

AIRCRAFT MAINTENANCE MANUAL

AIRCRAFT PROLONGED PARKING - MAINTENANCE PRACTICES

EFFECTIVITY: ALL

1. General

- A. These procedures are applicable to aircraft that must stay parked for more than seven days (aircraft storage). They will prevent the deterioration of the items below:
 - Aircraft structure,
 - Airborne equipment/furnishings, and
 - System components.
- B. The aircraft is made to be resistant to winds of less than 65 kt (Table 202) when it is moored.
- C. The GSE's presented in this procedure may be replaced with an equivalent or similar tool, provided this other GSE meets the same technical specification or exceeds its requirements and, if applicable, is in accordance with the local regulations.
- D. When it is necessary to energize the aircraft using the GPU, the battery 1 must be operational and correctly installed in the aircraft, because it is used by GPU over-voltage protection relay.
- E. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

| TASK NUMBER | DESCRIPTION | EFFECTIVITY |
|--------------------|----------------------------|-------------|
| 10-10-02-500-801-A | AIRCRAFT PROLONGED PARKING | ALL |
| 10-10-02-500-802-A | AIRCRAFT RETURN TO SERVICE | ALL |

TASK 10-10-02-500-801-A
EFFECTIVITY: ALL
2. AIRCRAFT PROLONGED PARKING
A. General

- (1) This task gives the procedures related to the aircraft prolonged parking.
- (2) There are different preservation procedures for the different times the aircraft stay out of operation. These times are specified as follows:
 - Short out-of-operation time - applicable to times from 8 to 60 days.
 - Long out-of-operation time - applicable to times longer than 60 days.
- (3) During prolonged parking, you must do the maintenance of the long out-of-operation aircraft at these time intervals: at initial parking, after 7, 15, 30, 60, 90, 120, 180 days, and after 1 and 2 years.

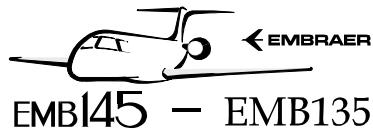
NOTE: You must also continue to do the above mentioned procedures after the end of the related time intervals.

B. References

| REFERENCE | DESIGNATION |
|---|--|
| AMM MPP 12-30-01/200 | - MAINTENANCE PRACTICES |
| AMM TASK 07-10-00-500-801-A/200 | - |
| AMM TASK 07-10-00-500-803-A/200 | - |
| AMM TASK 09-10-00-500-801-A/200 | AIRCRAFT TOWING |
| AMM TASK 09-10-01-500-801-A/200 | - |
| AMM TASK 10-10-01-500-801-A/200 | AIRCRAFT NORMAL PARKING |
| AMM TASK 10-20-01-500-801-A/200 | AIRCRAFT MOORING |
| AMM TASK 12-11-02-600-801-A/300 | - |
| AMM TASK 12-11-03-600-801-A/300 | FUEL TANK DRAINING - SERVICING |
| AMM TASK 12-13-01-600-801-A/300 | HYDRAULIC SYSTEM RESERVOIR - FLUID LEVEL CHECK |
| AMM TASK 12-15-01-600-802-A/300 | WATER TANK - DRAINING |
| AMM TASK 12-15-02-600-801-A/300 | WATER RESERVOIR - STERILIZATION |
| AMM TASK 12-22-00-600-801-A/300 | LIGHT DIRT - SERVICING |
| AMM TASK 12-22-00-600-802-A/300 | HEAVY DIRT - SERVICING |
| AMM TASK 12-30-02-600-801-A/300 | AIRCRAFT DISINFECT - SERVICING |
| AMM TASK 20-40-01-860-801-A/200 | ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE |
| AMM TASK 24-31-00-700-803-A/500 | MAIN GENERATION SYSTEM - OPERATIONAL TEST |
| AMM TASK 24-34-00-700-803-A/500 | APU GENERATION SYSTEM - OPERATIONAL TEST |
| AMM TASK 24-35-01-000-801-A/400 | BACKUP BATTERY - REMOVAL |
| AMM TASK 24-36-01-000-801-A/400 | MAIN BATTERY - REMOVAL |
| AMM TASK 24-36-01-400-801-A/400 | MAIN BATTERY - INSTALLATION |

(Continued)

| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 26-23-01-700-801-A/500 | BAGGAGE FIRE EXTINGUISHER BOTTLES (HIGH RATE AND METERING)- HYDROSTATIC CHECK |
| AMM TASK 27-14-01-640-801-A/300 | ROLL TRIM SWITCH - LUBRICATION |
| AMM TASK 27-40-02-600-801-A/300 | HORIZONTAL-STABILIZER ACTUATOR - GEAR OIL FILLING |
| AMM TASK 27-40-03-640-801-A/300 | CONTROL-YOKE PITCH TRIM SWITCHES - LUBRICATION |
| AMM TASK 27-40-04-640-801-A/300 | BACKUP PITCH TRIM SWITCH - LUBRICATION |
| AMM TASK 27-51-00-200-801-A/600 | FLAP MECHANICAL LINE - GENERAL VISUAL INSPECTION |
| AMM TASK 27-51-00-600-801-A/300 | FLAP SCREWJACK ACTUATOR (FSAS) - LUBRICATION |
| AMM TASK 27-51-00-600-803-A/300 | FLAP SCREWJACK ACTUATOR GEAR - LUBRICATION |
| AMM TASK 28-11-00-300-803-A/700 | PERIODICAL ANALYSIS FOR PRESENCE OF MICRO-ORGANISMS IN THE TANKS |
| AMM TASK 28-11-00-300-804-A/700 | APPLY BIOCIDE PRODUCTS |
| AMM TASK 29-10-00-860-801-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH HTS |
| AMM TASK 29-10-00-860-802-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH EMDP |
| AMM TASK 32-00-01-910-801-A/200 | LG SAFETY PIN - INSTALLATION AND REMOVAL |
| AMM TASK 32-49-01-600-801-A/300 | MLG WHEEL TIRE - CHECK AND CHARGE |
| AMM TASK 32-49-02-000-801-A/400 | WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - REMOVAL |
| AMM TASK 32-49-02-400-801-A/400 | WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - INSTALLATION |
| AMM TASK 32-49-04-600-801-A/300 | NLG WHEEL TIRE - CHECK AND CHARGING |
| AMM TASK 32-49-05-000-801-A/400 | WHEEL ASSEMBLY OF THE NOSE LANDING GEAR - REMOVAL |
| AMM TASK 32-49-05-400-801-A/400 | WHEEL ASSEMBLY OF THE NOSE LANDING GEAR - INSTALLATION |
| AMM TASK 32-60-00-910-801-A/200 | LANDING GEAR PROXIMITY SWITCH AND HARNESS ELECTRICAL CONNECTORS - RESTORATION AND PROTECTION |
| AMM TASK 34-13-00-680-801-A/300 | PITOT-STATIC SYSTEM - DRAIN |
| AMM TASK 35-10-00-700-801-A/500 | CREW OXYGEN MASK - OPERATIONAL CHECK |
| AMM TASK 35-