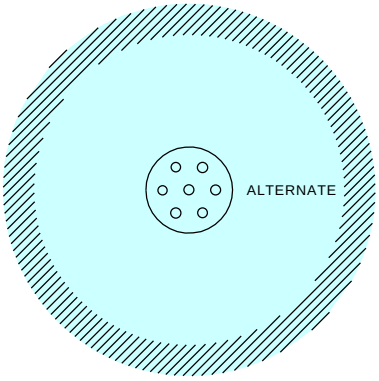


PITOT PROBE (EXAMPLE)

A

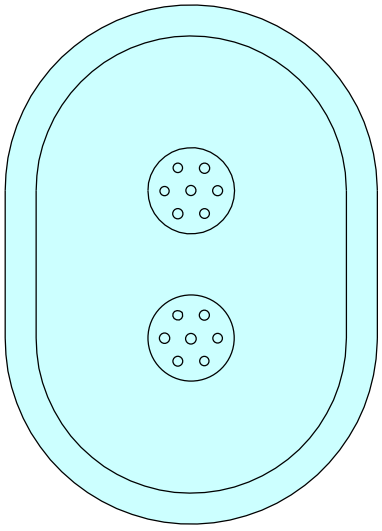
STATIC PORT

DO NOT PLUG OR DEFORM HOLES INDICATED AREAS MUST BE SMOOTH AND CLEAN



ALTERNATE STATIC PORT (EXAMPLE)

B

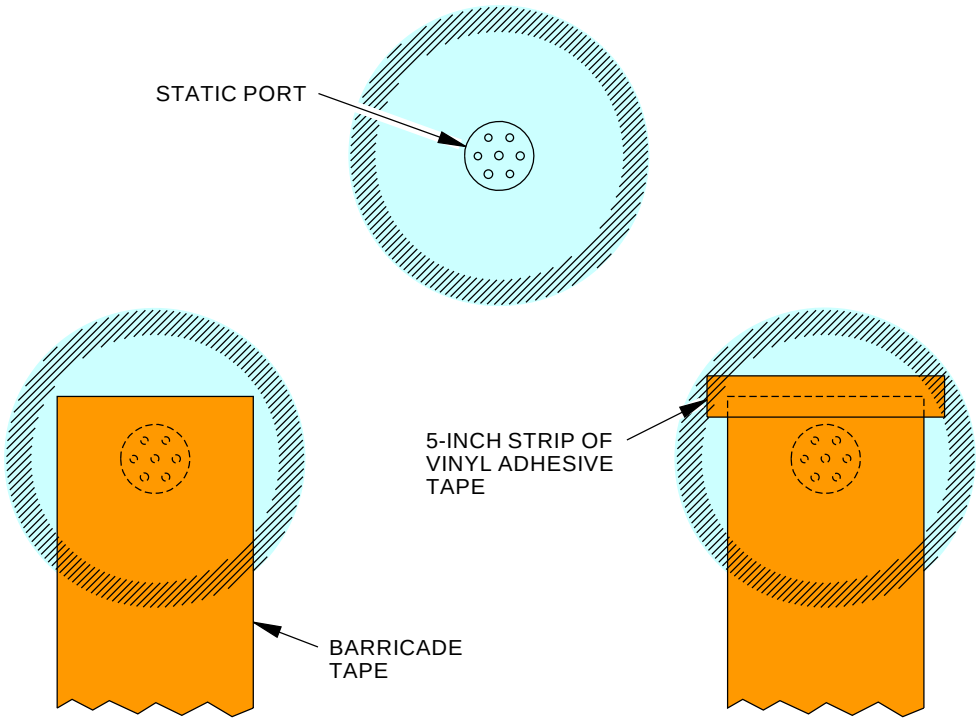


PRIMARY STATIC PORTS (EXAMPLE)

C

H38548 S0006558600_V3

Pitot Static System - Component Location
Figure 204/10-11-01-990-804 (Sheet 2 of 2)



STEP 1

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

STEP 2

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

STEP 3

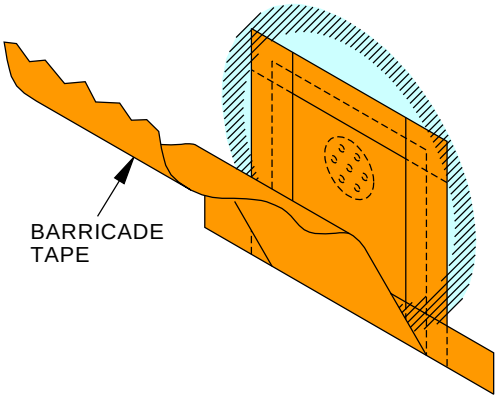
PUT TWO 5-INCH STRIPS OF VINYL ADHESIVE TAPE OVER THE SIDES OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE

STEP 4

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

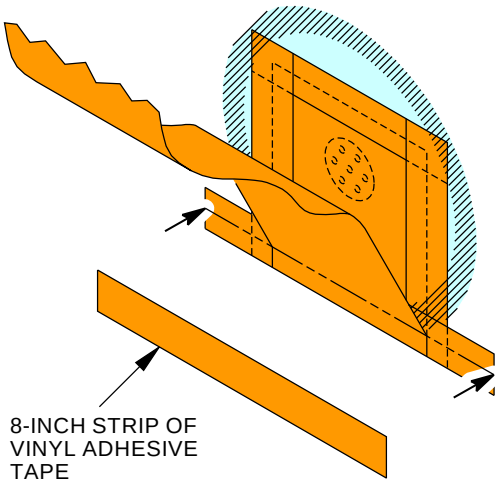
H38551 S0006558601_V3

Alternate Static Ports Cover Procedure
Figure 205/10-11-01-990-805 (Sheet 1 of 2)



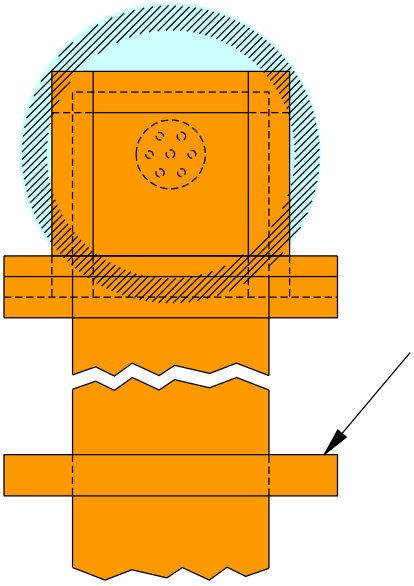
STEP 5

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



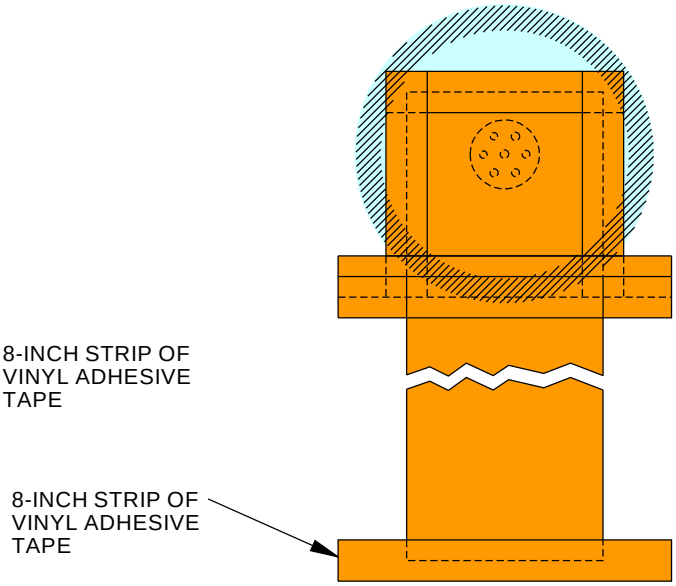
STEP 6

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



STEP 7

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

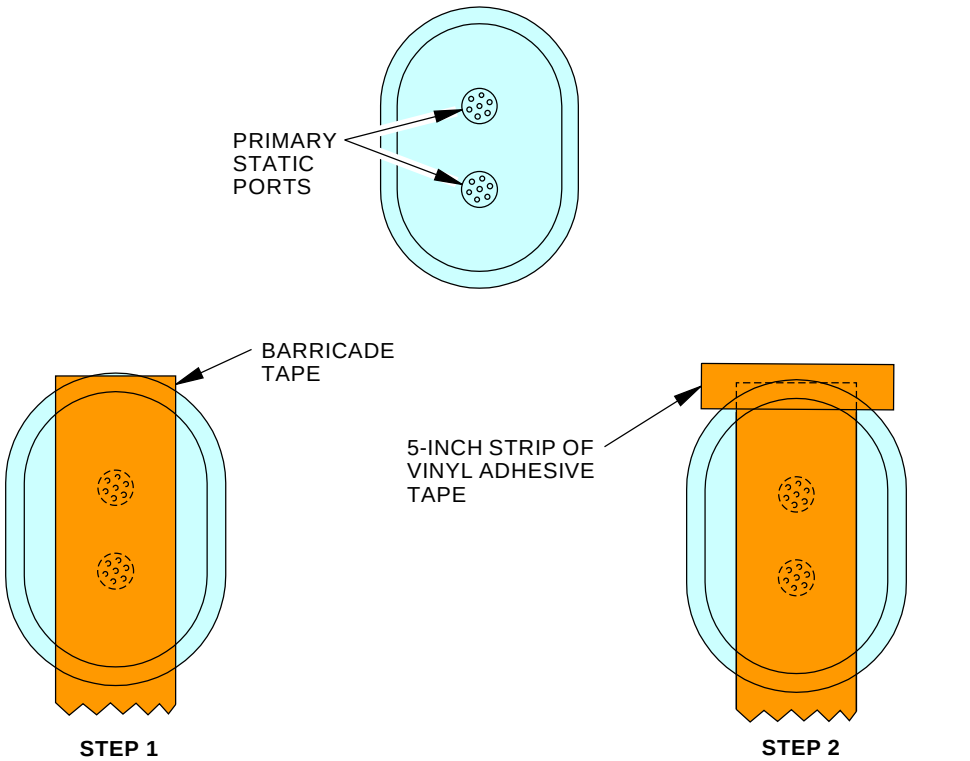


STEP 8

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

H38562 S0006558602_V3

Alternate Static Ports Cover Procedure
Figure 205/10-11-01-990-805 (Sheet 2 of 2)



STEP 1

PUT ONE END OF THE BARRICADE TAPE OVER THE STATIC PORTS TO COVER BOTH STATIC PORTS

STEP 2

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

STEP 3

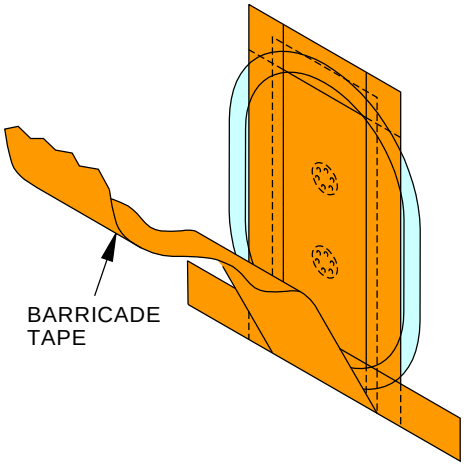
PUT TWO STRIPS OF VINYL ADHESIVE TAPE, EACH A MINIMUM OF 8 INCHES IN LENGTH, OVER THE SIDES OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE

STEP 4

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

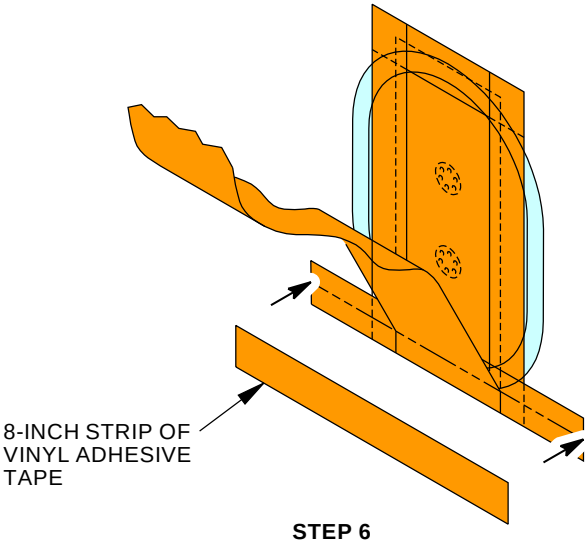
H38558 S0006558603_V3

Primary Static Ports Cover Procedure
Figure 206/10-11-01-990-806 (Sheet 1 of 2)



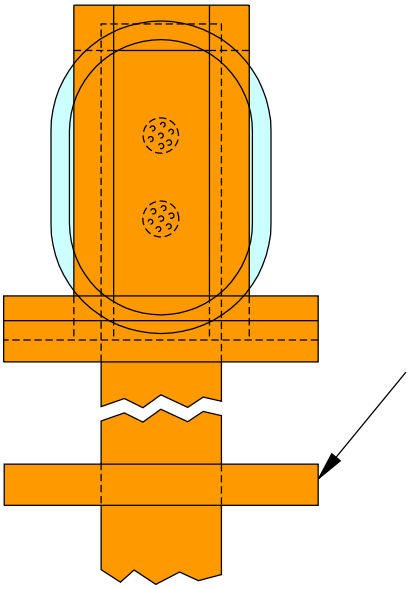
STEP 5

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



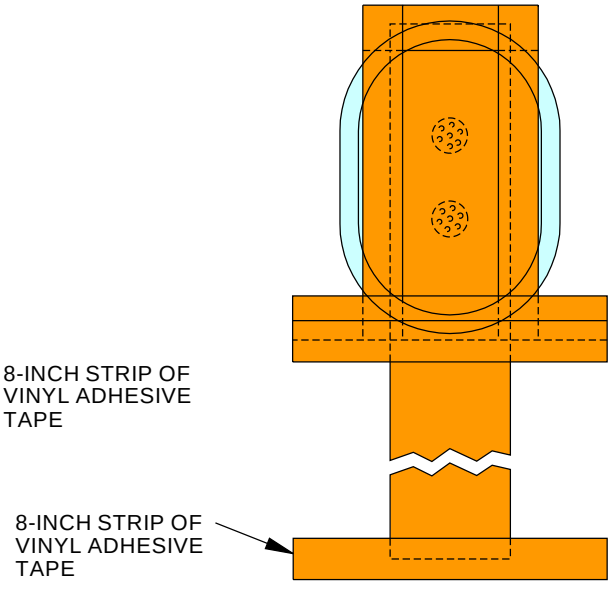
STEP 6

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



STEP 7

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

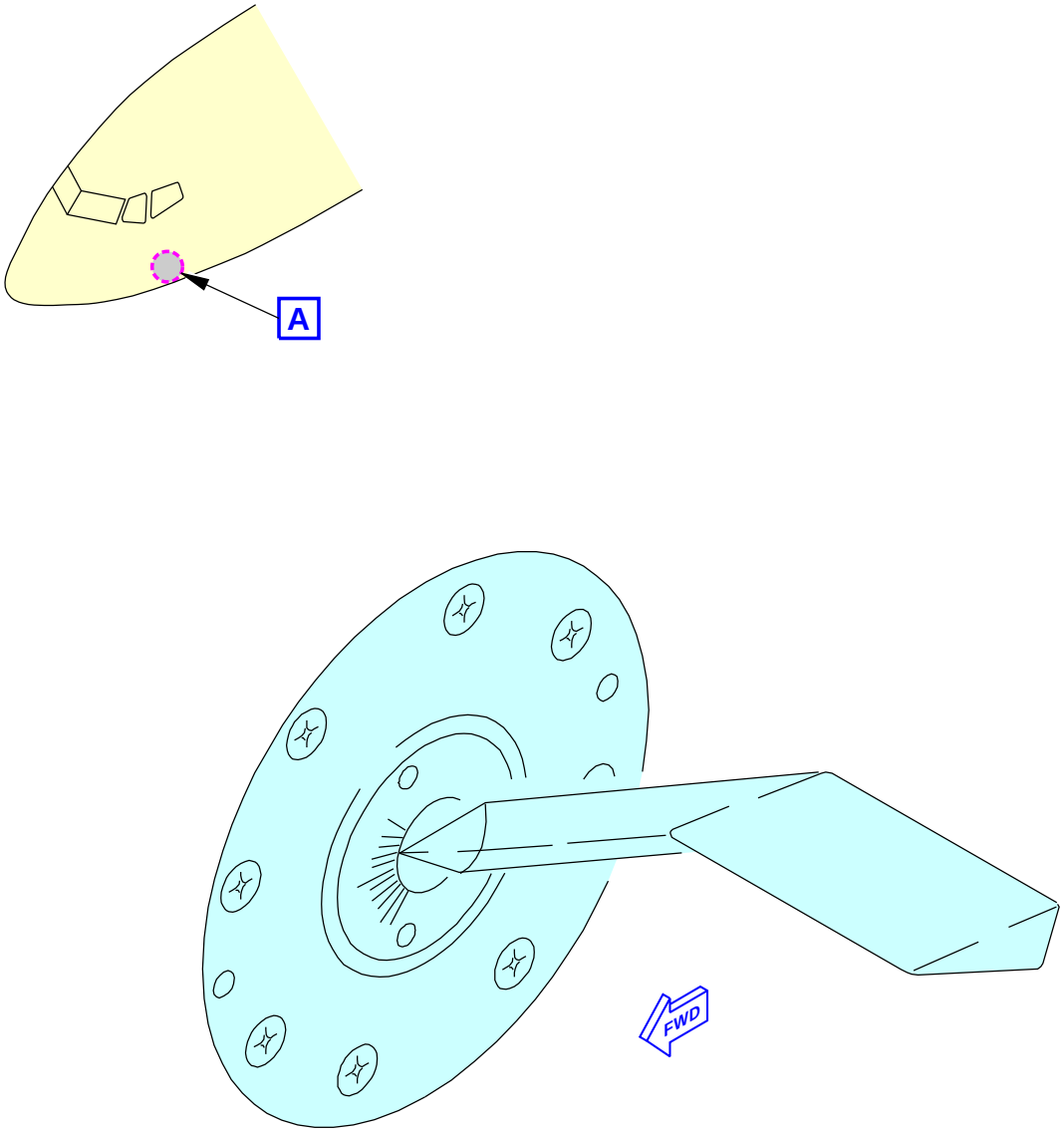


STEP 8

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

H38568 S0006558604_V3

Primary Static Ports Cover Procedure
Figure 206/10-11-01-990-806 (Sheet 2 of 2)



ANGLE OF ATTACK SENSOR

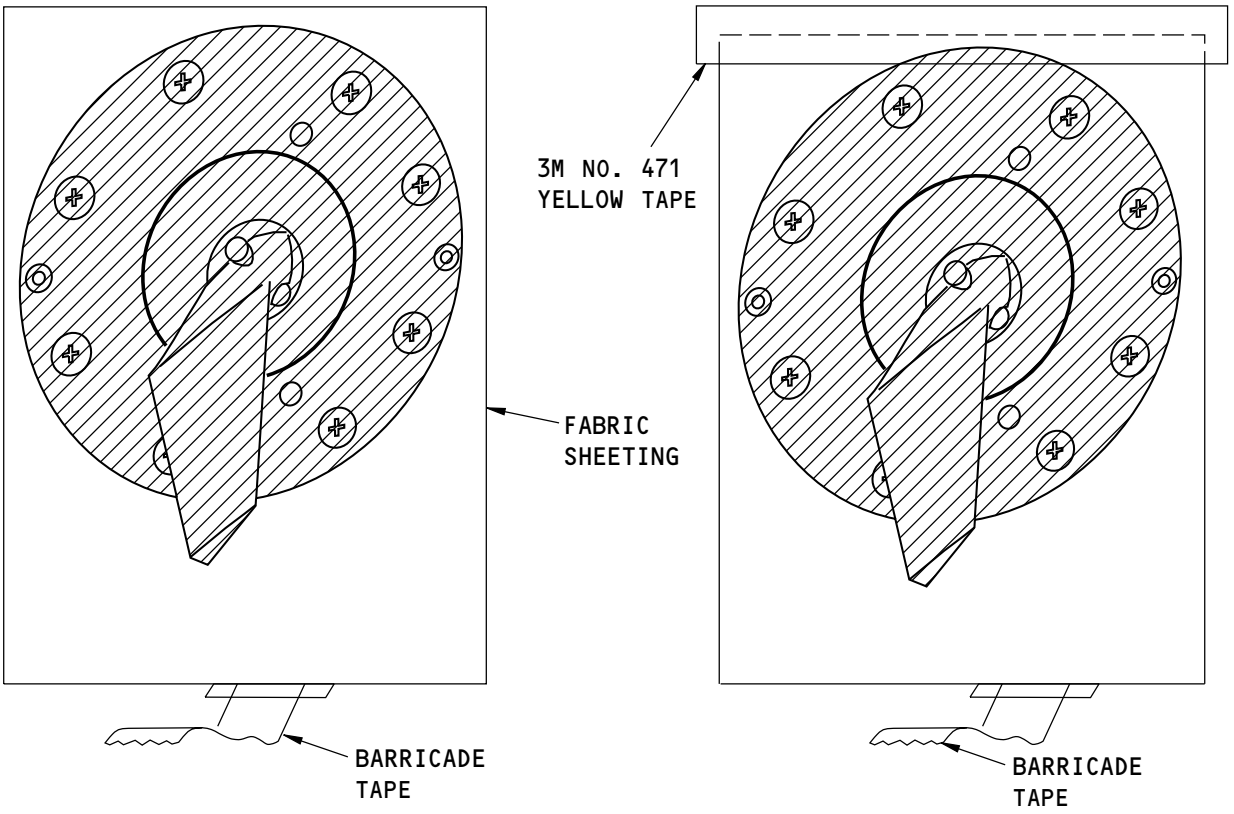
A

NOTE:

LEFT ANGLE-OF-ATTACK SENSOR SHOWN. RIGHT ANGLE-OF-ATTACK SENSOR SIMILAR.

2260258 S0000506798_V2

Angle of Attack Sensors - Component Locations
Figure 207/10-11-01-990-808

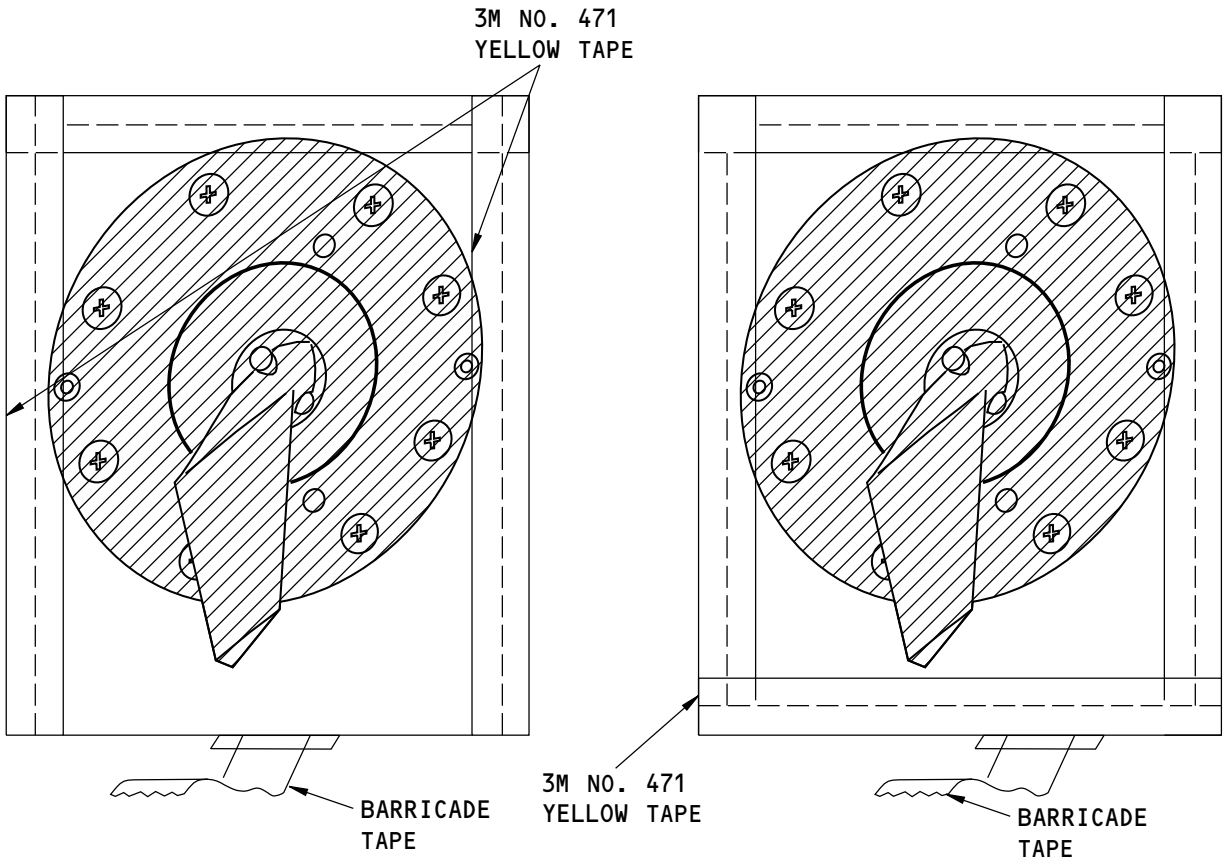


STEP 1
PUT THE FABRIC SHEETING OVER THE ANGLE-OF-ATTACK VANE WITH THE END WITH THE BARRICADE TAPE ATTACHED DOWN.

STEP 2
ATTACH THE TOP EDGE OF THE FABRIC SHEETING WITH VINYL ADHESIVE TAPE.

2258748 S0000505762_V1

Angle-of-Attack Sensor Cover Procedure
Figure 208/10-11-01-990-809 (Sheet 1 of 2)



STEP 3
ATTACH THE FABRIC SHEETING WITH ONE PIECE OF VINYL TAPE ON EACH VERTICAL EDGE, OVERLAPPING THE HORIZONTAL AT THE TOP STRIP OF TAPE.

STEP 4
ATTACH THE FABRIC SHEETING ON THE LOWER EDGE WITH ONE PIECE OF VINYL TAPE, OVERLAPPING EACH VERTICAL STRIP OF TAPE.

2259081 S0000506509_V1

Angle-of-Attack Sensor Cover Procedure
Figure 208/10-11-01-990-809 (Sheet 2 of 2)

HIGH WIND CONDITIONS PARKING - MAINTENANCE PRACTICES

1. General

A. This procedure contains one task. It gives the instructions to make sure the airplane stays in its position while it is parked in high wind conditions.

TASK 10-11-03-580-801

2. Park the Airplane

(Figure 201)

A. General

(1) Do these instructions with the usual parking procedures, do this task: (Airplane Parking, TASK 10-11-01-580-801).

(2) The airplane is made to be resistant to high velocity ground winds from all angles without mooring. However, if high velocity winds are expected, do the following airplane parking tasks.

NOTE: Special mooring provisions in the structure are considered to not be necessary because of the weight of the airplane.

(3) Make sure the airplane gross weight and center of gravity (CG) are within the limits for the anticipated wind gust velocity and ramp surface condition.

NOTE: Use different configurations of fuel in the tanks, and ballast in the lower cargo hold. Use the Weight and Balance Manual to calculate the correct loads necessary to get the specified airplane weight and balance condition.

(a) Locate points on the graph for a maximum weight airplane at maximum and minimum CG for your tire-to-ground friction conditions.

NOTE: Unless other friction data is available, use the friction coefficient at the lower end of the icy, wet or dry ranges.

(b) Interpolate between the two CG's to determine the wind speed for a maximum weight airplane at your CG, friction coefficient and brake conditions.

(c) Locate points on the graph for a minimum weight airplane at maximum and minimum CG for your tire-to-ground friction conditions.

(d) Interpolate between the two CG's to determine the wind speed for a minimum weight airplane at your CG, friction coefficient and brake conditions.

(e) Use the weight of your airplane to interpolate wind speed between maximum and minimum airplane weight wind speeds at your CG, friction coefficient and brake conditions.

(f) Wind speeds below the one you identify are acceptable for parking the airplane.

(4) The horizontal stabilizer position and CG position do not decrease the effects of side winds, but decrease the effects of headwinds.

NOTE: In the NOSE DOWN setting, the leading edge of the horizontal stabilizer goes up.

(a) To decrease the risk that the airplane will pitch:

1) Move the CG forward.

2) Set the flaps to the full up position. (Retracted)

3) Set the speed brakes up. (Extended)

4) Set the horizontal stabilizer to zero pilot units.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
10-11-05 P/B 201	CHOCK INSTALLATION
10-21-00-580-801	Moor the Airplane (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1501	Kit - Engine Cover Part #: BBJ-2001-JB-R Supplier: 4VVY1 Part #: BBJ-2001-JB-SDP Supplier: 4VVY1
COM-1503	Cover - Probe, Pitot Static Part #: KPC3-480-325 Supplier: 0P9C7
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
COM-1516	Cover - Engine Inlet, CFM56-7 Part #: WL14L96A Supplier: 8M213
COM-1517	Cover - Engine Exhaust Part #: WL15L96A Supplier: 8M213
COM-1519	Cover - Protective, Total Air Temperature Probe Part #: FTC102 Supplier: 0P9C7
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
SPL-1518	Plug - Auxilliary Power Unit (APU) Part #: RSABG0003 Supplier: 81205
SPL-14189	Protective Cover - AOA Vane Part #: C10004-1 Supplier: 81205

D. Procedure

SUBTASK 10-11-03-580-001

(1) Park the airplane, do this task: (Airplane Parking, TASK 10-11-01-580-801).

SUBTASK 10-11-03-860-001

WARNING: MAKE SURE THE WHEEL CHOCKS ARE CORRECTLY INSTALLED. IF THE WHEEL CHOCKS ARE NOT CORRECTLY INSTALLED, DAMAGE TO THE AIRPLANE CAN OCCUR DURING HIGH WINDS.

(2) Install the wheel chocks, COM-1505, and apply the parking brakes (CHOCK INSTALLATION, PAGEBLOCK 10-11-05/201).

(a) Put the wheel chocks, COM-1505 in front of and behind a minimum of one set of the main gear wheels on each truck .

(b) Put wheel chocks, COM-1505 in front of and behind the nose gear wheels, if it is necessary.

NOTE: This will reduce the movement of the airplane and prevent possible damage to the structure and equipment in high wind conditions.

(c) For each wheel that has wheel chocks, COM-1505 beneath it, do the following:

1) Tie the wheel chocks, COM-1505 in front of the wheel and the wheel chocks, COM-1505 behind the wheel together.

(d) Turn the battery switch to the ON position.

CAUTION: THE PARKING BRAKES WILL HAVE AN EFFECT FOR APPROXIMATELY 8 HOURS AFTER YOU SET THEM. BEFORE THE 8 HOURS ARE DONE, RELEASE AND SET THE BRAKES AGAIN. THIS WILL MAKE SURE THE HYDRAULIC PRESSURE IS SUFFICIENT TO HOLD THE AIRPLANE. IF THE HYDRAULIC PRESSURE IS NOT SUFFICIENT, THE AIRPLANE CAN MOVE AND CAUSE DAMAGE TO THE AIRPLANE.

(e) Push the brake pedals and pull up the parking brake handle on the captain's control stand.

(f) Then, release the pressure on the brake pedals and release the parking brake handle.

SUBTASK 10-11-03-860-002

(3) Turn the battery switch to the OFF position, if battery power is not necessary.

SUBTASK 10-11-03-860-003

(4) Make sure the flaps are in the full up position to decrease the wing lift.

SUBTASK 10-11-03-860-004

CAUTION: DO NOT PREVENT THE MOVEMENT OF THE CONTROL COLUMN OR THE RUDDER PEDALS. YOU CAN CAUSE DAMAGE TO THE CONTROL SYSTEM IF THE COLUMN OR THE PEDALS CANNOT MOVE.

(5) To decrease the risk that the airplane will pitch:

(a) Add fuel to the airplane to its maximum capacity.

(b) Move the CG fully forward.

(c) Set the horizontal stabilizer to zero pilot units.

(d) Set the speed brakes up (Extended).

SUBTASK 10-11-03-910-001

(6) In an area with many airplanes that are close together, moor the airplane, do this task: (Moor the Airplane, TASK 10-21-00-580-801).

SUBTASK 10-11-03-860-005

(7) Close all the doors and hatches.

SUBTASK 10-11-03-480-001

(8) Make sure all the covers and plugs are held tightly in their positions.

(a) The pitot static probe cover, COM-1503

(b) The engine cover kit, COM-1501 (preferred)

(c) The engine inlet cover, COM-1516 (alternate)

(d) The engine exhaust cover, COM-1517 (alternate)

(e) The Total Air Temperature (TAT) probe cover, COM-1519

(f) The (AOA) sensor angle of attack vane cover, COM-2499 (recommended) or AOA vane protective cover, SPL-14189 (alternate)

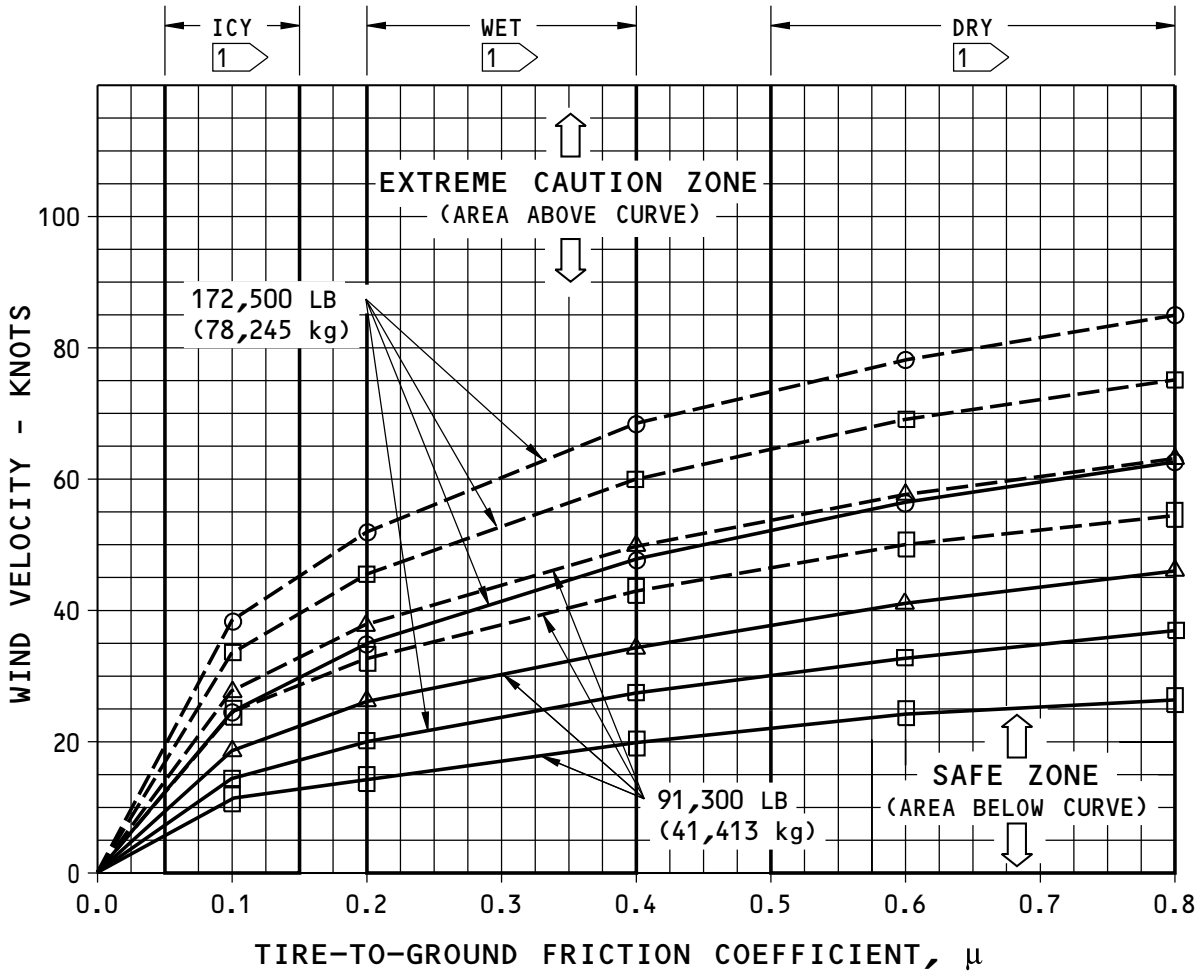
(g) The APU plug, SPL-1518

(h) Covers on all other openings, including vents and scoops.

SUBTASK 10-11-03-860-006

(9) Make sure that there is no ground equipment that can move and cause damage to the airplane during a high wind.

——— END OF TASK ———



	WEIGHT LB (kg)		CG (%MAC)
○	172,500	(78,245)	(6%)
□	172,500	(78,245)	(36%)
△	91,300	(41,413)	(6%)
▯	91,300	(41,413)	(36%)

——— PARKING WITHOUT PARKING BRAKE BEING SET FOR PARKING

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

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Airplane Stability - Maximum Wind for Parking
Figure 201/10-11-03-990-801 (Sheet 1 of 2)

NOTES:
A. FLAPS UP:
737-678 = 0 PILOT UNITS (HORIZONTAL)
737-900 = 4 PILOT UNIT
B. WIND FROM ANY DIRECTION
C. WIND GUST SHOULD BE ADDED TO STEADY WIND VELOCITY FOR MAXIMUM WIND SPEED
D. USE ACTUAL AIRPLANE WEIGHT, CG POSITION, AND TIRE-TO-GROUND FRICTION COEFFICIENT FOR INTERPOLATION
E. IF NO MEASURED VALUE FOR TIRE-TO-GROUND FRICTION COEFFICIENT IS AVAILABLE, USE THE LOWER LIMIT OF THE APPROPRIATE BOUNDED FRICTION BAND
F. WIND VELOCITIES HIGHER THAN INDICATED IN THE CHART ABOVE MAY CAUSE SLIDING OF THE NOSE GEAR OR MAIN GEAR TIRES
G. BASED ON ZERO PERCENT GROUND SLOPE
H. FOR TOWING AND MANEUVERING IN CLOSE PROXIMITY TO BUILDINGS OR OTHER AIRCRAFT, REDUCE THE ALLOWABLE WIND BY ONE-THIRD.
I. REDUCE THE WIND LIMITS TO ACCOUNT FOR OPERATIONS SUCH AS CONTAMINATED RUNWAYS.

1 APPROXIMATE NORMAL RANGES SHOWN

2 AFTER 8 HOURS, THE HYDRAULIC SYSTEM MUST BE REPRESSURIZED

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Airplane Stability - Maximum Wind for Parking
Figure 201/10-11-03-990-801 (Sheet 2 of 2)

CHOCK INSTALLATION

1. General

A. This procedure has the instructions for the installation of chocks for these conditions:

(1) Winds or wind gusts to a maximum of 35 knots (40 mph) (65 km/hr).

(2) Winds of more than 35 knots (40 mph) (65 km/hr).

B. This procedure does not have instructions for the installation of chocks during engine operation.

(1) For the instructions for the installation of chocks during engine operation, see this task: Procedure to Prepare the Engine for Operation, TASK 71-00-00-700-818-F00.

TASK 10-11-05-500-801

2. Chock Installation in Winds or Wind Gusts to a Maximum of 35 Knots

(Figure 201)

A. General

(1) This procedure has the instructions for the installation of wheel chocks, COM-1505 in winds or wind gusts to a maximum of 35 knots (40 mph) (65 km/hr).

(a) It is not mandatory to install wheel chocks, COM-1505 on the tires of the nose landing gear.

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205

C. Procedure

SUBTASK 10-11-05-860-001

(1) If you install chocks to the nose landing gear tires, do these steps to deactivate the nose landing gear steering system:

(a) Move the towing lever, on the forward side of the nose landing gear, to the TOW position.

NOTE: This isolates the steering system for the nose landing gear from hydraulic power.

WARNING: ONLY USE THE CORRECT PIN FOR THE AIRPLANE MODEL. IF YOU USE AN INCORRECT PIN, THE HYDRAULIC STEERING CAN OPERATE. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(b) Install the NLG towing lever pin, SPL-1499, through the towing lever to hold the lever in the towing position.

SUBTASK 10-11-05-580-001

(2) Put wheel chocks, COM-1505 forward and aft of the inboard (or outboard) set of tires of each main landing gear.

NOTE: It is not mandatory to install wheel chocks, COM-1505 on both the inboard and outboard set of tires.

(a) If the ramp does not slope, do the steps that follow.

1) Put the aft nose landing gear wheel chocks, COM-1505 approximately 2 in. (51 mm) from the tires, if you will install the wheel chocks, COM-1505 to the nose landing gear.

NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks, COM-1505 if you install them nearer to the tire.

2) Put the main landing gear wheel chocks, COM-1505 approximately 2 in. (51 mm) from the tires.

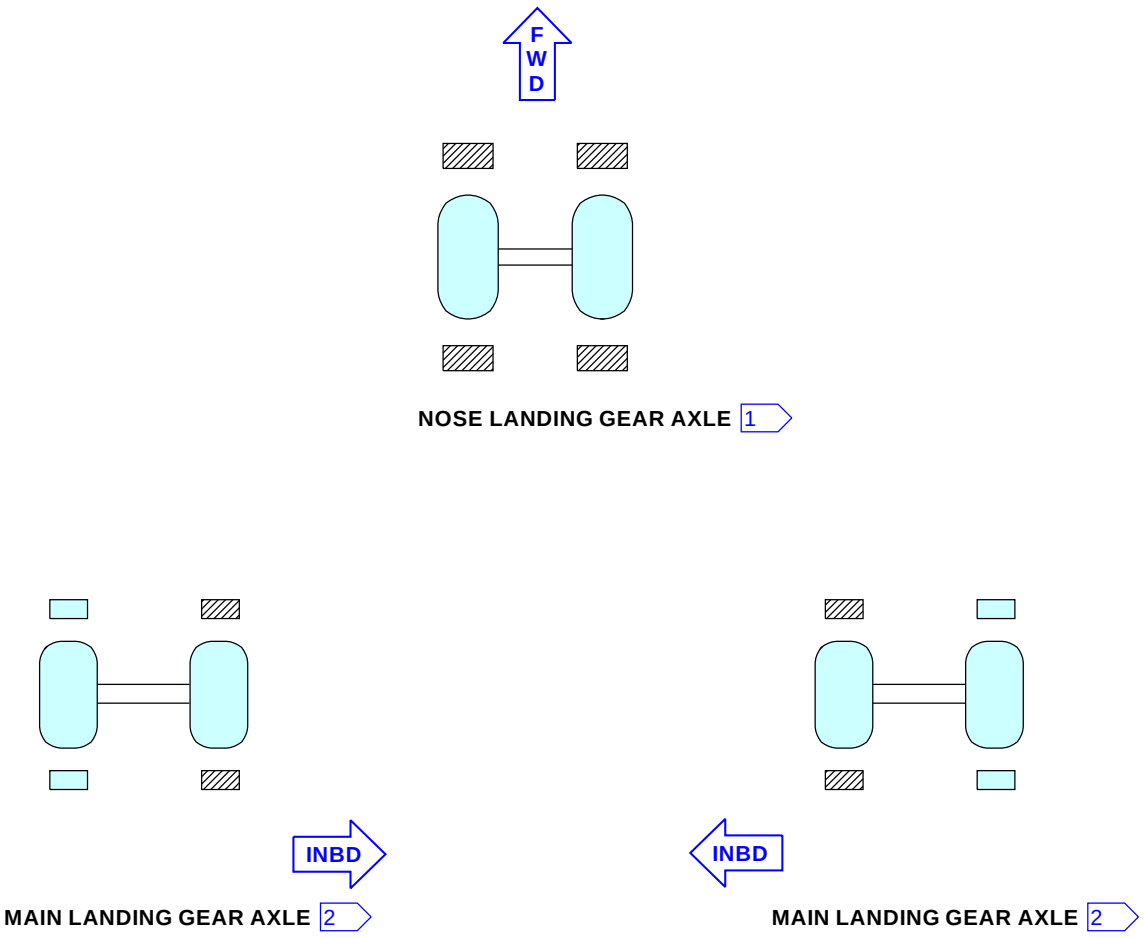
NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks, COM-1505 if you install them nearer to the tire.

(b) If the ramp slopes, do the steps that follow.

1) Put the wheel chocks, COM-1505 that are down from the nose landing gear and main landing gear tires such that they touch the tires.

2) Put the wheel chocks, COM-1505 up from the nose landing gear and main landing gear tires approximately 2 in. (51 mm) from the tires.

——— END OF TASK ———



LEGEND:

RECOMMENDED CHOCKS

OPTIONAL CHOCKS

1 OPTIONAL TO CHOCK THE NOSE LANDING GEAR TIRES.

2 CHOCK THE FORWARD AND AFT TIRES ON EITHER THE INBOARD (OR OUTBOARD) SIDE OF EACH MAIN LANDING GEAR AXLE.

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Chock Installation in Winds or Wind Gusts up to 35 Knots
Figure 201/10-11-05-990-801

TASK 10-11-05-500-802

3. Chock Installation in Winds of More than 35 Knots

A. General

(1) This procedure has the instructions for chock installation when the wind is more than 35 knots (40 mph) (65 km/hr).

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205

C. Procedure

SUBTASK 10-11-05-860-002

(1) To deactivate the nose landing gear steering, do these steps:

(a) Move the towing lever, on the forward side of the nose landing gear, to the TOW position.

NOTE: This isolates the steering system for the nose landing gear from hydraulic power.

WARNING: ONLY USE THE CORRECT PIN FOR THE AIRPLANE MODEL. IF YOU USE AN INCORRECT PIN, THE HYDRAULIC STEERING CAN OPERATE. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(b) Install the NLG towing lever pin, SPL-1499, through the towing lever to hold the lever in the towing position.

SUBTASK 10-11-05-580-002

(2) Do these steps when the wind will be more than 35 knots (40 mph) (65 km/hr).

(a) Put wheel chocks, COM-1505 forward and aft of the inboard and outboard set of tires on each main landing gear.

1) If the ramp does not slope, do the steps that follow.

a) Put the main landing gear wheel chocks, COM-1505 approximately 2 in. (51 mm) from the tires.

NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks, COM-1505 if you install them nearer to the tire.

2) If the ramp slopes, do the steps that follow.

a) Put the wheel chocks, COM-1505 that are down from the main landing gear tires such that they touch the tires.

b) Put the wheel chocks, COM-1505 up from the main landing gear tires approximately 2 in. (51 mm) from the tires.

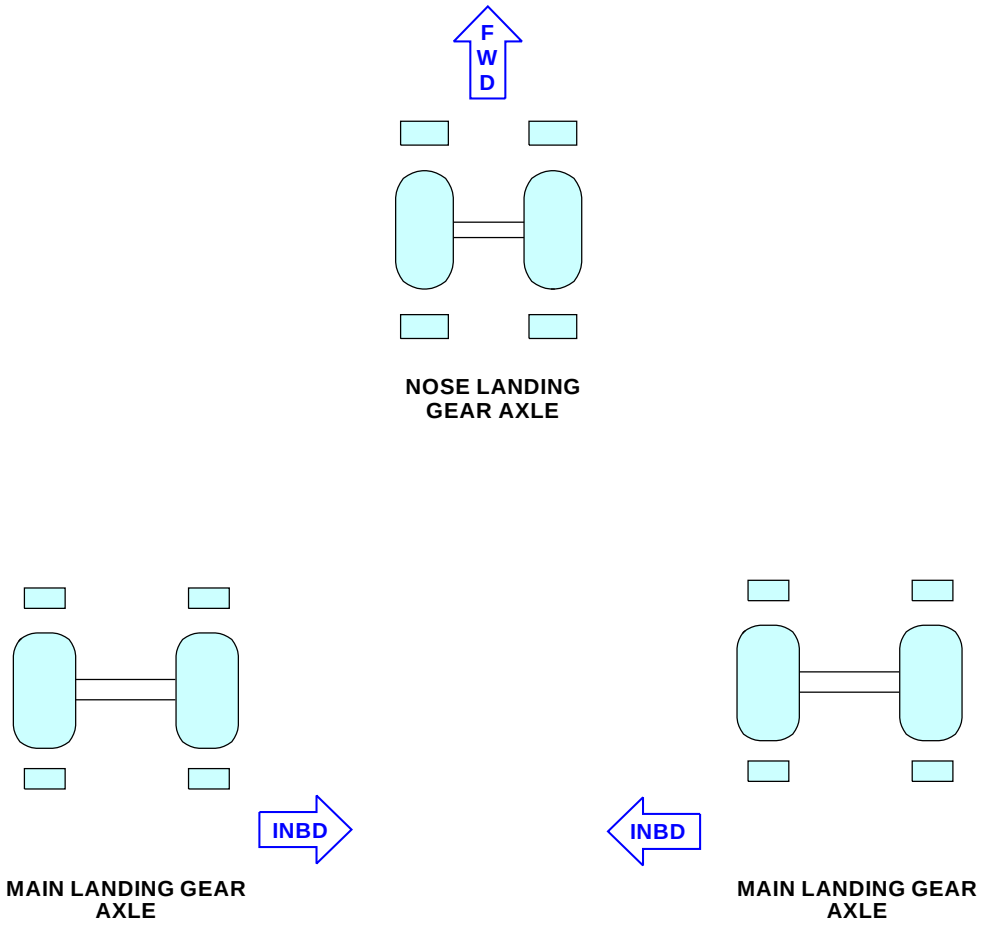
(b) Put wheel chocks, COM-1505 forward and aft of the tires on the nose landing gear.

1) If the ramp does not slope, do the steps that follow.
   a) Put the nose landing gear wheel chocks, COM-1505 approximately 2 in. (51 mm) from the tires.

      NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks, COM-1505 if you install them nearer to the tire.

2) If the ramp slopes, do the steps that follow.
   a) Put the wheel chocks, COM-1505 that are down from the nose landing gear tires such that they touch the tires.
   b) Put the wheel chocks, COM-1505 up from the nose landing gear tires approximately 2 in. (51 mm) from the tires.

——— END OF TASK ———



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Chock Installation in Winds of More than 35 Knots
Figure 202/10-11-05-990-802

PROLONGED PARKING - MAINTENANCE PRACTICES

1. General

A. When the airplane is initially put into storage, do the tasks to Prepare the Airplane for Storage for the appropriate time period.

B. During the storage, do the tasks for Service and Protection on the appropriate cycles.

C. This procedure has these tasks:

(1) Prepare the Airplane for Storage for More Than Seven Days (1 Week)

(2) Prepare the Airplane for Storage for More Than 30 Days (1 Month)

(3) Prepare the Airplane for Storage for More Than 60 Days (2 Months)

(4) Prepare the Airplane for Storage for More Than 365 Days (1 Year)

(5) Service and Protection on 7 Day (1 Week) Cycles.

(6) Service and Protection on 14 Day (2 Week) Cycles.

(7) Service and Protection on 30 Day (1 Month) Cycles.

(8) Service and Protection on 60 Day (2 Month) Cycles.

(9) Service and Protection on 90 Day (3 Month) Cycles

(10) Service and Protection on 180 Day (6 Month) Cycles

(11) Service and Protection on 365 Day (1 Year) Cycles

(12) Put the Airplane Back to a Serviceable Condition After the Storage.

TASK 10-12-02-550-802

2. Prepare The Airplane For Storage for More Than Seven Days

A. General

(1) When an airplane is not operated for 7 days or more, the airplane must be protected. The procedures that follow will prevent the deterioration of the airplane structure, finish, or system components. There are different procedures to prepare some systems for storage. These procedures are calculated by the length of time the airplane is to be in storage.

(2) Be careful when you remove and install the static port covers or pitot probe covers of the airplane. There are very important precautions to obey when you install and remove the covers.

(a) Refer to (Airplane Parking, TASK 10-11-01-580-801) for the normal parking maintenance practices procedure. This procedure will show you how to remove/install static port and pitot probe covers and where to find the static ports and pitot probes on the airplane.

(b) Refer to Cold Weather Maintenance Procedure, TASK 12-33-01-600-802 and Cold Weather Unattended Parking at Temperatures Below 32°F (0°C), TASK 12-33-02-600-805 if there is cold weather.

(3) The airplane storage times are categorized as follows:

- Short Term Storage - Applies to times that are 0 to 60 days unless specified differently
- Long Term Storage - Applies to times that are more than 60 days unless specified differently.

(4) Do this procedure if you think the airplane will be stored for more than 7 days (1 week).

(5) If you think the storage time will be for a specified time, do this procedure.

(a) Also, do any additional procedures as necessary for the applicable storage time of your airplane.

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(6) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 201/10-12-02-993-828

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done at the start of the storage time.** PREPARE THE AIRPLANE FOR STORAGE FOR MORE THAN SEVEN (7) DAYS	
AIRPLANE AREA	ABBREVIATED PROCEDURE
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: - wash the airplane, if necessary - remove stains and corrosion - inspect the composite panels - install pitot covers - install all static port covers - cover all probes.
LANDING GEAR	Do these steps: - install wheel chocks (CHOCK INSTALLATION, PAGEBLOCK 10-11-05/201) - release parking brake - install down lock pins - service the struts - remove corrosion - lubricate the landing gear - service the tires - apply corrosion preventive compound - lubricate wheel bearings - put covers on brakes/wheels/tires - service the shock struts.
POWERPLANT	Do these steps: - preserve or remove the engine - if the engine is removed, cap and stow hydraulic and fuel lines, and wires. Prevent moisture from accumulating on the strut.
APU	Do this step: - operate the APU weekly or preserve the APU.

Table 201/10-12-02-993-828 (Continued)

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the start of the storage time.	
FIRE PROTECTION	Do these steps: - test the fire extinguisher circuits - weigh all portable fire extinguishers.
ELECTRICAL/ELECTRONIC	Do these steps: - ground the airplane - put all switches in the OFF position - check the components in the E/E Bay - open all necessary circuit breakers - apply electrical power for 2 hours - if parking brake is set, open antiskid circuit breakers - remove or disconnect main battery.
FLIGHT COMPARTMENT	Do these steps: - open pitot heat circuit breakers - put a cloth or cover on the glare shield.
OXYGEN SYSTEMS	Do this step: - check hydrostatic dates of cylinders - close all oxygen cylinder shut-off valves - remove the crew oxygen system masks and put them in clean polyethylene bags.
AIR CONDITIONING	Do these steps: - drain water separators - clean coalescer - seal all external openings - close outflow valves.
HYDRAULIC	Do these steps: - check for leaks - service all systems - lubricate all component bearings.
EQUIPMENT AND FURNISHINGS	Do these steps: - put covers on internal furnishings - if necessary, remove seats - if necessary, remove carpet - if carpet not removed, install carpet runners - if seats not removed, install seat covers - if carpet and seats not removed, close window shades - clean trays and waste containers - check galleys and toilets - make sure escape slide girt bars are stowed.

Table 201/10-12-02-993-828 (Continued)

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the start of the storage time.	
WATER AND WASTE	Do these steps: - drain potable water - disinfect potable water system - drain and flush all toilet tanks.
FLIGHT CONTROLS	Do these steps: - move all flight control surfaces - put all actuators in initial position - lubricate all flight controls - lubricate all visible cables - open all drain holes - put flaps FULL UP - put slats FULL UP - remove snow if more than 8 inches accumulates.
FUEL	Do these steps: - make sure tanks are greater than 10% full - put in biocide if applicable - drain water (sumps and surge tanks) - cover fuel vent openings - check for fuel leaks.
NITROGEN GENERATING SYSTEM	Do these steps: - Cover the dedicated ram inlet and outlet.

B. References

Reference	Title
10-11-01 P/B 201	NORMAL PARKING - MAINTENANCE PRACTICES
10-11-01-580-801	Airplane Parking (P/B 201)
10-11-05 P/B 201	CHOCK INSTALLATION
12-11-00-650-802	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel System Sumping (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-14-01-600-801	Potable Water System - Drain (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-51-610-802	Add Nitrogen or Air to the Tire (P/B 301)
12-15-61-610-801	Landing Gear Shock Strut Fluids (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)

(Continued)

Reference	Title
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-11-600-801	Aileron Balance Tab Lubrication (P/B 301)
12-22-11-640-801	Aileron Hinge Lubrication (P/B 301)
12-22-11-640-802	Aileron Tab Control Rods Lubrication (P/B 301)
12-22-11-640-803	Aileron Wing Quadrant Control Rod Lubrication (P/B 301)
12-22-11-640-804	Aileron Power Output Lever Lubrication (P/B 301)
12-22-21-600-801	Rudder Power Control Units (PCUs) Lubrication (P/B 301)
12-22-21-600-802	Spring Slider Shaft Lubrication (P/B 301)
12-22-21-640-801	Rudder Hinge Lubrication (P/B 301)
12-22-31-600-801	Elevator Buss Crank and Master Arm Fitting - Lubrication (P/B 301)
12-22-31-640-801	Elevator Hinge Bearings - Lubrication (P/B 301)
12-22-31-640-802	Elevator Tab Hinge Lubrication (P/B 301)
12-22-41-600-801	Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication (P/B 301)
12-22-41-600-802	Stabilizer Trim System Chain - Lubrication (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-806	U-Joint and Tee Angle Gearbox Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-814	Inboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-51-640-815	Outboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-816	Outboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-61-600-801	Spoiler Mixer Lubrication (P/B 301)
12-22-61-600-802	Flight Spoiler Actuator Quadrant and Rod End Lubrication (P/B 301)

(Continued)

Reference	Title
12-22-61-640-801	Outboard Ground Spoiler Actuator Lubrication (P/B 301)
12-22-71-600-801	Leading Edge Slat Main Track Rollers Lubrication (P/B 301)
12-22-71-640-801	Leading Edge Main and Auxiliary Tracks Lubrication (P/B 301)
12-22-81-600-801	Speedbrake Lever Brake Assembly Lubrication (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-33-01-600-802	Cold Weather Maintenance Procedure (P/B 301)
12-33-02-600-805	Cold Weather Unattended Parking at Temperatures Below 32°F (0°C) (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Polish the External Surfaces of the Airplane (P/B 201)
20-40-11-910-801	Static Grounding (P/B 201)
21-31-00-710-801	Pressurization System Manual Mode Test (P/B 501)
21-51-14-000-801	Water Extractor Removal (P/B 401)
21-51-16-000-801	Water Spray Nozzle Removal (P/B 401)
24-22-00-860-813	Supply External Power (P/B 201)
24-31-00-700-801	The Operational Test of the DC System (P/B 501)
24-31-11-000-802-002	Battery Removal (P/B 401)
25-11-01-000-801	Captain's and First Officer's Seat Removal (P/B 401)
25-11-02-000-801	First Observer's Seat Removal (P/B 401)
25-11-02-000-802	Second Observer's Seat Removal (P/B 401)
25-22-00-000-801	Passenger Seat - Removal (P/B 401)
25-25-12-000-801	Attendants' Seat Removal (P/B 401)
25-27-15-000-801	Carpet Removal (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
26-10-00-710-801	Fire and Overheat Detection System - Operational Test (P/B 501)
26-20-00-210-801	APU Fire Extinguishing Bottle Check (P/B 601)
26-21-00-730-802	Engine Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-22-00-730-802	APU Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-23-00-730-802	Cargo Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguishers - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection/Check (P/B 601)
27-11-00-700-809	Aileron Travel Test (P/B 501)
27-11-00-730-801	Aileron Trim Response Test (P/B 501)
27-21-00-700-815-002	Rudder Centering Test (P/B 501)
27-21-00-700-817-002	Rudder Travel Test (P/B 501)
27-21-00-700-819-002	Rudder Trim System Test (P/B 501)

(Continued)

Reference	Title
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-41-00-700-801	Stabilizer Manual Trim and Trim Indicator Test (P/B 501)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
27-88-00-710-801	Leading Edge Flap and Slat Position Indicating System - Operational Test (P/B 501)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
38-10-00-600-801	Potable Water System - Disinfectant (P/B 201)
49-11-00-600-802	APU Preservation - Mild Environment (P/B 201)
49-11-00-600-803	APU Preservation - Severe Environment (P/B 201)
51-21-31-350-801	Removal and Control of Corrosion for Aluminum and Aluminum Alloys (P/B 701)
51-21-31-350-802	Removal and Control of Corrosion for Magnesium Alloys (P/B 701)
51-21-31-350-803	Removal and Control of Corrosion for Carbon Steel (P/B 701)
51-21-31-350-804	Removal and Control of Corrosion for Stainless Steel and Nickel-Chromium Alloys (P/B 701)
51-21-31-350-805	Removal and Control of Corrosion for Titanium Alloys (P/B 701)
51-21-31-350-806	Removal and Control of Corrosion for Plated or Phosphated Surfaces (P/B 701)
51-21-95-100-801	Rust and Corrosion Removal (P/B 701)
71-00-03-600-802-F00	Preservation of An Engine On-Wing (Task Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1503	Cover - Probe, Pitot Static Part #: KPC3-480-325 Supplier: 0P9C7
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752

(Continued)

Reference	Description
COM-1509	Cover - Protective, Main Landing Gear Wheels/Brakes Part #: WL07J99 Supplier: 8M213
COM-1519	Cover - Protective, Total Air Temperature Probe Part #: FTC102 Supplier: 0P9C7
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
COM-11084	Cover - Protective, Nose Landing Gear Wheels Part #: WL08J99 Supplier: 8M213
SPL-1513	Cover - Probe, Ice Detector Part #: 0061BN1 Supplier: 59885
SPL-1880	Equipment - Downlock, NLG and MLG Part #: C32026-6 Supplier: 81205 Opt Part #: C32026-1 Supplier: 81205
SPL-14189	Protective Cover - AOA Vane Part #: C10004-1 Supplier: 81205
STD-6132	Work Platform - Aerial , 27' Minimum Working Height, 300 lb Minimum Working Capacity and 20' Minimum Platform Horizontal Working Reach

D. Consumable Materials

Reference	Description	Specification
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
C00174	Compound - Corrosion Preventive, Solvent Cutback, Cold Application	MIL-PRF-16173 (Supersedes MIL-C-16173)
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00070	Fluid - Hydraulic, Petroleum Base	MIL-PRF-5606 (Replaces MIL-H-5606)
D00106	Fluid - Hydraulic, Petroleum Base, For Preservation And Operation	MIL-PRF-6083 (NATO C-635)
D00510	Lubricant - Landing Gear Shock Strut Additive - Lubrizol 1395	
D00633	Grease - Aircraft General Purpose	BMS3-33
G00452	Additive, Fuel - Biobor JF	
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G02347	Biocide - Fuel - Kathon FP1.5	
G02444	Tag - Red Paper, "STATIC PORTS COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	

(Continued)

Reference	Description	Specification
G02447	Tag - Red Paper, "PITOT PROBES COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G50346	Compound - Corrosion Preventive	BMS3-26 Type 2

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-620-001

(1) Prepare the fuselage for storage.

NOTE: If the storage time will be less than two months, no external protection of the external surfaces is necessary. This is if there are no unusual weather conditions and the atmospheric contamination does not cause damage to the external surface of the airplane.

(a) Wash the airplane if it is necessary, do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801.

NOTE: Wash/clean the airplane to get a good surface condition to check the fuselage for leaks, corrosion, staining, or other deterioration. Stains are the discoloration of the surface. Oil and other liquids can mix with dust particles and unwanted material and can cause damage to the airplane finish. Rain streaked dust that has collected is not dangerous unless the dust contains pollutants that can cause corrosion and damage to the airplane finish.

1) To remove the stains, wash the area or polish the airplane with approved polishes, do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-802.

2) If corrosion is found, remove the corrosion, do these tasks: .

a) Removal and Control of Corrosion for Aluminum and Aluminum Alloys, TASK 51-21-31-350-801

b) Rust and Corrosion Removal, TASK 51-21-95-100-801

3) Remove the stains, dirt, oil, fuel spills, volcanic ash and other contaminants in the engines, APU, landing gear, wheel wells, overboard drains, and air conditioning pack exhausts.

(b) If for outside storage, there are high winds, or exposure to corrosive substances, or industrial pollutants, do the step that follows:

1) Inspect all wing and empennage composite panels to see if the paint is satisfactory.

NOTE: If you find the paint chipping or peeling, the surfaces must be repainted or covered. This is to protect them from Ultra Violet (UV) radiation.

(c) Make sure that these circuit breakers are open and have safety tags:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT

(Continued)

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

(d) Attach a "PITOT PROBES COVERED" tag, G02447 to the top of the left control wheel in the flight compartment.

WARNING: WHEN THE PITOT PROBES HAVE COVERS ON THEM, MAKE SURE THAT A PERSON ON THE GROUND CAN SEE THE COVERS. ALSO MAKE SURE YOU ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT AS A REMINDER THAT THE PITOT PROBES HAVE COVERS ON THEM. IF THE COVERS ARE NOT REMOVED FROM THE PITOT PROBES, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

CAUTION: WHEN AN OPENING HAS A COVER ON IT, MAKE SURE THAT A PERSON ON THE GROUND CAN SEE THE COVER. MAKE SURE YOU DO NOT OPERATE ENGINES WHEN PITOT-PROBE, STATIC- PORT, OR OTHER COVERS ARE INSTALLED. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

CAUTION: MAKE SURE THAT THE PITOT PROBE COVER IS IN GOOD CONDITION. FIBERS FROM THE COVER WITH OTHER CONTAMINATION CAN CAUSE A BLOCKAGE IN THE PROBE. THIS CAUSES DAMAGE TO THE PROBE.

(e) Install the pitot static probe covers, COM-1503 (3 locations) on the pitot static probes, for protection from dirt, dust, debris, ice, snow, and volcanic ash.

NOTE: Attach the pitot probe streamers to the fuselage with tape to prevent abrasion damage to the skin and the painted surface.

(f) Put pitot static probe covers, COM-1503 (2 locations) on the pitot probes located on the vertical stabilizer for protection from dirt, debris, dust ice, snow, and volcanic ash.

1) It is optional to use an aerial work platform, STD-6132.

WARNING: WHEN THERE ARE COVERS ON THE STATIC PORTS, MAKE SURE THAT PERSONNEL CAN SEE THAT CONDITION FROM THE GROUND. ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE STATIC PORTS HAVE COVERS. COVERS ON THE STATIC PORTS CAN CAUSE LARGE ERRORS IN AIRSPEED AND ALTITUDE SIGNALS. THIS IS DANGEROUS DURING FLIGHT.

CAUTION: WHEN AN OPENING HAS A COVER ON IT, MAKE SURE THAT A PERSON ON THE GROUND CAN SEE THE COVER. MAKE SURE YOU DO NOT OPERATE ENGINES WHEN PITOT-PROBE, STATIC- PORT, OR OTHER COVERS ARE INSTALLED. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

(g) Put covers on the static pressure ports for protection from dirt, dust, debris, ice, snow, and volcanic ash. The procedure to attach static port covers to the airplane using orange barricade tape that has "REMOVE BEFORE FLIGHT" printed on it in black letters and 3M No. 471 yellow vinyl adhesive tape, is NORMAL PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-11-01/201.

(h) Attach a "STATIC PORTS COVERED" tag, G02444 to the top of the left control wheel in the flight compartment.

(i) Attach a red tag with wire to the top of the left control wheel in the flight compartment.

1) Write “AOA SENSORS COVERED” on the tag.

(j) Cover the angle-of-attack (AOA) sensors with the angle of attack vane cover, COM-2499 (recommended) or AOA vane protective cover, SPL-14189 (alternate).

NOTE: This is to protect from dirt, dust, debris, ice, snow, and volcanic ash.

1) See NORMAL PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-11-01/201 for the procedures to cover the AOA sensors.

(k) Put the protective covers on these forward external items of the airplane:

1) Temperature probe (probe cover, COM-1519)

2) Ice detector (probe cover, SPL-1513)

F. Landing Gear

SUBTASK 10-12-02-620-003

(1) Prepare the landing gear systems for storage.

(a) Put wheel chocks, COM-1505 in front of and behind the main landing gear wheels Airplane Parking, TASK 10-11-01-580-801, CHOCK INSTALLATION, PAGEBLOCK 10-11-05/201.

(b) Release the parking brakes.

(c) Install all NLG and MLG down lock pins Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

1) Use equipment, SPL-1880.

(d) Make sure the shock strut of the nose landing gear is serviced correctly, do this task: Nose Landing Gear Shock Strut Servicing, Airplane on the Ground, TASK 12-15-41-610-802.

(e) Make sure the shock struts of the main landing gear are serviced correctly, do this task: Main Landing Gear Shock Strut Servicing, Airplane on the Ground, TASK 12-15-31-610-802.

(f) Examine the components of the landing gear for corrosion.

1) If you find corrosion, do the applicable tasks to remove it.

a) Removal and Control of Corrosion for Aluminum and Aluminum Alloys, TASK 51-21-31-350-801.

b) Removal and Control of Corrosion for Plated or Phosphated Surfaces, TASK 51-21-31-350-806.

c) Removal and Control of Corrosion for Magnesium Alloys, TASK 51-21-31-350-802.

d) Removal and Control of Corrosion for Carbon Steel, TASK 51-21-31-350-803.

e) Removal and Control of Corrosion for Titanium Alloys, TASK 51-21-31-350-805.

f) Removal and Control of Corrosion for Stainless Steel and Nickel-Chromium Alloys, TASK 51-21-31-350-804.

2) Apply a protection layer of grease, D00013 to the cleaned surface.

(g) Lubricate all the lubrication points on the landing gear.

NOTE: During storage, if the airplane is washed, lubricate the landing gear within 3 days.

1) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

2) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

3) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

4) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

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

(h) Extend the inner cylinder of the shock strut to approximately one half of its length.

1) Butter lubricate the chrome area of the shock strut with grease, D00633.

2) Lower the shock struts to force grease, D00633 into the inner cylinder.

NOTE: The grease, D00633 will keep the seals moist during storage.

3) Remove the remaining grease, D00633 if the shock strut is to be completely deflated or if the airplane is to be moved.

(i) Make sure the tires are serviced to the correct pressure, do this task: Add Nitrogen or Air to the Tire, TASK 12-15-51-610-802.

(j) Make sure the tires do not have flat spots.

1) If flat spots are observed, rotate the tires or tow the aircraft a short distance.

(k) Apply a layer of corrosion preventive compound, C00174 on all landing gear parts that are not painted.

NOTE: Apply the protection to all the surfaces which are open to the weather.

1) Make sure you apply the corrosion preventive compound, C00174 again (if it is necessary) each time you wash the airplane.

(l) Examine and repack the wheel bearings:

1) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

2) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.

3) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-11-400-801.

4) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801.

(m) If you think there will be a hard freeze and the tires will freeze to the ground, do the step that follows:

NOTE: This is not necessary if the airplane will not be moved during this time, and if the tires will be discarded.

1) Put coarse sand or a coarse fiber mat between the tires and the ground surface.

(n) Put covers, COM-1509 on the main landing gear wheel and brake assemblies, and put the cover, COM-11084 on the nose landing gear wheel and brake assemblies.

NOTE: This is to make sure the brake/wheel/tire assemblies are not damaged by the weather.

NOTE: The covers are not necessary when the airplane is parked in the hangar.

(o) If the shock struts are serviced with pure fluid, D00070, or pure fluid, D00106, then service the shock struts with Lubrizol 1395 lubricant, D00510 per Landing Gear Shock Strut Fluids, TASK 12-15-61-610-801.

NOTE: It is not necessary to drain and service the shock struts that are filled with BMS 3-32 Type I or Type II.

G. Power Plant

SUBTASK 10-12-02-620-004

(1) Prepare the power plant systems for storage.

(a) If the engines will stay on the airplane, do this task: Preservation of An Engine On-Wing (Task Selection), TASK 71-00-03-600-802-F00.

(b) If the engines will be removed from the airplane, do these steps:

1) Cap and stow all engine fuel lines, hydraulic lines, and wire bundles.

2) Cover exposed metal surfaces on the pylon with a moisture barrier.

3) Provide suitable drains in the moisture barrier to allow the escapement of water.

4) Use a desiccant within the moisture barrier to maintain a low humidity around the pylon.

H. APU

SUBTASK 10-12-02-620-005

(1) Prepare the auxiliary power unit (APU) for storage.

NOTE: For temporary storage, the APU can be maintained and operated weekly, without preservation.

NOTE: Alternatively, you can deactivate and preserve the APU installed on the airplane. However, this will make it necessary to connect a ground service cart to start the main engines or supply auxiliary power.

(a) For temporary storage, the APU can be maintained and operated weekly, without preservation.

(b) Alternatively, you can deactivate and preserve the APU installed on the airplane. However, this will make it necessary to connect a ground service cart to start the main engines or supply auxiliary power. Do the applicable task to preserve the APU.

- APU Preservation - Mild Environment, TASK 49-11-00-600-802
- APU Preservation - Severe Environment, TASK 49-11-00-600-803

I. Fire Protection

SUBTASK 10-12-02-620-014

(1) Prepare the fire protection systems for storage, do this task: Fire and Overheat Detection System - Operational Test, TASK 26-10-00-710-801.

(a) Make sure the cargo fire extinguishing system is in the serviceable “fully pressurized” condition, do this task: Cargo Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-23-00-730-802.

(b) If the engines stay on the airplane, keep the fire extinguishing system in the serviceable "fully pressurized" condition, do this task: Engine Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-21-00-730-802.

(c) If the APU stays on the airplane, keep the fire extinguishing system in the serviceable "fully pressurized" condition, do this task: APU Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-22-00-730-802.

(d) Weigh the passenger extinguishers (if it is applicable) and the crew portable fire extinguishers:

NOTE: If the weight is less than the full weight shown on the nameplate, replace the fire extinguishers.

1) Do this task: APU Fire Extinguishing Bottle Check, TASK 26-20-00-210-801.

2) Do this task: Water Fire Extinguishers - Inspection/Check, TASK 26-26-02-200-801.

3) Do this task: Halon Fire Extinguishers - Inspection/Check, TASK 26-26-01-200-801.

4) Do this task: Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check, TASK 26-24-01-200-801.

J. Electrical/Electronic

SUBTASK 10-12-02-620-006

(1) Prepare the electrical/electronic systems for storage.

(a) Put an electrical ground on the airplane.

1) Do this task: Static Grounding, TASK 20-40-11-910-801.

2) Do this task: Airplane Parking, TASK 10-11-01-580-801.

(b) Put all switches in the OFF position.

NOTE: This does not include the switches used to deactivate the systems.

(c) If the engines and the APU will be operated at regular cycles, the items that follow must stay in the main equipment center:

- Generator control units
- Auxiliary generator control units
- APU and Main batteries
- Transformer Rectifier Units (left, right, C1 and C2)
- Equipment Cooling System Controller
- Static inverter
- Bus power Control Units
- Thrust Reverser Module (M1639)
- Thrust Reverser Relay Module (M1987)
- AVM Monitor Unit (M132)
- Cabin Interphone Switching Unit
- Access components (CMU, CIC, CCTM, DCAS, LAC, Handset)
- Electronic Control unit (APU) - E7
- Fire Detection Cardfile
- Electrical Systems Card File
- Fuel Quantity System

- Battery Chargers - Main.

(d) Open the circuit breakers for all electrical/electronic components that have been removed from the airplane.

NOTE: This will prevent the discharge of the battery.

(e) Apply electrical power to all the electrical/electronic equipment remaining in the airplane for a minimum of 2 hours, do this task: Supply External Power, TASK 24-22-00-860-813.

(f) Make sure the main battery is in the fully charged condition, do this task: The Operational Test of the DC System, TASK 24-31-00-700-801.

(g) When the parking brake is set (such as for 24 hour parking) open the circuit breaker for the Antiskid/Autobrake Control Unit and the parking brake valve.

NOTE: This will prevent a drain on the battery.

NOTE: The circuit breakers for the Antiskid/Autobrake Control Unit must be opened first. This will prevent EICAS and BITE message errors.

1) Make sure that these circuit breakers are open and have safety tags:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

(h) Open all of the circuit breakers on the P6, P10, and P18 circuit breaker panel.

(i) Open the circuit breakers on the main power distribution panels P91 and P92.

(j) If the APU or engines will be operated, disconnect the main batteries. Do the applicable steps in this task: Battery Removal, TASK 24-31-11-000-802-002.

NOTE: If the engines and APU remain on the airplane and are not preserved, they must be run regularly. In this case, the main battery should be kept on the airplane for fire protection. If the engines or APU will not be operated, the main battery can be removed.

(k) If the APU or engines will not be operated, you can disconnect or remove the main batteries. Do the applicable steps in this task: Battery Removal, TASK 24-31-11-000-802-002.

K. Flight Compartment

SUBTASK 10-12-02-620-007

(1) Prepare the flight compartment equipment and related instrument systems for storage.

(a) Put a white cloth or an equivalent material on the glareshield.

NOTE: If the airplane will be in storage for less than 30 days, you can put the white cloth on the glareshield. After 30 days, unless there is a periodic engine runs will be performed during storage, the white cloth must be replaced with reflective coverings.

L. Air Conditioning

SUBTASK 10-12-02-620-009

(1) Prepare the air conditioning system for storage.

(a) Drain the water from the water separators, spray nozzle, and connecting tubing (Water Extractor Removal, TASK 21-51-14-000-801 and Water Spray Nozzle Removal, TASK 21-51-16-000-801).

(b) Seal the external openings to the air conditioning system that follow:

- The outflow valve
- The over-pressure relief valve
- The air conditioning ram air inlet and exit
- The two ground air connect flanges
- The two pneumatic ground connect fittings
- The static sense port.

(c) Close the outflow valves of the cabin pressure control system, do this task: Pressurization System Manual Mode Test, TASK 21-31-00-710-801.

M. Hydraulic

SUBTASK 10-12-02-620-010

(1) Prepare the hydraulic system for storage.

(a) Do a check of the hydraulic system for leaks and make repairs if it is necessary.

(b) Fill all the systems and the reservoirs with hydraulic fluid, do this task: Hydraulic Reservoir Servicing, TASK 12-12-00-610-801.

(c) Lubricate all the hydraulic component bearings which have lubrication fittings.

(d) Service the hydraulic reservoirs and accumulators before each engine run, do this task: Hydraulic Reservoir Servicing, TASK 12-12-00-610-801.

1) If the engines are removed from the airplane, remove the pressure in the hydraulic reservoirs and accumulators.

N. Equipment and Furnishings

SUBTASK 10-12-02-620-011

(1) Prepare the equipment and furnishings for storage.

(a) Make sure you put protective covers on the internal furnishings.

(b) If necessary, remove the seats and the carpet in the flight compartment.

NOTE: If the humidity in the parked airplane is controlled below 70 percent, the seat and carpet rugs can stay in the airplane.

1) Do this task: Captain's and First Officer's Seat Removal, TASK 25-11-01-000-801.

2) Do this task: First Observer's Seat Removal, TASK 25-11-02-000-801.

3) Do this task: Second Observer's Seat Removal, TASK 25-11-02-000-802.

(c) If necessary, remove the seats from the passenger compartment (if it is applicable).

NOTE: If the humidity in the parked airplane is controlled below 70 percent, the seats can stay in the airplane.

1) Do this task: Passenger Seat - Removal, TASK 25-22-00-000-801.

2) Do this task: Attendants' Seat Removal, TASK 25-25-12-000-801.

(d) If necessary, remove the carpet from the passenger compartment (if it is applicable).

NOTE: If the humidity in the parked airplane is controlled below 70 percent, the carpet rugs can stay in the airplane.

1) Do this task: Carpet Removal, TASK 25-27-15-000-801.

(e) If you did not remove the carpet, make sure you put carpet runners in the aisles to protect the carpet from wear and dirt.

(f) If you did not remove the carpet, put a protective waterproof cover over the carpet near the main deck doors.

(g) If you did not remove the seats, install the cotton seat covers.

(h) If you did not remove the carpet and seats, close the window shades.

(i) Make sure all the tray carriers and waste containers are empty and clean.

(j) Make sure the airsick bag containers and used travel bag containers in the lavatories are empty and clean, do this task: Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801.

(k) Make sure the galleys and toilets are in good condition, do this task: Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801.

(l) Remove the leather seats and keep them in a climate controlled area when the airplane is not used for transport.

NOTE: Airplanes with seats upholstered in natural leather require precautions for extremes of temperature within the cabin. Leather seats may be left installed in the airplane and subject to cold soak down to 0°F (-18°C) providing no contact or pressure is applied to the leather (which may occur during normal maintenance work). If the leather must be touched, raise the air temperature in the aircraft interior to 60°F (16°C) before commencing work. Maximum temperature must not rise above 120°F (49°C).

NOTE: Moisture and severe cold can cause damage to the leather seats.

(m) Make sure all escape slide girt bars are properly stowed in the hooks on the escape slide packs.

O. Water and Waste

SUBTASK 10-12-02-620-012

(1) Prepare the water and waste system for storage.

(a) Disinfect the potable water system, do this task: Potable Water System - Disinfectant, TASK 38-10-00-600-801.

NOTE: The portable water system can either get flush and fill every three days or leave empty and clean during the storage period.

(b) Drain the potable water system, do this task: Potable Water System - Drain, TASK 12-14-01-600-801.

NOTE: Make sure all of the system is empty.

(c) Drain and flush all of the toilet tanks, follow this task: Waste Tank Servicing, TASK 12-17-01-610-801 except, do not add the pre-charge chemical to the system.

NOTE: The system must be empty before the storage period begins.

P. Flight Controls

SUBTASK 10-12-02-620-013

(1) Prepare the flight control systems for storage.

(a) Move the trailing edge flaps until the flaps complete one full movement of travel:

1) Do this task: Leading Edge Flap and Slat Position Indicating System - Operational Test, TASK 27-88-00-710-801.

2) Do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

3) Do this task: Extend the Trailing Edge Flaps, TASK 27-51-00-860-803.

(b) Move the leading edge slats until the slats complete one full movement of travel:

1) Do this task: Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804.

2) Do this task: Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803.

(c) Move the stabilizer trim until you complete one full movement of travel, do this task: Stabilizer Manual Trim and Trim Indicator Test, TASK 27-41-00-700-801.

(d) Move the rudder trim until you complete one full movement of travel, do this task: Rudder Trim System Test, TASK 27-21-00-700-819-002.

(e) Move the aileron trim until you complete one full movement of travel, do this task: Aileron Trim Response Test, TASK 27-11-00-730-801.

(f) Move the elevators until you complete three full movements of travel, do this task: Elevator and Elevator Trim Control System - Operational Test, TASK 27-31-00-710-801.

(g) Move the rudder until you complete three full movements of travel, do this task: Rudder Travel Test, TASK 27-21-00-700-817-002.

(h) Move the ailerons until you complete three full movements of travel, do this task: Aileron Travel Test, TASK 27-11-00-700-809.

(i) Operate the rudder actuators until you complete three full strokes.

1) Put the actuators to their initial position, do this task: Rudder Centering Test, TASK 27-21-00-700-815-002, do this task: Rudder Travel Test, TASK 27-21-00-700-817-002.

(j) Lubricate all the flight controls that follow with grease as specified:

1) Do this task: Aileron Hinge Lubrication, TASK 12-22-11-640-801.

2) Do this task: Aileron Tab Control Rods Lubrication, TASK 12-22-11-640-802.

3) Do this task: Aileron Balance Tab Lubrication, TASK 12-22-11-600-801.

4) Do this task: Aileron Power Output Lever Lubrication, TASK 12-22-11-640-804.

5) Do this task: Aileron Wing Quadrant Control Rod Lubrication, TASK 12-22-11-640-803.

6) Do this task: Rudder Hinge Lubrication, TASK 12-22-21-640-801.

7) Do this task: Spring Slider Shaft Lubrication, TASK 12-22-21-600-802.

8) Do this task: Rudder Power Control Units (PCUs) Lubrication, TASK 12-22-21-600-801.

9) Do this task: Elevator Buss Crank and Master Arm Fitting - Lubrication, TASK 12-22-31-600-801.

10) Do this task: Elevator Tab Hinge Lubrication, TASK 12-22-31-640-802.

11) Do this task: Elevator Hinge Bearings - Lubrication, TASK 12-22-31-640-801.

12) Do this task: Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, TASK 12-22-41-600-801.

13) Do this task: Stabilizer Trim System Chain - Lubrication, TASK 12-22-41-600-802.

14) Do this task: Trailing Edge Flap Transmission Servicing, TASK 12-22-51-610-803.

15) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.

16) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.

17) Do this task: U-Joint and Tee Angle Gearbox Lubrication, TASK 12-22-51-640-806.

18) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.

19) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.

20) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.

21) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.

22) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.

23) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.

24) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.

25) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.

26) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.

27) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.

28) Do this task: Inboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-814.

29) Do this task: Outboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-815.

30) Do this task: Trailing Edge Flap Power Drive Unit Servicing, TASK 12-22-51-610-801.

31) Do this task: Outboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-816.

32) Do this task: Spoiler Mixer Lubrication, TASK 12-22-61-600-801.

33) Do this task: Flight Spoiler Actuator Quadrant and Rod End Lubrication, TASK 12-22-61-600-802.

34) Do this task: Outboard Ground Spoiler Actuator Lubrication, TASK 12-22-61-640-801.

35) Do this task: Leading Edge Slat Main Track Rollers Lubrication, TASK 12-22-71-600-801.

36) Do this task: Leading Edge Main and Auxiliary Tracks Lubrication, TASK 12-22-71-640-801.

37) Do this task: Speedbrake Lever Brake Assembly Lubrication, TASK 12-22-81-600-801.

(k) Lubricate the control cables which are external to the fuselage pressurize area, do this task: Control Cable Lubrication, TASK 12-26-00-600-801.

(l) Coat all unpainted steel fittings on flaps and inside fairings with compound, B50080.

NOTE: If the storage time was less than 60 days (two months), no external protection (except for the covers of the gust suppression and static air pressure ports) of the specified areas was necessary. This was if there were no unusual weather conditions and the atmospheric contamination did not cause damage to the external surface of the airplane.

1) Optional: Coat using compound, G50346.

(m) Make sure the drain holes for the flap and the flap fairing are open.

(n) Put all the flaps in the FULL UP position, do this task: Retract the Trailing Edge Flaps, TASK 27-51-00-860-804.

(o) If 8 or more inches of snow accumulates on the flight control surfaces, remove the snow.

Q. Fuel

SUBTASK 10-12-02-620-015

(1) If the airplane will be stored for less than 1 year, do these steps to prepare the fuel system for storage.

NOTE: If the airplane will be stored for more than 365 days, one main fuel tank must be drained to check for corrosion before the fuel system is preserved (Prepare the Airplane for Storage for More Than 365 Days (1 Year), TASK 10-12-02-550-808).

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water deposits in the fuel systems. Growth of the organisms have a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions, and corrosion of integral fuel tanks. The most effective control of biological contamination is to remove the water from the fuel system.

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

CAUTION: DO NOT ADD CONCENTRATED BIOCIDE TO THE FUEL TANKS. IF YOU ADD CONCENTRATED BIOCIDE TO THE FUEL TANKS, SALT DEPOSITS CAN FORM AND CAN CAUSE DAMAGE.

(a) Fill and keep both main fuel tanks and center fuel tank greater than 10 percent capacity, do this task: Pressure Refuel Procedure, TASK 12-11-00-650-802.

NOTE: The fuel should contain Biobor JF additive, G00452 270 parts per million maximum by weight Biobor JF or Kathon FP1.5 biocide, G02347 100 parts per million by volume to prevent micro-organisms in fuel tanks. The preferred procedure to mix the additive is by metered injection into the flowing stream of fuel. Do a check of the additive ratio each 365 day (1 year) by chemical test.

1) Make sure there is Biobor JF additive, G00452 or Kathon FP1.5 biocide, G02347 in the fuel.

(b) Drain all water that has collected in the sumps of the fuel tanks and the surge tanks.

1) Do this task: Fuel System Sumping, TASK 12-11-00-680-801.

NOTE: After 24 hours drain the water again.

NOTE: This will prevent corrosion in the areas where water collects.

(c) Put a woven screen mesh material over both surge tank vent openings and the center dry bay opening.

NOTE: A synthetic filament material is preferred, and cheese cloth is optional.

1) Use Scotch Brand No.471 tape, G02219 or an equivalent to hold the material over the openings to prevent the entry of insects into the lines.

2) Attach red flags to the screen material on each opening.

(d) Look for signs of fuel leakage in the areas that follow:

NOTE: It is OK if you see up to ten drops of fuel (while in storage) during a 24 hour period.

- The APU fuel shroud.

R. Nitrogen Generating System

SUBTASK 10-12-02-620-084

(1) Cover the dedicated ram inlet and outlet.

——— END OF TASK ———

TASK 10-12-02-550-806

3. Prepare the Airplane for Storage for More Than 30 Days (1 Month)

A. General

(1) The procedures in this task are in addition to the procedures in Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 202/10-12-02-993-819

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done at the start of the storage time.**	
You must do this procedure first: - Prepare the Airplane for Storage for More Than Seven Days	
PREPARE THE AIRPLANE FOR STORAGE FOR MORE THAN 30 DAYS (1 MONTH)	
AIRPLANE AREA	ABBREVIATED PROCEDURE
LANDING GEAR	Do these steps: - lubricate the torsion link bearing surfaces - lubricate the nose wheel steering pistons.

Table 202/10-12-02-993-819 (Continued)

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the start of the storage time.	
ELECTRICAL/ELECTRONIC	Do these steps: - remove the megaphone battery - remove the emergency light batteries - remove the main entry light module batteries - remove rack mounted electrical packs.
FLIGHT COMPARTMENT	Do these steps: - wash the windows and the windshield - put covers on the windows and the windshield.

B. References

Reference	Title
12-16-02-100-801	Clean the Glass Flight Compartment Windows — Inner Surface (P/B 301)
20-10-07-000-801	E/E Box Removal (P/B 201)
25-64-00-900-804	Megaphone Battery Replacement (P/B 201)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
33-51-06-960-805	Power Supply - Battery Pack Replacement (P/B 201)
33-51-06-960-806	Power Supply - Power Supply Replacement (P/B 201)

C. Consumable Materials

Reference	Description	Specification
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00633	Grease - Aircraft General Purpose	BMS3-33
G00291	Tape - Aluminum Foil, Scotch 425	AMS-T-23397 / L-T-80

D. Prepare the Airplane for Storage

SUBTASK 10-12-02-550-064

(1) Do this task: Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802.

E. Landing Gear

SUBTASK 10-12-02-030-001

(1) Disconnect the torsion link on the nose landing gear. Do this task: Nose Landing Gear Torsion Link Disconnection, TASK 32-21-31-000-803.

(a) Lubricate the bearing surfaces of the torsion link that show with grease, D00633.

(b) Reconnect the torsion link. Do this task: Nose Landing Gear Torsion Link Connection, TASK 32-21-31-400-803.

SUBTASK 10-12-02-640-002

(2) Move the steering actuator of the nose landing gear.

(a) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

F. Electrical/Electronic

SUBTASK 10-12-02-620-071

(1) Do the preservation for the electrical/electronic systems.

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

(a) Remove the megaphone battery, do this task: Megaphone Battery Replacement, TASK 25-64-00-900-804.

(b) You can keep the emergency light batteries installed during storage if you do the step that follows:

1) Keep the circuit breakers for charging the emergency light batteries closed.

(c) If you will not recharge the emergency light batteries, do this task: Power Supply - Battery Pack Replacement, TASK 33-51-06-960-805.

(d) If you will not recharge the emergency light batteries, remove the batteries from the power supply module for the emergency lights, do this task: Power Supply - Battery Pack Replacement, TASK 33-51-06-960-805.

(e) Remove the batteries from the light modules at the main entry doors 1, 2, 3, 4, do this task: Power Supply - Power Supply Replacement, TASK 33-51-06-960-806.

(f) If necessary, remove the applicable rack-mounted electronic packages. Do this task: E/E Box Removal, TASK 20-10-07-000-801.

NOTE: The packages are located in the main equipment area E1 thru E5 and aft cargo compartment E6, E8 (if applicable).

NOTE: It is not necessary to remove the rack-mounted electronic equipment if the internal humidity of the airplane is maintained below 70%.

1) Make sure the electronic packages are in good condition and have no corrosion.

2) Put the electronic packages in plastic bags and keep them in a bonded area.

G. Flight Compartment

SUBTASK 10-12-02-620-072

(1) Put covers on the control cabin windows and the windshield.

(a) Wash the flight compartment windows, do this task: Clean the Glass Flight Compartment Windows — Inner Surface, TASK 12-16-02-100-801.

(b) Put aluminum foil tape or other reflective material (such as aluminized mylar) on the outside of the windshields and control cabin windows.

NOTE: If the Number 2 and Number 3 windows are covered with a reflective material, make sure the windows are clean. Also, protect the window surface with a soft cotton cloth or other applicable material.

NOTE: Do not put covers on the windshield that can cause heat to increase on the windshield.

(c) Fasten the reflective material with Scotch 425 Aluminum Foil Tape, G00291.

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

——— END OF TASK ———

TASK 10-12-02-550-807

4. Prepare the Airplane for Storage for More Than 60 Days (2 Months)

A. General

(1) The procedures in this task are in addition to the procedures in Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802 and Prepare the Airplane for Storage for More Than 30 Days (1 Month), TASK 10-12-02-550-806.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 203/10-12-02-993-820

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done at the start of the storage time.**	
You must do these procedures first: - Prepare the Airplane for Storage for More Than Seven Days - Prepare the Airplane for Storage for More Than 30 Days (1 Month)	
PREPARE THE AIRPLANE FOR STORAGE FOR MORE THAN 60 DAYS (2 MONTHS)	
AIRPLANE AREA	ABBREVIATED PROCEDURE
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: - seal fuselage openings with tape - make sure all drain holes are open - put a screen over drain holes - apply a protective coating to unpainted metal surfaces - apply corrosion inhibiting compound to radome latches.
ELECTRICAL/ELECTRONIC	Do this step: - remove the flashlight batteries and other non-rechargeable batteries.
EQUIPMENT/FURNISHINGS	Do these steps: - open interior doors - put desiccant bags in the airplane.

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
51-21-21-370-801	Prepare the Surface to be Painted (P/B 701)
51-21-41-370-801	Apply Alodine 1000 Solution (P/B 701)
51-21-41-370-802	Apply Alodine 600, 1200 or 1200S Solution (P/B 701)
51-41-11-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G50626	Coating - Water Bourne, Alkaline Removable, Protective (Aztec Chemical Incorporated - AZ-649)	

D. Prepare the Airplane for Storage

SUBTASK 10-12-02-550-065

(1) Do this task: Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802.

SUBTASK 10-12-02-550-066

(2) Do this task: Prepare the Airplane for Storage for More Than 30 Days (1 Month), TASK 10-12-02-550-806

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-390-001

(1) Seal the fuselage openings (this does not include the drain holes).

NOTE: This is to make a seal so water does not go into the airplane.

(a) Apply Scotch Brand No.471 tape, G02219 or equivalent, to the locations that follow:

1) All external doors.

2) The upper half of the nose radome.

3) All external hatches.

(b) Make sure you keep the doors and hatches closed.

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

(d) Make sure all of the structural drain holes are open, do this task: External Drainage Inspection/Check, TASK 51-41-11-200-801.

SUBTASK 10-12-02-490-001

(2) Put a screen material on the drain holes which are open to the environment, with Scotch Brand No.471 tape, G02219.

SUBTASK 10-12-02-620-073

(3) Protect external metal surfaces that are not painted.

(a) Remove any temporary protective coatings, do this task: Prepare the Surface to be Painted, TASK 51-21-21-370-801.

(b) If necessary, apply alodine to unpainted aluminum surfaces, do this task: Apply Alodine 1000 Solution, TASK 51-21-41-370-801, or this task: Apply Alodine 600, 1200 or 1200S Solution, TASK 51-21-41-370-802.

(c) Apply coating, C00924, Class 1 or AZ 649 coating, G50626 to the unpainted metal surfaces.

(d) To apply coating, C00924, Class 1, do the steps that follow:

1) Do not do this to the engine tail cones and other high-temperature parts.

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

2) Wash the surface to remove all oil, grease, fingerprints, dust, and other foreign material, do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801.

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

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

4) Before you touch the coating it must dry for 45 minutes (minimum) at room temperature.

5) Before you put things on the coating, it must dry for 16 hours (minimum) at room temperature.

(e) Apply AZ 649 coating, G50626.

NOTE: Aztec 649 is environmentally approved for long term storage. It is necessary to cure Aztec 649 for a minimum of 48 hours before it rains, or there is dew. It can be cured faster with heat applied.

NOTE: Aztec 649 can lose its color over time, but this is normal. You can do a thickness test to make sure the material is there.

1) Apply a 0.8 mil minimum film to all aluminum surfaces that are not painted, or do not have alodine.

SUBTASK 10-12-02-620-074

(4) Apply corrosion inhibiting compound, G00009 to all radome latch fittings.

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

F. Electrical/Electronic

SUBTASK 10-12-02-020-001

(1) Remove these batteries:

(a) Remove the flashlight batteries and other equivalent non-rechargeable batteries.

NOTE: Move these batteries to other areas, or other airplanes and install new batteries when the airplane is put back in service.

NOTE: You do not need to remove the batteries in the emergency radio beacons. These batteries are found in the slide/raft covers and the life raft. These batteries are only activated when they are touched by water.

G. Equipment/Furnishings

SUBTASK 10-12-02-620-075

(1) Open the cabinets, closets, and interior doors to supply ventilation and to prevent mildew.

SUBTASK 10-12-02-490-002

(2) Put desiccant bags in the airplane to absorb moisture.

——— END OF TASK ———

TASK 10-12-02-550-808

5. Prepare the Airplane for Storage for More Than 365 Days (1 Year)

A. General

(1) The procedures in this task are in addition to the procedures in Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802, Prepare the Airplane for Storage for More Than 30 Days (1 Month), TASK 10-12-02-550-806, and Prepare the Airplane for Storage for More Than 60 Days (2 Months), TASK 10-12-02-550-807.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 204/10-12-02-993-821

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done at the start of the storage time.** You must do these procedures first: - Prepare the Airplane for Storage for More Than Seven Days - Prepare the Airplane for Storage for More Than 30 Days (1 Month) - Prepare the Airplane for Storage for More Than 60 Days (2 Months)	
PREPARE THE AIRPLANE FOR STORAGE FOR MORE THAN 365 DAYS (1 YEAR)	
AIRPLANE AREA	ABBREVIATED PROCEDURE
FUEL	Do these steps: - drain one main fuel tank - inspect the fuel tank for corrosion - if you find corrosion, drain and inspect all tanks - remove corrosion - open the wing dry bay areas - remove any corrosion - close the wing dry bay areas - fill and keep the fuel tanks at least 10% full - add biocide to the fuel - operate the boost pumps - put a screen on the surge tank vent openings.

B. References

Reference	Title
12-11-00-650-802	Pressure Refuel Procedure (P/B 301)
28-10-00-600-803	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
28-11-11-000-801	Main Tank Access Door Removal (P/B 401)

(Continued)

Reference	Title
28-11-11-400-801	Main Tank Access Door Installation (P/B 401)
28-26-00-650-801	Fuel Tank Defueling (P/B 201)

C. Consumable Materials

Reference	Description	Specification
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Prepare the Airplane for Storage

SUBTASK 10-12-02-550-067

(1) Do this task: Prepare The Airplane For Storage for More Than Seven Days, TASK 10-12-02-550-802.

SUBTASK 10-12-02-550-068

(2) Do this task: Prepare the Airplane for Storage for More Than 30 Days (1 Month), TASK 10-12-02-550-806.

SUBTASK 10-12-02-550-069

(3) Do this task: Prepare the Airplane for Storage for More Than 60 Days (2 Months), TASK 10-12-02-550-807.

E. Fuel

SUBTASK 10-12-02-620-076

(1) Do the preservation procedure for the fuel tanks.

(a) Drain the fuel from one main fuel tank, do this task: Fuel Tank Defueling, TASK 28-26-00-650-801.

NOTE: Record which fuel tank you drained. You will need to drain a different tank each 365 day cycle.

(b) Open the drained fuel tank, do this task: Main Tank Access Door Removal, TASK 28-11-11-000-801.

(c) Remove the remaining fuel from the opened fuel tank, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

(d) Examine the fuel tank and the fuel lines for corrosion, do this task: Repair of Fuel Tank Corrosion, TASK 28-11-00-300-802.

(e) If corrosion was found in the tank, you must do these steps:

1) Open all of the tanks, do this task: Main Tank Access Door Removal, TASK 28-11-11-000-801.

2) Remove the fuel from all of the tanks, do this task: Fuel Tank Defueling, TASK 28-26-00-650-801.

3) Examine the tanks and the fuel lines for corrosion, do this task: Repair of Fuel Tank Corrosion, TASK 28-11-00-300-802.

(f) Open the wing dry bay areas.

(g) Examine the wing dry bay areas for corrosion.

1) If corrosion is found, remove the corrosion, do this task: Repair of Fuel Tank Corrosion, TASK 28-11-00-300-802.

a) Apply corrosion inhibiting compound, G00009 or an applicable corrosion inhibiting compound as necessary.

(h) Close the wing dry bay areas that were opened.

(i) Close the fuel tanks, do this task: Main Tank Access Door Installation, TASK 28-11-11-400-801.

WARNING: DO NOT BREATHE BIOCIDE FUMES, OR TOUCH THE BIOCIDE FUEL ADDITIVE. READ THE MANUFACTURERS MSDS. THE BIOCIDE FUEL ADDITIVE CAN CAUSE HEALTH PROBLEMS (INJURIES TO PERSONNEL).

CAUTION: DO NOT PUT LARGE CONCENTRATIONS OF BIOCIDE IN FUEL TANKS. LARGE CONCENTRATIONS CAN MAKE SALT PARTICLES THAT CAN CAUSE CORROSION.

(j) Fill and keep all of the fuel tanks greater than 10 percent capacity, do this task: Pressure Refuel Procedure, TASK 12-11-00-650-802.

NOTE: The preferred procedure to mix the additive is by metered injection into the flowing stream of fuel.

1) Put the fuel additive in the fuel tanks, do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-803.

NOTE: The fuel additive will prevent sealant deterioration in the fuel tanks.

(k) Turn on all fuel boost pumps and override pumps and operate them until the low pressure lights on the P5 overhead panel turn off.

NOTE: When you operate the pumps, it causes the pumps to be purged with new fuel.

——— END OF TASK ———

TASK 10-12-02-620-802

6. Service and Protection on 7 Day (1 Week) Cycles

A. General

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(1) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 205/10-12-02-993-803

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done throughout the storage time.	
SERVICE AND PROTECTION ON 7 DAY (1 WEEK) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE

Table 205/10-12-02-993-803 (Continued)

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done throughout the storage time.	
ALL AREAS	Do this step to all areas: - Make sure all protective coverings are still installed properly. Reinstall where required.
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps to the external areas: - wash the airplane if contaminants are found - remove stains or corrosion
APU	Do these steps: - if the APU was not preserved, operate the APU - make sure the main battery is fully charged - disconnect or remove the main battery

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Polish the External Surfaces of the Airplane (P/B 201)
24-31-00-700-801	The Operational Test of the DC System (P/B 501)
24-31-11-000-802-002	Battery Removal (P/B 401)
24-31-11-400-802-002	Battery Installation (P/B 401)
49-11-00-860-801	APU Starting and Operation - Activation (P/B 201)
51-21-31-350-801	Removal and Control of Corrosion for Aluminum and Aluminum Alloys (P/B 701)
51-21-95-100-801	Rust and Corrosion Removal (P/B 701)

C. All Areas

SUBTASK 10-12-02-210-011

(1) Do the following for all areas of the airplane.

(a) Make sure all protective coverings are still installed properly. Reinstall the protective coverings where required.

D. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-100-001

(1) Do the preservation for the airplane external surfaces.

(a) If unusual environmental contamination such as industrial pollutants are found, wash the airplane. Do this task: (Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801).

NOTE: Wash/clean the airplane to get a good surface condition to check the fuselage for leaks, corrosion, staining, or other deterioration. Stains are the discoloration of the surface. Oil and other liquids can mix with dust particles and unwanted material and can cause damage to the airplane finish. Rain streaked dust that has collected is not dangerous unless the dust contains pollutants that can cause corrosion and damage to the airplane finish.

1) To remove the stains, wash the area or polish the airplane with approved polishes, do this task: (Polish the External Surfaces of the Airplane, TASK 12-40-00-100-802).

2) If corrosion is found, remove the corrosion, do this task: (Removal and Control of Corrosion for Aluminum and Aluminum Alloys, TASK 51-21-31-350-801) and, do this task: (Rust and Corrosion Removal, TASK 51-21-95-100-801).

3) Remove the stains, dirt, oil, fuel spills, volcanic ash and other contaminants in the engines, APU, landing gear, wheel wells, overboard drains, and air conditioning pack exhausts.

E. APU

SUBTASK 10-12-02-868-001

(1) If the APU was not deactivated and preserved do these steps:

(a) Reconnect the main battery. Do the applicable steps in this task: Battery Installation, TASK 24-31-11-400-802-002.

(b) Operate the APU, do this task: APU Starting and Operation - Activation, TASK 49-11-00-860-801.

(c) Make sure the main battery is fully charged. Do this task: The Operational Test of the DC System, TASK 24-31-00-700-801.

(d) Disconnect the main battery. Do the applicable steps in this task: Battery Removal, TASK 24-31-11-000-802-002

——— END OF TASK ———

TASK 10-12-02-620-803

7. Service and Protection on 14 Day (2 Week) Cycles

A. General

(1) When you do this task, you must also, do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802.

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 206/10-12-02-993-822

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.**	
You must do this procedure at the same time: - Service and Protection on 7 Day (1 Week) Cycles	
SERVICE AND PROTECTION ON 14 DAY (2 WEEK) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE

Table 206/10-12-02-993-822 (Continued)

PRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done throughout the storage time.	
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: - wash the airplane if necessary - if the airplane is being stored for more than 60 days, check the coating, C00924 coating, if applied.
LANDING GEAR	Do this step: - check the tire pressure.
ELECTRICAL/ELECTRONIC	Do these steps: - apply electrical power for 2 hours - make sure the main battery is fully charged - return all switches to the appropriate position - disconnect or remove the main battery.
HYDRAULIC	Do this step: - if the airplane is being stored for more than 60 days, apply hydraulic fluid to exposed actuator rods and valve slides

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
24-22-00-860-811	Supply Electrical Power (P/B 201)
24-31-21-000-802-002	Main Battery Charger Removal (P/B 401)
32-45-00-000-801	Tires and Wheels - Deflation/Inflation (P/B 201)

C. Consumable Materials

Reference	Description	Specification
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	

D. Service and Protection

SUBTASK 10-12-02-620-077

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802.

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-100-005

(1) If necessary, wash the airplane. Do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801.

SUBTASK 10-12-02-620-078

(2) If the airplane is being stored for more than 60 days, and coating, C00924 was used to protect bare metal surfaces, do this step:

(a) Do a check for damage to the coating and check for corrosion of the substrate.

F. Landing Gear

SUBTASK 10-12-02-600-001

(1) For the preservation of the landing gear, do a check of the tire pressure. Do this task: Tires and Wheels - Deflation/Inflation, TASK 32-45-00-000-801.

(a) Make sure the tire pressure is not less than 30 psig below the specified pressure.

NOTE: The tires pressure can be 15 psig above the specified pressure.

G. Electrical/Electronic

SUBTASK 10-12-02-600-002

(1) Do the preservation for the electrical/electronic systems.

(a) Apply electrical power to all electrical/electronic systems on the airplane.

NOTE: Ground power is permitted

1) Put electrical power on the airplane for a minimum of 2 hours, do this task: Supply Electrical Power, TASK 24-22-00-860-811.

2) Make sure the main battery is in a fully charged condition.

3) Make sure the applicable switches are returned to the correct position after the power is disconnected.

4) If the main batteries remain on the airplane, disconnect the batteries after the electrical power is removed, do the applicable steps in this task: Main Battery Charger Removal, TASK 24-31-21-000-802-002.

H. Hydraulic

SUBTASK 10-12-02-640-003

(1) If the airplane is being stored for more than 60 days, do these steps:

(a) Clean and apply a layer of MCS 352B fluid, D00054 to all of the finished surfaces on the actuator rods which are open to the outside air.

NOTE: It is not necessary to apply grease again to the nose steering actuator.

(b) Clean and apply a layer of MCS 352B fluid, D00054 to all of the finished surfaces on the valve slides which are open to the outside air.

——— END OF TASK ———

TASK 10-12-02-620-804

8. Service and Protection on 30 Day (1 Month) Cycles

A. General

(1) When you do this task, you must also do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 207/10-12-02-993-823

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.** You must do these procedures at the same time: - Service and Protection on 7 Day (1 Week) Cycles - Service and Protection on 14 Day (2 Week) Cycles	
SERVICE AND PROTECTION ON 30 DAY (1 MONTH) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: - check the covers on the pitot probes, static ports, temperature probe, angle of attack sensor, and ice detector - check the surfaces for corrosion or staining - make sure all structural drain holes are open - if the airplane is being stored for more than 60 days, check the coating, C00924 coating, if applied - if the airplane is being stored for more than 60 days, check the drain holes in the tape used to seal the fuselage openings.
LANDING GEAR	Do this step: - turn the tires 1/3rd of a turn.
EQUIPMENT/FURNISHINGS	Do these steps: - if installed, examine the carpet for mildew - if installed, examine the seats for mildew.
FUEL	Do this step: - drain the water from the sumps of the fuel tanks and surge tanks.

B. References

Reference	Title
12-11-00-680-801	Fuel System Sumping (P/B 301)
26-26-01-200-801	Halon Fire Extinguishers - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection/Check (P/B 601)
51-41-11-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	

(Continued)

Reference	Description	Specification
G50626	Coating - Water Bourne, Alkaline Removable, Protective (Aztec Chemical Incorporated - AZ-649)	

D. Service and Protection

SUBTASK 10-12-02-620-079

(1) Do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-210-001

(1) Check the covers on the pitot probes, static ports, temperature probe, angle of attack sensor, and ice detector.

(a) Replace any covers that are worn, damaged, or missing.

SUBTASK 10-12-02-210-002

(2) Examine all airplane surfaces for corrosion or staining.

SUBTASK 10-12-02-210-003

(3) Make sure all of the structural drain holes are open, do this task: (External Drainage Inspection/Check, TASK 51-41-11-200-801).

(a) If the airplane is being stored for more than 60 days, leave the screens you installed on the drain holes in place, unless they are clogged.

1) If the screen is clogged, put a new piece of screen material on the drain hole with Scotch Brand No.471 tape, G02219.

SUBTASK 10-12-02-210-004

(4) If the airplane is being stored for more than 60 days, and AZ 649 coating, G50626 was applied to unpainted surfaces, do this step:

(a) Examine the protective coating for peeling or bubbles.

SUBTASK 10-12-02-210-005

(5) If the airplane is being stored for more than 60 days, check the drain holes in the tape you used to seal the doors and hatches. Make sure the drain holes are clear.

F. Landing Gear

SUBTASK 10-12-02-867-001

(1) Turn the tires at least 1/3rd of a turn.

G. Fire Protection

SUBTASK 10-12-02-212-001

(1) Do this task: (Halon Fire Extinguishers - Inspection/Check, TASK 26-26-01-200-801).

SUBTASK 10-12-02-212-002

(2) Do this task: (Water Fire Extinguishers - Inspection/Check, TASK 26-26-02-200-801).

H. Equipment/Furnishings

SUBTASK 10-12-02-620-018

(1) Do the preservation for the passenger compartment and flight compartment.

(a) If installed, make sure you examine the carpet for moisture and mildew.

(b) If installed, make sure you examine the seats for moisture and mildew.

I. Fuel

SUBTASK 10-12-02-680-001

(1) Do the preservation for the fuel system.

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water deposits in the fuel systems. Growth of the organisms have a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions, and corrosion of integral fuel tanks. The most effective control of biological contamination is to remove the water from the fuel system.

(a) Drain all water that has collected in the sumps of the fuel tanks and the surge tanks.

1) Do this task: Fuel System Sumping, TASK 12-11-00-680-801.

NOTE: After 24 hours drain the water again.

NOTE: This will prevent corrosion in the areas where water collects.

——— END OF TASK ———

TASK 10-12-02-620-805

9. Service and Protection on 60 Day (2 Month) Cycles

A. General

(1) When you do this task, you must also do these tasks:

(a) (Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802).

(b) (Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803).

(c) (Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804).

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 208/10-12-02-993-824

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.**	
You must do these procedures at the same time: - Service and Protection on 7 Day (1 Week) Cycles - Service and Protection on 14 Day (2 Week) Cycles - Service and Protection on 30 Day (1 Month) Cycles	
SERVICE AND PROTECTION ON 60 DAY (2 MONTH) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE
FUEL	Do this step: - if the airplane is being stored for more than 1 year, check the screens on the surge tank vent openings and center dry bay opening.

B. Consumable Materials

Reference	Description	Specification
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	

C. Service and Protection

SUBTASK 10-12-02-550-070

(1) Do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

D. Fuel

SUBTASK 10-12-02-210-006

(1) If the airplane is being stored for more than 1 year, check the woven screen mesh on the surge tank vent openings and the center dry bay opening.

(a) If the material is torn or damaged, replace the mesh.

1) Put a new piece of woven screen mesh material over the opening.

NOTE: A synthetic filament material is preferred, and cheese cloth is optional.

2) Use Scotch Brand No.471 tape, G02219 or an equivalent to hold the material over the opening to prevent the entry of insects into the lines.

3) Attach red flags to the screen material on each opening.

——— END OF TASK ———

TASK 10-12-02-620-818

10. Service and Protection on 90 Day (3 Month) Cycles

A. General

(1) When you do this task, you must also do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) If the 60 day cycle and 90 day cycle align, Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 209/10-12-02-993-825

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.**	
You must do these procedures at the same time: - Service and Protection on 7 Day (1 Week) Cycles - Service and Protection on 14 Day (2 Week) Cycles - Service and Protection on 30 Day (1 Month) Cycles - Service and Protection on 60 Day (2 Month) Cycles (if the 60 day and 90 day cycles align)	
SERVICE AND PROTECTION ON 90 DAY (3 MONTH) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE
LANDING GEAR	Do these steps: - check the corrosion preventive compound - make sure the steering actuators are functional. - lubricate the landing gear components.
FLIGHT CONTROLS	Do these steps: - extend the flaps - extend the slats - check the flap drive components for corrosion - Inspect reservoir on flap transmission - Inspect reservoir on flap power drive unit - coat all unpainted steel fittings on flaps - make sure drain holes are clear - lubricate flap drive components - lubricate flap support components - put the flaps up.

B. References

Reference	Title
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)

(Continued)

Reference	Title
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
51-41-11-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
C00174	Compound - Corrosion Preventive, Solvent Cutback, Cold Application	MIL-PRF-16173 (Supersedes MIL-C-16173)
C50129	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 3 - Water Displacing, Soft Film)	MIL-PRF-16173 (Supersedes MIL-C-16173)
D00015	Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24)	BMS3-24 (Superseded by BMS3-33)
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D00633	Grease - Aircraft General Purpose	BMS3-33
G50346	Compound - Corrosion Preventive	BMS3-26 Type 2

D. Service and Protection

SUBTASK 10-12-02-620-080

(1) Do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) If the 60 day and 90 day cycles align, Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

E. Landing Gear

SUBTASK 10-12-02-210-007

(1) Check the corrosion preventive compound on the unpainted landing gear parts.

(a) Apply compound, C00174 if needed.

SUBTASK 10-12-02-640-009

(2) Clean and coat all exposed surfaces of actuator piston rods and valve slides with MCS 352B fluid, D00054.

SUBTASK 10-12-02-640-010

(3) Make sure the steering actuators are functional.

(a) Disconnect the torsion link on the nose landing gear, do this task: (Nose Landing Gear Torsion Link Disconnection, TASK 32-21-31-000-803).

1) Lubricate the bearing surfaces of the torsion link that show with grease, D00633.

2) Reconnect the torsion link. Do this task: Nose Landing Gear Torsion Link Connection, TASK 32-21-31-400-803.

(b) Move the steering actuator of the nose landing gear.

1) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

SUBTASK 10-12-02-640-004

(4) Lubricate the landing gear parts that have lubrication fittings,

(a) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801

(b) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802

(c) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801

(d) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802

F. Flight Controls

SUBTASK 10-12-02-720-001

(1) Operate the ailerons, elevators, rudder, and spoilers, through three complete cycles.

(2) After cycling, set the control surfaces at (or near) the neutral position.

SUBTASK 10-12-02-866-001

(3) Operate all trailing edge flaps to the full-down position, do this task: (Trailing Edge Flap System Operation With Primary Control, TASK 27-51-00-860-801).

SUBTASK 10-12-02-866-002

(4) Operate all leading edge slats to the full-down position, do this task: (Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801).

SUBTASK 10-12-02-210-008

(5) Examine all trailing edge flap drive components for corrosion.

SUBTASK 10-12-02-210-009

(6) Make sure the drain holes of the areas that follow are open:

(a) Trailing edge flap support fairing, do this task: (External Drainage Inspection/Check, TASK 51-41-11-200-801).

(b) Empennage, do this task: (External Drainage Inspection/Check, TASK 51-41-11-200-801).

(c) Flap, do this task: (External Drainage Inspection/Check, TASK 51-41-11-200-801).

SUBTASK 10-12-02-640-008

(7) Inspect reservoirs on flap transmission and flap power drive unit assemblies to ensure that reservoirs are filled with fluid, D00467.

SUBTASK 10-12-02-640-005

(8) Lubricate all of the flap drive system wear components that follow with grease, D00015:

(a) Do this task: (Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802)

(b) Do this task: (Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805)

(c) Do this task: (Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803)

(d) Do this task: (Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804)

SUBTASK 10-12-02-640-006

(9) Lubricate all trailing edge flap support lube fittings that follow with grease, D00015:

(a) Do this task: (Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812)

(b) Do this task: (Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807)

(c) Do this task: (Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810)

(d) Do this task: (Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801)

(e) Do this task: (Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808)

(f) Do this task: (Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811)

(g) Do this task: (Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813)

SUBTASK 10-12-02-390-003

(10) Coat all unpainted steel fittings on flaps and inside fairings with compound, C50129.

(a) Optional: Coat using compound, G50346.

SUBTASK 10-12-02-866-003

(11) Put the flaps in the FULL UP position. Do this task: (Retract the Trailing Edge Flaps, TASK 27-51-00-860-804).

——— END OF TASK ———

TASK 10-12-02-620-819

11. Service and Protection on 180 Day (6 Month) Cycles

A. General

(1) When you do this task, you must also do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

(e) Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-02-620-818

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 210/10-12-02-993-826

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.**	
You must do these procedures at the same time: - Service and Protection on 7 Day (1 Week) Cycles - Service and Protection on 14 Day (2 Week) Cycles - Service and Protection on 30 Day (1 Month) Cycles - Service and Protection on 60 Day (2 Month) Cycles - Service and Protection on 90 Day (3 Month) Cycles	
SERVICE AND PROTECTION ON 180 DAY (6 MONTH) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: - replace the tape you used to seal the fuselage openings - make sure the structural drain holes are open - replace the screens on the drain holes - if coating, C00924 coating was applied to the unpainted metal surfaces, replace the coating.
LANDING GEAR	Do this step: - examine and repack the wheel bearings.

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
51-21-21-370-801	Prepare the Surface to be Painted (P/B 701)
51-21-41-370-801	Apply Alodine 1000 Solution (P/B 701)
51-21-41-370-802	Apply Alodine 600, 1200 or 1200S Solution (P/B 701)
51-41-11-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	

D. Service and Protection

SUBTASK 10-12-02-620-081

(1) Do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

(e) Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-02-620-818

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-02-390-002

(1) Replace the tape you used to seal the fuselage openings.

(a) Apply Scotch Brand No.471 tape, G02219 or equivalent, to the locations that follow:

1) All external doors.

2) The upper half of the nose radome.

3) All external hatches.

(b) Make sure you keep the doors and hatches closed.

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

SUBTASK 10-12-02-210-010

(2) Make sure all of the structural drain holes are open, do this task: (External Drainage Inspection/Check, TASK 51-41-11-200-801).

SUBTASK 10-12-02-490-004

(3) Replace the screen material on the drain holes which are open to the environment. Attach the screen material with Scotch Brand No.471 tape, G02219.

SUBTASK 10-12-02-620-082

(4) If you initially applied coating, C00924 coating to the unpainted metal surfaces, replace the coating.

(a) Remove the old coating. Do this task: Prepare the Surface to be Painted, TASK 51-21-21-370-801.

(b) If necessary, apply alodine to unpainted aluminum surfaces, do this task: Apply Alodine 1000 Solution, TASK 51-21-41-370-801, or this task: Apply Alodine 600, 1200 or 1200S Solution, TASK 51-21-41-370-802.

(c) Apply a coating of coating, C00924, Class 1, do these steps:

1) Do not do this to the engine tail cones and other high-temperature parts.

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

2) Wash the surface to remove all oil, grease, fingerprints, dust, and other foreign material, do this task: (Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801).

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

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

4) Before you touch the coating it must dry for 45 minutes (minimum) at room temperature.

5) Before you put things on the coating, it must dry for 16 hours (minimum) at room temperature.

F. Landing gear

SUBTASK 10-12-02-640-007

(1) Examine and repack the wheel bearings:

(a) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801

(b) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801

(c) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-11-400-801

(d) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801

——— END OF TASK ———

TASK 10-12-02-620-820

12. Service and Protection on 365 Day (1 Year) Cycles

A. General

(1) When you do this task, you must also do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

(e) Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-02-620-818

(f) Service and Protection on 180 Day (6 Month) Cycles, TASK 10-12-02-620-819

(2) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you do the preservation to an airplane. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 211/10-12-02-993-827

PRESERVATION PROCEDURES - QUICK CHECK **These procedures are to be done throughout the storage time.**	
You must do these procedures at the same time: - Service and Protection on 7 Day (1 Week) Cycles - Service and Protection on 14 Day (2 Week) Cycles - Service and Protection on 30 Day (1 Month) Cycles - Service and Protection on 60 Day (2 Month) Cycles - Service and Protection on 90 Day (3 Month) Cycles - Service and Protection on 180 Day (6 Month) Cycles	
SERVICE AND PROTECTION ON 365 DAY (1 YEAR) CYCLES	
AIRPLANE AREA	ABBREVIATED PROCEDURE
FUEL	Do these steps: - drain one main fuel tank - inspect the fuel tank for corrosion - if you find corrosion, drain and inspect all tanks - remove corrosion - open the wing dry bay areas - remove any corrosion - close the wing dry bay areas - fill and keep the fuel tanks at least 10% full - add biocide to the fuel - operate the boost pumps.

B. References

Reference	Title
12-11-00-650-802	Pressure Refuel Procedure (P/B 301)
28-10-00-600-803	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
28-11-11-400-801	Main Tank Access Door Installation (P/B 401)

C. Consumable Materials

Reference	Description	Specification
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23

D. Service and Protection

SUBTASK 10-12-02-620-083

(1) Do these tasks:

(a) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-02-620-802

(b) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-02-620-803

(c) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-02-620-804

(d) Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-02-620-805

(e) Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-02-620-818

(f) Service and Protection on 180 Day (6 Month) Cycles, TASK 10-12-02-620-819

E. Fuel

SUBTASK 10-12-02-620-070

(1) Do the preservation procedure for the fuel tanks.

(a) Remove the fuel from one of the main tanks and prepare for fuel tank entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

(b) Examine the fuel tank and the fuel lines for corrosion.

(c) If corrosion is in the tank, you must do these steps:

1) Remove the fuel from all of the tanks and prepare for fuel tank entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

2) Examine all of the tanks and the fuel lines for corrosion.

3) Repair all corrosion found, do this task Repair of Fuel Tank Corrosion, TASK 28-11-00-300-802.

(d) Open the wing dry bay areas.

(e) Examine the wing dry bay areas for corrosion.

1) If corrosion is found, remove the corrosion, do this task: Repair of Fuel Tank Corrosion, TASK 28-11-00-300-802.

a) Apply corrosion inhibiting compound, G00009 or an applicable corrosion inhibiting compound as necessary.

(f) Close the wing dry bay areas that were opened.

(g) Close the fuel tanks, do this task: Main Tank Access Door Installation, TASK 28-11-11-400-801.

WARNING: DO NOT BREATHE BIOCIDE FUMES, OR TOUCH THE BIOCIDE FUEL ADDITIVE. READ THE MANUFACTURERS MSDS. THE BIOCIDE FUEL ADDITIVE CAN CAUSE HEALTH PROBLEMS (INJURIES TO PERSONNEL).

CAUTION: DO NOT PUT LARGE CONCENTRATIONS OF BIOCIDE IN FUEL TANKS. LARGE CONCENTRATIONS CAN MAKE SALT PARTICLES THAT CAN CAUSE CORROSION.

(h) Fill and keep all of the fuel tanks greater than 10 percent capacity, do this task: Pressure Refuel Procedure, TASK 12-11-00-650-802.

NOTE: The preferred procedure to mix the additive is by metered injection into the flowing stream of fuel.

1) Put the fuel additive in the fuel tanks, do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-803.

NOTE: The fuel additive will prevent sealant deterioration in the fuel tanks.

(i) Turn on all fuel boost pumps and override pumps and operate them until the low pressure lights on the P5 overhead panel turn off.

NOTE: When you operate the pumps, it causes the pumps to be purged with new fuel.

——— END OF TASK ———

TASK 10-12-02-550-801

13. Put the Airplane Back to A Serviceable Condition After the Storage

A. General

(1) This procedure has one task:

(a) Put the Airplane Back to a Serviceable Condition After the Storage.

(2) This procedure also has a Quick Check table.

WARNING: THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(3) The airplane prolonged parking preservation Quick Check table follows, and should not take the place of the tasks in this procedure. It is to be used only for reference and for a quick review of what is in the procedure:

(a) The tables below are for a Quick Check to show what is necessary when you put an airplane back into a serviceable condition after being in storage. This data is in direct relationship with the tasks and subtasks within the procedure. The table was created to help the mechanic understand quickly what is necessary to put an airplane into a storage condition. The title of each table is the TASK TITLE for that procedure.

Table 212/10-12-02-993-818

DEPRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the end of the storage time. PUT THE AIRPLANE BACK TO A SERVICEABLE CONDITION AFTER THE STORAGE	
AIRPLANE AREA	ABBREVIATED PROCEDURE

Table 212/10-12-02-993-818 (Continued)

DEPRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the end of the storage time. PUT THE AIRPLANE BACK TO A SERVICEABLE CONDITION AFTER THE STORAGE	
FUSELAGE	Do these steps to the external areas: - remove pitot probe covers - remove static port covers - remove all covers on external area - remove temporary coatings - open and clean drains - look for corrosion - remove covers from doors & panels - remove flags - remove tape - remove covers from windows.
	Lubricate these areas: - external mechanisms - door hinges - external handle housings.
	Look at these internal areas: - door seals - inside handles (cargo & entry doors) - passenger arm/disarm handles.
WING LEADING EDGE, TRAILING EDGE, AND EMPENNAGE HORIZONTAL AND VERTICAL STABILIZERS	Do these steps: - wash the surface - look for corrosion - inspect the paint - functional test slats - functional test flaps - functional test spoilers - examine all drain holes - lubricate all flap & slat components.

Table 212/10-12-02-993-818 (Continued)

DEPRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the end of the storage time. PUT THE AIRPLANE BACK TO A SERVICEABLE CONDITION AFTER THE STORAGE	
LANDING GEAR	Do these steps: - install ground locks - landing gear control handle down - landing gear doors closed - remove wheel covers - remove tiedowns - jack airplane if necessary - test alternate extension system - examine the door seals - inspect wheel bearings - lower airplane off jacks - service the struts - remove corrosion - clean oleo - lubricate all fittings.
FUEL	Do these steps: - remove screen mesh from openings - remove flags - fuel airplane - check for leaks - drain all water (sumps and surge tanks).
POWER PLANT	Do the engine depreservation
BLEED AIR SYSTEM	Do the depreservation of the bleed air system
APU	Do the depreservation of the APU
COMPASS	Do the compass swing
ELECTRICAL/ELECTRONIC	Do these steps: - ground the airplane - put all switches in the OFF position - install the components (E/E Bay) - examine for corrosion - install inertial reference systems - check or install all batteries - close all applicable circuit breakers - apply electrical power - charge the batteries - test emergency light system - put all switches in correct position.

Table 212/10-12-02-993-818 (Continued)

DEPRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the end of the storage time. PUT THE AIRPLANE BACK TO A SERVICEABLE CONDITION AFTER THE STORAGE	
FLIGHT COMPARTMENT EQUIPMENT AND RELATED INSTRUMENT	Do these steps: - remove all covers - drain and flush the pitot static system - test the systems - check the portable fire systems - remove the seat covers.
OXYGEN	Do these steps: - check hydrostatic dates - flush oxygen system (if necessary) - install crew oxygen bottles - install passenger oxygen bottles - install crew oxygen masks - check chemical generators - do a mask drop check if necessary.
AIR CONDITIONING	Do these steps: - drain water separators - clean coalescer - remove the covers from external opening - close outflow valves - install components that were removed - operate ECS system.
HYDRAULIC	Do these steps: - clean grease off actuators - pressurize the hydraulic systems - check for hydraulic fluid leaks - check all system components - make sure the systems are serviced - check the low pressure warn light - replace the hydraulic system filters.
PRIMARY FLIGHT CONTROLS SYSTEMS	Do these steps: - remove all covers - lubricate all visible cables - check the control wheel - check the rudder - check the elevator - operate the stabilizer trim - check the maintenance pages of CMC - test the primary control system - test the secondary control system.

Table 212/10-12-02-993-818 (Continued)

DEPRESERVATION PROCEDURES - QUICK CHECK These procedures are to be done at the end of the storage time. PUT THE AIRPLANE BACK TO A SERVICEABLE CONDITION AFTER THE STORAGE	
EQUIPMENT AND FURNISHINGS	Do these steps: - remove carpet runners - remove waterproof cover - remove cotton seat covers - open window shades - clean trays and waste containers - check galleys and toilets - install seats and carpets in flight compartment if they were removed - install seats and carpets in passenger compartment if they were removed - install life vests.
WATER AND WASTE	Reactivate these systems: - potable water - drains - toilet tanks.
FIRE PROTECTION	Reactivate these systems: - engine fire extinguishing systems - APU fire extinguishing systems - fire extinguisher bottles - smoke detectors.
NITROGEN GENERATING SYSTEM	Do these steps: - Remove cover from dedicated ram inlet and outlet - Perform leak check - Perform electrical and system IBIT test.

B. References

Reference	Title
07-11-03-580-801	Lift the Main Landing Gear Axles with the Axle Jacks (P/B 201)
07-11-03-580-802	Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E (P/B 201)
12-11-00-650-802	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel System Sumping (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
12-14-01-600-802	Potable Water Tank - Fill (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)

(Continued)

Reference	Title
12-16-02-100-801	Clean the Glass Flight Compartment Windows — Inner Surface (P/B 301)
12-16-03-100-801	Clean The Passenger Compartment Windows (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-610-805	Trailing Edge Flap Electric Motor Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-806	U-Joint and Tee Angle Gearbox Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-814	Inboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-51-640-815	Outboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-816	Outboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-71-600-801	Leading Edge Slat Main Track Rollers Lubrication (P/B 301)
12-22-71-640-801	Leading Edge Main and Auxiliary Tracks Lubrication (P/B 301)
12-25-07-600-801	Lubricate the Support Beam Assembly of the Main Landing Gear (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Polish the External Surfaces of the Airplane (P/B 201)
20-10-07-400-801	E/E Box Installation (P/B 201)

(Continued)

Reference	Title
20-40-11-910-801	Static Grounding (P/B 201)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
21-27-02-400-801	Equipment Cooling Supply Fan Installation (P/B 401)
21-31-00-700-802	Pressurization System Ground Test (P/B 501)
24-31-11-400-802-002	Battery Installation (P/B 401)
25-11-01-400-801	Captain's and First Officer's Seat Installation (P/B 401)
25-11-02-400-801	First Observer's Seat Installation (P/B 401)
25-11-02-400-802	Second Observer's Seat Installation (P/B 401)
25-22-00-400-802	Passenger Seat - Installation (P/B 401)
25-27-15-400-801	Carpet - Installation (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
25-64-00-710-801	Megaphone Operational Test (P/B 201)
25-64-00-900-804	Megaphone Battery Replacement (P/B 201)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
26-14-00-730-801	Lavatory Smoke Detection - Smoke Test (P/B 501)
26-15-00-710-801	APU Fire Detection - Operational Test (P/B 501)
26-16-00-730-801	Cargo Bay Smoke Detection - Smoke Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguishers - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection/Check (P/B 601)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-11-00-700-807	Control Wheel Travel Stop Test (P/B 501)
27-21-00-700-813-002	Rudder Pedal Adjustment and Limit Travel Test (P/B 501)
27-31-00-700-808	Control Column Travel and Centering - Test (P/B 501)
27-31-14-210-801	Elevator Power Control Unit Visual Inspection (P/B 601)
27-32-00-710-801	Stall Warning System - Operational Test (P/B 501)
27-41-00-700-803	Stabilizer Electric Trim System Test (P/B 501)
27-51-00-730-801	Trailing Edge Flap System Test (P/B 501)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-802	Trailing Edge Flap System Operation With Alternate Control (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
27-81-00-860-803	Leading Edge Flaps and Slats Extension (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
27-88-00-710-801	Leading Edge Flap and Slat Position Indicating System - Operational Test (P/B 501)

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Reference	Title
28-11-00-790-801	Fuel Leak Detection Procedures (P/B 601)
29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
29-09-00-860-803	Hydraulic Reservoir Pressurization System - Leakage Test (P/B 501)
29-11-21-700-801	Electric Motor-Driven Pump (EMDP) Test (P/B 501)
29-11-51-000-801	EDP Case Drain Filter Element Removal (P/B 401)
29-11-51-400-801	EDP Case Drain Filter Element Installation (P/B 401)
29-11-61-000-801	Return Filter Element Removal (P/B 401)
29-11-61-400-801	Return Filter Element Installation (P/B 401)
29-11-81-710-801	EDP Supply Shutoff Valve Operational Test (P/B 401)
29-33-12-200-801	Hydraulic Fluid Quantity Transmitter/Indicator Inspection (P/B 601)
30-31-00-730-801	Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test (P/B 501)
30-42-00-700-801	Windshield Wiper System - Operational Test (P/B 501)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
32-11-81-870-801	Hydraulic Shimmy Damper - Bleeding (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
32-34-00-730-801	Main Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-34-00-730-802	Main Gear Manual Extension System Test - Airplane not on Jacks (P/B 501)
32-35-00-730-801	Nose Gear Manual Extension System Test - Airplane on Jacks (P/B 501)
32-35-00-730-802	Nose Gear Manual Extension System Test - Airplane Not on Jacks (P/B 501)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
33-51-00-720-801	Emergency Lights - Operational Check (P/B 501)
33-51-06-960-805	Power Supply - Battery Pack Replacement (P/B 201)
33-51-06-960-806	Power Supply - Power Supply Replacement (P/B 201)
34-11-00-170-801	Pitot Static System - Flushing (P/B 301)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
34-11-00-790-804	Left Static System Low-range Leak Test (P/B 501)
34-11-00-790-806	Right Static System Low-range Leak Test (P/B 501)
34-11-00-790-808	Alternate Static System Low-range Leak Test (P/B 501)
34-11-00-790-810	Left Pitot System Leak Test (P/B 501)

(Continued)

Reference	Title
34-11-00-790-811	Right Pitot System Leak Test (P/B 501)
34-11-00-790-812	Alternate Pitot System Leak Test (P/B 501)
34-21-01-400-801	Air Data Inertial Reference Unit Installation (P/B 401)
34-23-00	STANDBY MAGNETIC COMPASS
35-00-00-100-801	Clean the Oxygen System Components (P/B 701)
35-12-00-700-802	Crew Oxygen Mask-Regulator Test (P/B 501)
35-12-00-800-802	Leak Test the Crew Oxygen System After System Maintenance or Repair (P/B 201)
35-12-85-400-802	Oxygen Mask/Regulator Installation (P/B 401)
35-22-00-210-801	Visual Inspection of the Oxygen Generator (P/B 501)
35-22-00-700-801	Passenger Oxygen System - Automatic Actuation Functional Test (P/B 501)
35-22-31-210-801-001	Visual Inspection of the Oxygen Mask (P/B 201)
36-11-02-200-801	Bleed Air Check Valve Inspection (P/B 601)
38-10-00-600-801	Potable Water System - Disinfectant (P/B 201)
38-32-00-420-801	Toilet Activation (P/B 201)
47-00-00-790-801	Leak Check of the Nitrogen Generation System (P/B 601)
47-31-02-740-804	BDU Ground Test Menu (P/B 201)
49-11-00-600-804	APU Depreservation (P/B 201)
71-00-03-600-803-F00	Depreservation of an Engine On-Wing (Task Selection) (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1503	Cover - Probe, Pitot Static Part #: KPC3-480-325 Supplier: 0P9C7
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
COM-1509	Cover - Protective, Main Landing Gear Wheels/Brakes Part #: WL07J99 Supplier: 8M213
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
COM-11084	Cover - Protective, Nose Landing Gear Wheels Part #: WL08J99 Supplier: 8M213
SPL-14189	Protective Cover - AOA Vane Part #: C10004-1 Supplier: 81205

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G02444	Tag - Red Paper, "STATIC PORTS COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G02447	Tag - Red Paper, "PITOT PROBES COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	

E. Fuselage

SUBTASK 10-12-02-630-001

(1) Do the depreservation of the fuselage.

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

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

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

(a) Remove the pitot static probe cover, COM-1503 (3 locations).

NOTE: The pitot probes are located on the forward external part of the airplane.

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

(b) Remove pitot static probe cover, COM-1503 (2 locations), located on the vertical stabilizer.

(c) Remove the "PITOT PROBES COVERED" tag, G02447 from the left control wheel in the flight compartment.

(d) If the temperature was below freezing while the airplane was parked, make sure there is no ice blocking the pitot probes.

1) If ice causes a blockage of the pitot openings, carefully apply warm air until the ice melts.

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

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

(e) Remove all barricade tape and vinyl adhesive tape from the static ports.

1) Inspect each static port and if necessary use naphtha or equivalent to remove all tape residue, dirt and other contaminants around the static port.

(f) Remove the vinyl adhesive tape from the angle-of-attack (AOA) sensors.

1) Inspect each AOA sensor and use solvent to remove all tape residue, dirt, and other contaminants around the sensor, if necessary.

(g) Remove the (AOA) sensor angle of attack vane cover, COM-2499 (recommended) or AOA vane protective cover, SPL-14189 (alternate).

(h) Remove the "STATIC PORTS COVERED" tag, G02444 from the left control wheel in the flight compartment.

If the temperature was below freezing while the airplane was parked, make sure there is no ice blocking the static ports.

1) If ice causes a blockage of the static openings, carefully apply warm air until the ice melts.

(i) Remove the “AOA SENSORS COVERED” tag from the left control wheel in the flight compartment.

(j) Remove the covers on the forward external areas that follow: temperature probe ad ice detector.

(k) Make sure that these circuit breakers are closed:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

(l) Remove the coating, C00924 coating, if it was applied.

1) Remove all other temporary protective coatings, if they were applied.

2) If the protective coating is not completely removed, do the steps to remove it again or remove it with solvent.

(m) Make sure all of the airplane drains are open and clean.

1) Examine all of the airplane surfaces for corrosion or staining.

(n) Remove the covers on the control cabin windows and the windshield.

(o) Remove the reflective material from the surface of the windshields and windows, if it was applied.

1) Do this task: (Clean the Glass Flight Compartment Windows — Inner Surface, TASK 12-16-02-100-801).

2) Do this task: (Clean The Passenger Compartment Windows, TASK 12-16-03-100-801).

(p) Remove the tape and the covers from all of the doors, and access panels.

(q) Remove the cheesecloth covers, red flags, and tape from all of the vent and openings.

(r) Clean the airplane.

1) Do this task: (Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801).

2) Do this task: (Polish the External Surfaces of the Airplane, TASK 12-40-00-100-802).

(s) Examine all door seals for flat spots or deterioration.

(t) Make sure the inside handles on the entry and cargo doors open and closing forces are correct.

(u) Check the entry and service door escape slide girt bar fittings:

1) Make sure the girt bar retainers on the escape slide cover will hold the girt bar.

2) Make sure the floor-mounted escape slide brackets are clean, secure, and are operable.

F. Wing Leading Edge, Trailing Edge, and Empennage Horizontal and Vertical Stabilizers

SUBTASK 10-12-02-630-002

(1) Do the depreservation of the wing leading edge, trailing edge, and empennage horizontal and vertical stabilizers.

NOTE: If the storage time was less than 60 days (two months), no external protection (except for the covers of the gust suppression and static air pressure ports) of the specified areas was necessary. This was if there were no unusual weather conditions and the atmospheric contamination did not cause damage to the external surface of the airplane.

(a) Wash the specified airplane surfaces if it is necessary, do this task: (Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801).

NOTE: Wash/clean the airplane to get a good surface condition to check the areas for leaks, corrosion, staining, or other deterioration.

(b) If for outside storage, there were high winds, or exposure to corrosive substances, or industrial pollutants, do the step that follows:

1) Inspect all wing and empennage composite panels to see if the paint is satisfactory.

NOTE: When you find the paint chipping or peeling, the surfaces must be repainted or covered. This is to protect them from Ultra Violet (UV) radiation.

(c) Do a functional test of the slats:

1) Do this task: (Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804).

2) Do this task: (Leading Edge Flaps and Slats Extension, TASK 27-81-00-860-803).

(d) Do a functional test of the flaps:

1) Do this task: (Extend the Trailing Edge Flaps, TASK 27-51-00-860-803).
2) Do this task: (Retract the Trailing Edge Flaps, TASK 27-51-00-860-804).

(e) Do a functional test of the spoilers, do this task: (Spoiler Control System Operational Test, TASK 27-61-00-710-801).

(f) Examine the spoilers for corrosion.

(g) Examine all drain holes in the structure to make sure they are open and permit water to drain freely.

NOTE: Make sure the control rods and structural strut drain holes are open.

(h) Lubricate all trailing edge flap components.

NOTE: Do this if the storage has been more than 60 days or if it has been more than 60 days since the last lubrication.

1) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.
2) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.
3) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.
4) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.
5) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.
6) Do this task: U-Joint and Tee Angle Gearbox Lubrication, TASK 12-22-51-640-806.
7) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.
8) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.
9) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.
10) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.
11) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.
12) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.
13) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.
14) Do this task: Inboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-814.
15) Do this task: Outboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-815.
16) Do this task: Outboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-816.
17) Do this task: Trailing Edge Flap Power Drive Unit Servicing, TASK 12-22-51-610-801.
18) Do this task: Trailing Edge Flap Transmission Servicing, TASK 12-22-51-610-803.

19) Do this task: Trailing Edge Flap Electric Motor Servicing, TASK 12-22-51-610-805.

(i) Lubricate all leading edge slat components.

NOTE: Do this if the storage has been more than 60 days or if it has been more than 60 days since the last lubrication.

1) Do this task: Leading Edge Slat Main Track Rollers Lubrication, TASK 12-22-71-600-801.

2) Do this task: Leading Edge Main and Auxiliary Tracks Lubrication, TASK 12-22-71-640-801.

G. Landing Gear

SUBTASK 10-12-02-630-003

(1) Do the depreservation of the landing gear.

(a) Before the airplane hydraulic systems are pressurized, do the steps that follow:

1) Check that the main and nose landing gear ground locks are installed, if necessary do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

2) Make sure the landing gear control handle in the first officer's instrument panel is in the DOWN position.

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE LANDING GEAR DOORS. THE QUICK MOVEMENT OF THE DOORS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(b) Remove the protective cover, COM-1509 from the main landing gear wheels and brakes.

WARNING: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE LANDING GEAR DOORS. THE QUICK MOVEMENT OF THE DOORS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(c) Remove the protective cover, COM-11084 from the nose landing gear wheels.

(d) Remove all mooring restraints if they were installed.

(e) Connect the torsion link of the nose landing gear if it was disconnected, do this task: (Nose Landing Gear Torsion Link Connection, TASK 32-21-31-400-803)

(f) Do the tests of the alternate extension system that follow:

1) Do the operational test:

a) Do this task: (Main Gear Manual Extension System Test - Airplane not on Jacks, TASK 32-34-00-730-802).

b) Do this task: (Nose Gear Manual Extension System Test - Airplane Not on Jacks, TASK 32-35-00-730-802).

2) If there is a malfunction during the test, do the steps below:

a) Do this task: (Main Gear Manual Extension System Test - Airplane on Jacks, TASK 32-34-00-730-801).

b) Do this task: (Nose Gear Manual Extension System Test - Airplane on Jacks, TASK 32-35-00-730-801).

(g) Examine all of the door seals of the landing gear for flat spots and deteriorations.

(h) Remove the wheel chocks, COM-1505.

(i) Do the steps that follow to do an inspection of the wheel bearings:

1) Lift the left main landing gear axle with the axle jack. Reference: Lift the Main Landing Gear Axles with the Axle Jacks, TASK 07-11-03-580-801.
2) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.
3) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.
4) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-11-400-801.

   NOTE: If worn tires were installed while the airplane was stored, install new tires.
5) Do this task: Lower the left main landing gear off the axle jack. Reference: Lift the Main Landing Gear Axles with the Axle Jacks, TASK 07-11-03-580-801.
6) Lift the right main landing gear axle with the axle jack. Reference: Lift the Main Landing Gear Axles with the Axle Jacks, TASK 07-11-03-580-801.
7) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.
8) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.
9) Do this task: Main Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-11-400-801.

   NOTE: If worn tires were installed while the airplane was stored, install new tires.
10) Do this task: Lower the right main landing gear off the axle jack. Reference: Lift the Main Landing Gear Axles with the Axle Jacks, TASK 07-11-03-580-801.
11) Do this task: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, TASK 07-11-03-580-802.
12) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.
13) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.
14) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801.

    NOTE: If worn tires were installed while the airplane was stored, install new tires.
15) Do this task: Lower the nose landing gear off the axle jack. Reference: Lift the Airplane Nose Landing Gear with the Axle Jack at Jack Point E, TASK 07-11-03-580-802.

(j) Do the service of the landing gear shock struts.

1) Do this task: (Main Landing Gear Shock Strut Servicing, Airplane on the Ground, TASK 12-15-31-610-802).
2) Do this task: (Nose Landing Gear Shock Strut Servicing, Airplane on the Ground, TASK 12-15-41-610-802).

(k) Remove all of the corrosion preventive compound from the unpainted components on the landing gear.

NOTE: Soak and scrub the parts with TT-N-95 Type I solvent, B00316 and then vapor degrease the parts if it is necessary.

(l) Remove the grease from the surface of the oleo inner cylinder if it was applied.

(m) Lubricate all of the landing gear fittings.

1) Do this task: (Lubricate the Support Beam Assembly of the Main Landing Gear, TASK 12-25-07-600-801).

2) Do this task: (Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801).

3) Do this task: (Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802).

4) Do this task: (Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801).

5) Do this task: (Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802).

(n) Do this task: Hydraulic Shimmy Damper - Bleeding, TASK 32-11-81-870-801.

H. Fuel

SUBTASK 10-12-02-630-004

(1) Do the depreservation of the fuel system.

(a) Remove the woven screen mesh material from the surge tank vent openings.

1) Make sure you remove the red flags.

(b) Service the fuel tanks if it is necessary for planned flight, do this task: (Pressure Refuel Procedure, TASK 12-11-00-650-802).

(c) Do a check of the fuel lines and component connections for leaks, do this task: (Fuel Leak Detection Procedures, TASK 28-11-00-790-801).

1) Make a check of all O-rings and seals.

2) Make a check for fuel leaking from the APU fuel shroud drain.

(d) Drain all water that has collected in the sumps of the fuel tanks and the surge tanks.

1) Do this task: Fuel System Sumping, TASK 12-11-00-680-801.

I. Power Plant

SUBTASK 10-12-02-630-005

(1) Do the depreservation of the power plant.

(a) Do the General Electric (GE) engine depreservation, do this task: (Depreservation of an Engine On-Wing (Task Selection), TASK 71-00-03-600-803-F00).

SUBTASK 10-12-02-630-048

(2) Do the depreservation of the Integrated Drive Generator (IDG).

(a) Do the IDG depreservation, do this task: IDG Servicing (Oil Fill), TASK 12-13-21-600-801.

J. Bleed Air System

SUBTASK 10-12-02-630-046

(1) For airplanes/engines stored more than 60 days, perform an inspection of the 5th stage bleed air check valve.

NOTE: The inspection of the bleed air system is not necessary for a check valve that is replaced by a new or overhauled valve at the time of return to service.

(a) Do this task for each 5th stage bleed air check valve, Bleed Air Check Valve Inspection, TASK 36-11-02-200-801.

K. APU

SUBTASK 10-12-02-630-006

(1) Do the depreservation of the APU, do this task: (APU Depreservation, TASK 49-11-00-600-804).

(a) Remove the exhaust and cooling air covers.

(b) Do a check of the APU fire Detection and extinguishing systems, do this task: (APU Fire Detection - Operational Test, TASK 26-15-00-710-801).

L. Compass

SUBTASK 10-12-02-820-001

(1) If the airplane has been parked for over one year on the same heading, perform a compass swing STANDBY MAGNETIC COMPASS, SUBJECT 34-23-00.

M. Electrical/Electronic

SUBTASK 10-12-02-630-007

(1) Do the depreservation of the electrical/electronic systems.

NOTE: Before electrical power is applied, visually make sure all control lever positions agree with the movable control surface positions.

(a) Make sure there is an electrical ground on the airplane.

1) Do this task: (Static Grounding, TASK 20-40-11-910-801).

(b) Make sure all switches that are not necessary are in the OFF position.

NOTE: This does not include the switches used to activate the systems.

(c) If the rack-mounted electronic modules were removed from the equipment racks, install cleaned, serviceable units, do this task: (E/E Box Installation, TASK 20-10-07-400-801).

NOTE: The packages are located in the main equipment area E1 through E5 and aft cargo compartment E6, E8 (if applicable).

1) Make sure the electronic packages are in good condition and have no corrosion.

(d) Install the inertial reference systems if they were removed:

1) Do this task: (Air Data Inertial Reference Unit Installation, TASK 34-21-01-400-801).

(e) Install or connect the main batteries if it is applicable, do this task: (Battery Installation, TASK 24-31-11-400-802-002).

(f) Install the emergency light batteries.

NOTE: Do this task: (Power Supply - Battery Pack Replacement, TASK 33-51-06-960-805).

1) If the emergency light batteries stayed on the airplane during storage, do the step that follows:

NOTE: If you disconnected the wires to the battery packs from the electrical power source, connect the wires.

a) Make sure the circuit breakers for charging the emergency light batteries are closed.

b) If you removed the battery cartridges from the airplane, install the cartridges.

(g) Install the megaphone battery, do these tasks: (Megaphone Battery Replacement, TASK 25-64-00-900-804 and Megaphone Operational Test, TASK 25-64-00-710-801).

(h) Install the batteries from the light modules at the main entry doors 1, 2, 4, and 5 (if applicable), do this task: (Power Supply - Power Supply Replacement, TASK 33-51-06-960-806).

(i) Install all of the other batteries:

1) Make sure the batteries for the emergency radio beacons are installed.

NOTE: These batteries are located in the slide/raft covers and the life raft. These batteries are only activated when they are touched by water.

2) Install the flashlight batteries and other equivalent non-rechargeable batteries.

NOTE: These batteries could have been moved to other areas, or other airplanes. If they were, install new batteries when the airplane is put back in service.

(j) Close all the applicable circuit breakers for the electrical/electronic components.

(k) Close the circuit breaker for the parking brake valve.

NOTE: If the circuit breakers for the Antiskid/Autobrake Control Unit were opened to prevent EICAS and BITE message errors, close these circuit breakers.

1) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

(l) Close all of the circuit breakers on the P6, P10, and P18 circuit breaker panel.

(m) Close the circuit breakers on the main power distribution panels P91 and P92.

(n) Close all remaining circuit breakers, unless they need to remain open for maintenance work.

(o) Make sure the main battery is in the fully charged condition. If not, charge main battery.

CAUTION: DO NOT TURN ON THE EMERGENCY LIGHT SYSTEM IF POWER HAS NOT BEEN APPLIED TO THE INSTALLED SYSTEM WHILE THE AIRPLANE WAS PARKED FOR 6 DAYS OR MORE. DO NOT TURN ON THE SYSTEM FOR A MINIMUM OF 90 MINUTES AFTER YOU APPLY ELECTRICAL POWER. DO NOT DO A FUNCTIONAL TEST UNTIL THE BATTERIES HAVE BEEN CHARGED FOR A MINIMUM OF 90 MINUTES. THIS IS NECESSARY BECAUSE THE SYSTEM MUST BE CHARGED BEFORE IT IS ABLE TO OPERATE CORRECTLY.

(p) Make sure the Emergency Light System battery packs are in the fully charged condition.

NOTE: The battery packs in the emergency light power supplies are continuously charged when electrical power is supplied to the airplane, unless the emergency light switches are set to the on mode. If the battery packs are fully drained, maximum time necessary to charge them is 90 minutes.

1) Do the system test of the emergency light system, do this task: Emergency Lights - Operational Check, TASK 33-51-00-720-801.

(q) Make sure the applicable switches are returned to the correct position after the power is disconnected.

N. Flight Compartment Equipment and Related Instruments

SUBTASK 10-12-02-630-008

(1) Do the depreservation of the flight compartment and related instrument systems.

(a) Drain and flush the pitot static system:

1) Do this task: (Pitot Static System - Draining, TASK 34-11-00-680-801)

2) Do this task: (Pitot Static System - Flushing, TASK 34-11-00-170-801).

(b) Do the tests of the systems that follow:

1) Do this task: (Right Static System Low-range Leak Test, TASK 34-11-00-790-806).

2) Do this task: (Right Pitot System Leak Test, TASK 34-11-00-790-811).

3) Do this task: (Left Static System Low-range Leak Test, TASK 34-11-00-790-804).

4) Do this task: (Left Pitot System Leak Test, TASK 34-11-00-790-810).

5) Do this task: (Alternate Pitot System Leak Test, TASK 34-11-00-790-812).

6) Do this task: (Alternate Static System Low-range Leak Test, TASK 34-11-00-790-808).

7) Do this task: (Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test, TASK 30-31-00-730-801).

8) Do this task: (Windshield Wiper System - Operational Test, TASK 30-42-00-700-801).

(c) Remove the seat covers if they were installed.

O. Oxygen

SUBTASK 10-12-02-630-009

(1) Do the depreservation of the oxygen systems.

(a) Do the steps that follow if the airplane was in storage for less than 60 days (2 months):

1) Do this task: (Crew Oxygen Mask-Regulator Test, TASK 35-12-00-700-802).

2) Do this task: (Passenger Oxygen System - Automatic Actuation Functional Test, TASK 35-22-00-700-801).

NOTE: Perform test with all test stops activated on all service unit doors.

3) Do this task: (Visual Inspection of the Oxygen Generator, TASK 35-22-00-210-801).

(b) Make sure the portable and system oxygen bottles are not due for hydro-static tests.

(c) Do the steps that follow if the airplane was in storage for more than 60 days:

1) If the crew oxygen bottles were removed from the airplane, flush the oxygen system, do this task: (Clean the Oxygen System Components, TASK 35-00-00-100-801).

a) Install the crew oxygen bottles, do this task: (Leak Test the Crew Oxygen System After System Maintenance or Repair, TASK 35-12-00-800-802).

2) If the passenger gaseous oxygen bottles were removed from the airplane, flush the oxygen system, do this task: (Clean the Oxygen System Components, TASK 35-00-00-100-801).

a) Install the passenger gaseous oxygen bottles, do this task: (Oxygen Mask/Regulator Installation, TASK 35-12-85-400-802).

3) Install the crew system oxygen masks, do this task: (Oxygen Mask/Regulator Installation, TASK 35-12-85-400-802).

NOTE: If the crew oxygen masks have been in storage for more than three months, you must inspect the masks. Look at the condition of the rubber and the plastic parts.

a) Do this task: (Visual Inspection of the Oxygen Mask, TASK 35-22-31-210-801-001).

4) Do a check of the passenger chemical oxygen generators for age/date limit, and replace them if it is necessary, do this task: (Passenger Oxygen System - Automatic Actuation Functional Test, TASK 35-22-00-700-801).

5) If the storage was for over 6 months, do a full drop test on 6 to 10 masks, do this task: (Passenger Oxygen System - Automatic Actuation Functional Test, TASK 35-22-00-700-801).

NOTE: Perform test with all test stops activated on all service unit doors except for the 6 to 10 masks that will be fully dropped.

NOTE: Do this as a spot check for signs of deterioration.

P. Air Conditioning

SUBTASK 10-12-02-630-010

(1) Do the depreservation of the air conditioning systems.

(a) Drain the water from the water separators, aspirators, and connecting tubing.

(b) Remove the covers from the external openings to the air conditioning system that follow: the outflow valve, the over-pressure relief valve, the equipment cooling overboard exhaust valve, the air conditioning ram air inlet and exit, the two ground air connect flanges, the three pneumatic ground connect fittings, the static sense port.

1) Make sure there is no contamination or unwanted material.

(c) Close the outflow valves of the cabin pressure control system, do this task: (Pressurization System Ground Test, TASK 21-31-00-700-802).

(d) If the components that follow were removed, install the components:

1) equipment cooling supply fans, do this task: (Equipment Cooling Supply Fan Installation, TASK 21-27-02-400-801).

(e) Make sure the ECS system operates correctly, do this task: (Supply Conditioned Air with a Cooling Pack, TASK 21-00-00-800-803).

1) Use a pneumatic ground source or the APU to pressurize the pneumatic system and operate the left and right A/C packs.

2) Do the operational checks that follow:

a) Cabin Temperature Control System: Left System Air On, Right System Air On

b) Airfoil Cowl Ice Protection System: Left Engine Anti-Ice (engines running), Right Engine Anti-Ice (engines running), Wing Anti-Ice (engines running)

Q. Hydraulic

SUBTASK 10-12-02-630-011

(1) Do the depreservation of the hydraulic systems.

NOTE: The steps that follow are not necessary if the airplane storage time was less than two months (60 days).

NOTE: Regular preflight procedures will satisfy these depreservation steps if the airplane storage time was less than two months (60 days).

(a) Do the steps that follow if the airplane was in storage for more than two months (60 days):

1) Clean the grease off all of the actuators.

NOTE: Do this if grease was applied when the airplane was put into preservation.

2) Pressurize the hydraulic systems, do this task: (Hydraulic Reservoirs Pressurization, TASK 29-09-00-860-801).

3) Do a check of all hydraulic system components.

4) Do a leak check of all hydraulic system A and B components.

5) Make sure the hydraulic systems are correctly serviced, do this task: (Hydraulic Reservoir Servicing, TASK 12-12-00-610-801).

6) Do the steps that follow if the engines were not run regularly:

a) Do this task: (Electric Motor-Driven Pump (EMDP) Test, TASK 29-11-21-700-801).

b) Do this task: (EDP Supply Shutoff Valve Operational Test, TASK 29-11-81-710-801).

c) Do this task: (Hydraulic Reservoir Pressurization System - Leakage Test, TASK 29-09-00-860-803).

d) Do this task: (Hydraulic Fluid Quantity Transmitter/Indicator Inspection, TASK 29-33-12-200-801).

7) Make sure the hydraulic system low pressure warning lights work.

8) Replace the hydraulic system filters that follow:

a) Do this task: (EDP Case Drain Filter Element Removal, TASK 29-11-51-000-801).

b) Do this task: (EDP Case Drain Filter Element Installation, TASK 29-11-51-400-801).

c) Do this task: (Return Filter Element Removal, TASK 29-11-61-000-801).

d) Do this task: (Return Filter Element Installation, TASK 29-11-61-400-801).

R. Primary Flight Control System (PFCS)

SUBTASK 10-12-02-630-012

(1) Do the depreservation of the primary flight control system.

(a) If the airplane was in storage for less than 60 days, do these steps:

1) Use the pilot controls to move the elevators, rudder, ailerons, spoilers, stabilizer trim, flaps, slats and speedbrakes through their full range of motion.

2) Make sure correct movement of the control surfaces is shown on the flight control indicators and trim indicators.

3) Make sure the control column, wheels, and pedals are centered after they are released.

(b) If the airplane was in storage for more than 60 days, do these steps:

NOTE: Do the adjustment checks in the referenced tasks below. If the controls are not correctly adjusted, do the steps to adjust them.

1) Make sure all applicable cables are lubricated, do this task: (Control Cable Lubrication, TASK 12-26-00-600-801).

2) Check the adjustment of the flight control cables:

a) Do this task: (Control Cables - Rigging, TASK 27-09-14-820-801).

3) Do the steps that follow for the control wheel:

a) Do this task: (Control Wheel Travel Stop Test, TASK 27-11-00-700-807).

4) Do the steps that follow for the rudder:

a) Do this task: (Rudder Pedal Adjustment and Limit Travel Test, TASK 27-21-00-700-813-002).

5) Do the steps that follow for the control column:

a) Do this task: (Control Column Travel and Centering - Test, TASK 27-31-00-700-808).

6) Do the step that follows for the elevator:

a) Do this task: (Elevator Power Control Unit Visual Inspection, TASK 27-31-14-210-801).

7) Do the step that follows for the stabilizer:

a) Do this task: (Stabilizer Electric Trim System Test, TASK 27-41-00-700-803).

8) Do the tests of the primary and secondary control systems as follows:

a) Do an operational test of the stall warning system, do this task: (Stall Warning System - Operational Test, TASK 27-32-00-710-801)

b) Do an operational test of the trailing edge flap system, do these tasks: (Trailing Edge Flap System Operation With Primary Control, TASK 27-51-00-860-801 and Trailing Edge Flap System Operation With Alternate Control, TASK 27-51-00-860-802)

c) Do a test of the trailing edge position and asymmetry indications system, do this task: (Trailing Edge Flap System Test, TASK 27-51-00-730-801).

d) Do a test of the leading edge slat system, do these tasks: (Leading Edge Flap and Slat System Operation With Alternate Control, TASK 27-81-00-860-802 and Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801).

e) Do a test of the leading edge slat position indication system, do this task: (Leading Edge Flap and Slat Position Indicating System - Operational Test, TASK 27-88-00-710-801).

S. Equipment and Furnishings

SUBTASK 10-12-02-630-013

(1) Do the depreservation of the airplane equipment and furnishings.

(a) Remove the carpet runners from the aisles if they were installed.

(b) Remove the protective waterproof cover from the carpet near the main deck doors if it was installed.

(c) Remove the cotton seat covers from the seats if the seats stayed in the airplane when you park the airplane for more than 7 days.

(d) Open the window shades if they were closed and the seats and the carpet were not removed.

(e) Make sure all the tray carriers and waste containers are empty and clean.

(f) Make sure the airsick bag containers and travel bag containers in the lavatories are empty and clean, do this task: (Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801).

(g) Make sure the galleys and toilets are in good condition, do this task: (Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801).

(h) Install the seats and the carpet in the flight compartment (if it is applicable).

1) Do this task: (Captain's and First Officer's Seat Installation, TASK 25-11-01-400-801).

2) Do this task: (First Observer's Seat Installation, TASK 25-11-02-400-801).

3) Do this task: (Second Observer's Seat Installation, TASK 25-11-02-400-802).

4) Make sure you examine the seats and carpet for moisture and mildew if they stayed on the airplane during the storage.

(i) Install the seats into the passenger compartment (if it is applicable).

1) Do this task: (Passenger Seat - Installation, TASK 25-22-00-400-802).

2) Make sure you examine the seats for moisture and mildew if they stayed on the airplane during the storage.

(j) Install the carpet into the passenger compartment (if it is applicable).

1) Do this task: (Carpet - Installation, TASK 25-27-15-400-801).

2) Make sure you examine the carpet for moisture and mildew if they stayed on the airplane during the storage.

(k) For VIP airplanes; install the leather seats if it is applicable.

NOTE: Moisture and severe cold can cause damage to the leather seats.

1) Remove desiccant bags, if it was installed.

T. Water and Waste

SUBTASK 10-12-02-630-014

(1) Do the depreservation of the airplane water and waste system.

(a) For airplanes where the potable water system has been maintained by flush and fill every three days, do a qualitative taste test of the water.

(b) If the potable water system has been stored for a long time, do the steps that follow:

1) Do this task: (Potable Water System - Disinfectant, TASK 38-10-00-600-801).

2) Do this task: (Potable Water Tank - Fill, TASK 12-14-01-600-802).

(c) Remove the plugs from all of the drains.

(d) Recharge the toilet tanks and operate the flush system to make sure they operate correctly.

1) Do this task: (Waste Tank Servicing, TASK 12-17-01-610-801).

2) Do this task: (Toilet Activation, TASK 38-32-00-420-801).

U. Fire Protection System

SUBTASK 10-12-02-630-015

(1) Do the depreservation of the fire protection systems.

(a) Make sure the engine fire extinguishing system in the serviceable "full" condition, do this task: (Engine Fire Detection - Operational Test, TASK 26-11-00-710-801).

(b) Make sure the APU fire extinguishing system in the serviceable "full" condition, do this task: (APU Fire Detection - Operational Test, TASK 26-15-00-710-801).

(c) Weigh the passenger (if it is applicable) and the crew portable fire extinguishers.

NOTE: If the weight is less than the full weight shown on the nameplate, replace the fire extinguishers.

1) Do this task: (Water Fire Extinguishers - Inspection/Check, TASK 26-26-02-200-801).

2) Do this task: (Halon Fire Extinguishers - Inspection/Check, TASK 26-26-01-200-801).

3) Do this task: (Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check, TASK 26-24-01-200-801).

(d) Examine the cargo bay and lavatory smoke detectors along with air sampling tubing for obstructions, dust, insects or other contamination.

(e) Do a test of the smoke detection system.

1) Do this task: Lavatory Smoke Detection - Smoke Test, TASK 26-14-00-730-801.

2) Do this task: Cargo Bay Smoke Detection - Smoke Test, TASK 26-16-00-730-801.

V. Nitrogen Generating System

SUBTASK 10-12-02-280-001

(1) Remove the covers from the dedicated ram inlet and outlet.

(2) Perform an air leak check of the system, do this task: Leak Check of the Nitrogen Generation System, TASK 47-00-00-790-801.

(3) Perform an electrical and system IBIT test, do this task: BDU Ground Test Menu, TASK 47-31-02-740-804.

——— END OF TASK ———

HIGH WIND CONDITIONS MOORING - MAINTENANCE PRACTICES

1. General

A. When you think it is necessary to do special mooring because of strong winds, mooring at the wheels will decrease the airplane movement. It will also decrease the risk of structural damage.

(1) For airplane stability data in high winds go to (TASK 10-11-03-580-801), (Figure 201). To reduce airplane movement, snow and ice must be removed from the surface below the wheels. For surfaces that are wet or have ice, do the special mooring at lower wind velocities that comply with (TASK 10-11-03-580-801), (Figure 201).

NOTE: Refer to AMM 10-11-03 for the effects of wind on the airplane.

(2) The airplane is made to be resistant to high velocity ground winds from all angles without mooring. However, when airplane configuration and expected high wind conditions are in the "EXTREME CAUTION ZONE" according to (TASK 10-11-03-580-801), (Figure 201), it is recommended to move the airplane to a safe location. If the airplane cannot be moved, moor/secure the airplane.

(3) Mooring the airplane utilizes ground anchor points and tie down equipment.

(a) The tie down equipment is customer furnished and may be any combination of components (i.e. shackles, chain, or cable) that meet the load requirements stated in the procedure.

TASK 10-21-00-580-801

2. Moor the Airplane

A. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
10-11-05 P/B 201	CHOCK INSTALLATION

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: W88 Supplier: 9L752 Part #: W92 Supplier: 9L752
SPL-1520	Equipment - Mooring, Nose Landing Gear Part #: C10002-9 Supplier: 81205
STD-6734	Strap - Mooring, Main Gear - 10,940 lb Minimum Working Load (Basket Hitch), 6 ft. minimum length (Qty. 2)
STD-11380	Shackle, 7/8 - 10,940 lb Minimum Working Load (Qty. 2)

C. Procedure

SUBTASK 10-21-00-580-001

WARNING: MAKE SURE THE WHEEL CHOCKS ARE CORRECTLY INSTALLED. IF THE WHEEL CHOCKS ARE NOT CORRECTLY INSTALLED, THE AIRPLANE CAN MOVE AND CAUSE DAMAGE TO THE AIRPLANE.

(1) Park the airplane, do this task: (Airplane Parking, TASK 10-11-01-580-801), except that the parking brake must be on.

SUBTASK 10-21-00-480-001

(2) Put the wheel chocks, COM-1505 in front of and behind a minimum of one main gear wheel (CHOCK INSTALLATION, PAGEBLOCK 10-11-05/201).

SUBTASK 10-21-00-860-001

(3) Turn the battery switch to the ON position.

SUBTASK 10-21-00-860-002

CAUTION: THE PARKING BRAKES WILL HAVE AN EFFECT FOR 8 HOURS AFTER THEY ARE SET. BEFORE THE 8 HOURS ARE DONE, YOU MUST RELEASE AND SET THE PARKING BRAKE AGAIN. THIS WILL MAKE SURE THERE IS SUFFICIENT HYDRAULIC PRESSURE. IF THERE IS NOT SUFFICIENT HYDRAULIC PRESSURE, THE AIRPLANE CAN MOVE AND CAUSE DAMAGE TO THE AIRPLANE.

(4) Push the brake pedals and pull up the parking brake handle on the captain's control stand.

SUBTASK 10-21-00-860-003

(5) Then, release the pressure on the brake pedals and release the parking brake handle.

SUBTASK 10-21-00-860-004

(6) Turn the battery switch to the OFF position if it is not necessary to have battery power.

SUBTASK 10-21-00-910-001

CAUTION: DO NOT PREVENT THE MOVEMENT OF THE CONTROL COLUMN OR THE RUDDER PEDALS. YOU CAN CAUSE DAMAGE TO THE CONTROL SYSTEM IF THE COLUMN OR PEDALS CANNOT MOVE.

(7) Make sure the flaps are in the full up position to decrease the wing lift.

SUBTASK 10-21-00-580-002

(8) Attach nose landing gear mooring equipment, SPL-1520 to the nose landing gear as shown in (Figure 201).

SUBTASK 10-21-00-580-004

(9) Attach the tie down equipment to the nose landing gear mooring equipment, SPL-1520.

SUBTASK 10-21-00-580-005

(10) Attach the other ends of the tie down equipment to the ground anchor points.

(a) Ground anchor points and tie down equipment must meet the following working loads at the nose gear (per side):

1) 16,300 lbf (73 kN) parallel to airplane y-axis.

2) 16,730 lbf (74 kN) tension load.

SUBTASK 10-21-00-580-003

(11) Attach one main gear mooring strap, STD-6734 and shackle, STD-11380 around each main landing gear shock strut parallel to the airplane y-axis as shown in Figure 201.

SUBTASK 10-21-00-580-006

(12) Attach the tie down equipment to the shackle, STD-11380 of the main gear mooring strap, STD-6734.

SUBTASK 10-21-00-580-007

(13) Attach the other ends of the tie down equipment to the ground anchor points.

(a) Ground anchor points and tie down equipment must meet the following working loads at the main gear (per side):

1) 10,400 lbf (46 kN) parallel to airplane y-axis.

2) 10,940 lbf (49 kN) tension load.

SUBTASK 10-21-00-750-001

(14) Do a check to make sure all the mooring straps have equivalent tension.

NOTE: Straps that get too much tension can cause strain to the attachment point on the airplane during a strong wind.

SUBTASK 10-21-00-650-001

(15) Fill the airplane to its maximum fuel capacity and move the CG fully forward.

SUBTASK 10-21-00-860-005

(16) Close all the doors and hatches.

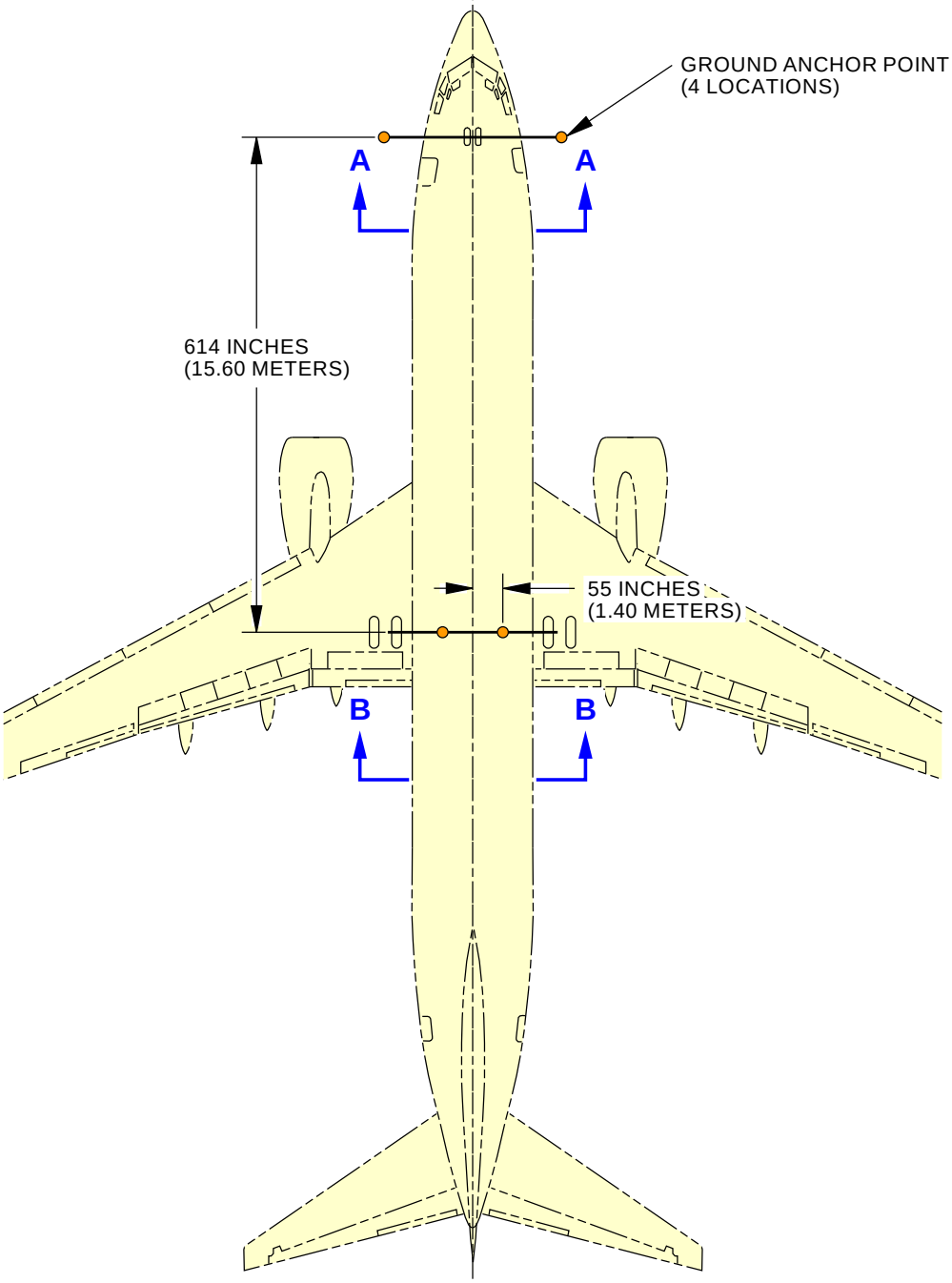
SUBTASK 10-21-00-480-002

(17) Make sure that all the covers and plugs are tightly held in their positions.

SUBTASK 10-21-00-910-002

(18) Make sure there is no equipment in the area that can move during the strong wind and cause damage to the airplane.

——— END OF TASK ———



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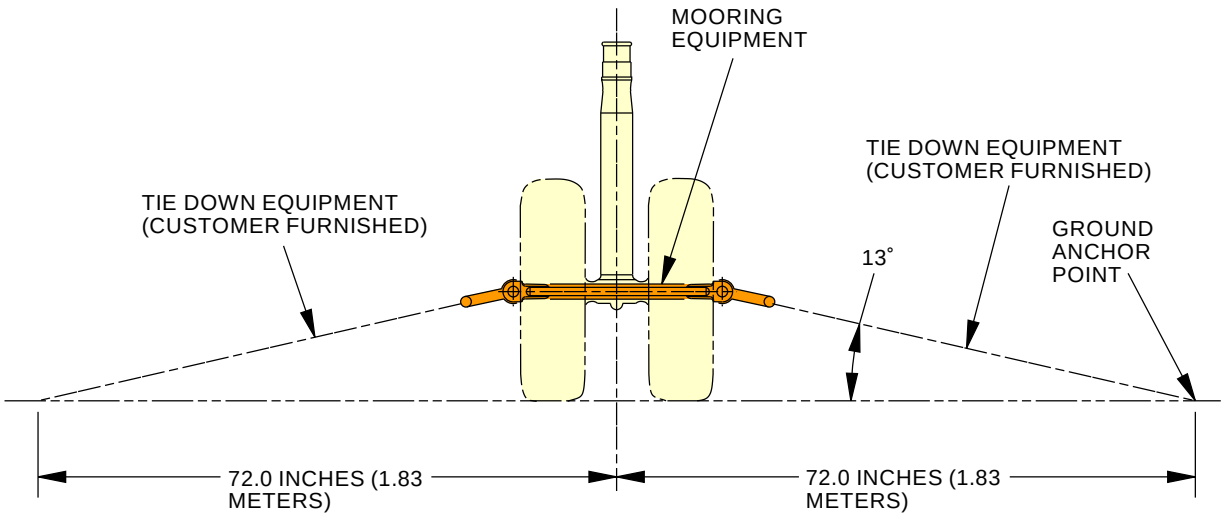
Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 1 of 3)



**NOSE LANDING GEAR MOORING
TOOL ASSEMBLY**

A-A

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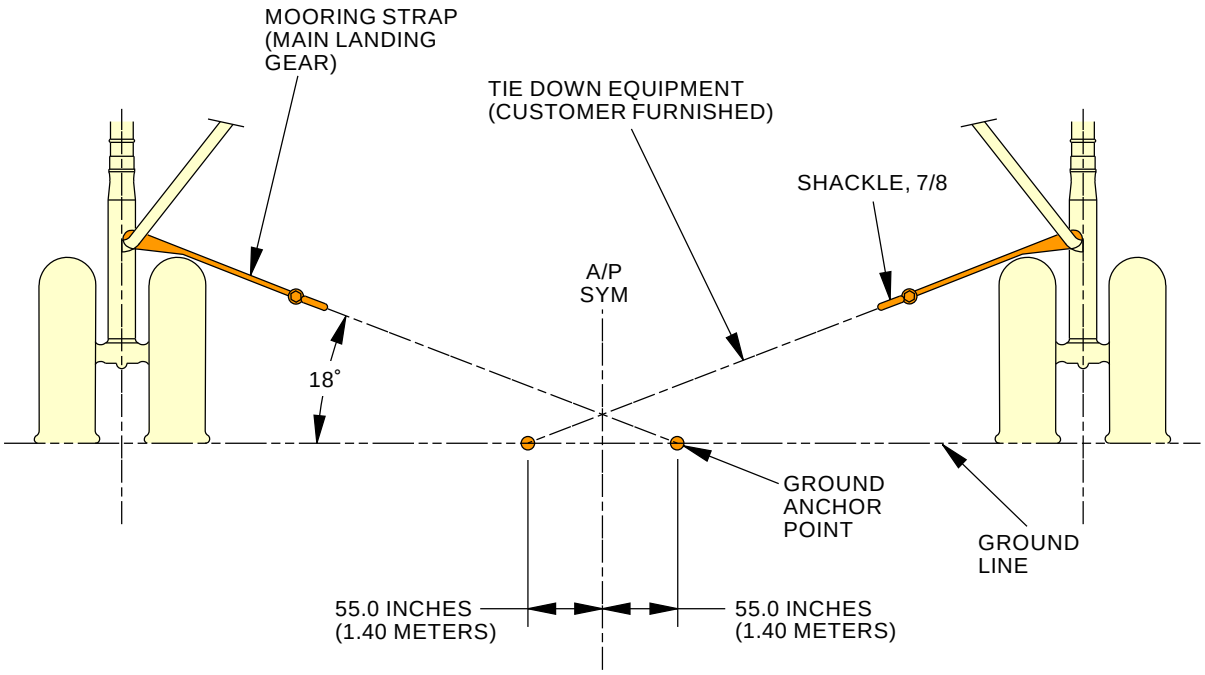
**Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 2 of 3)**



MAIN LANDING GEAR MOORING TOOL ASSEMBLY
(VIEW IN THE AFT DIRECTION)

B-B

M34600 S0006558664_V8

Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 3 of 3)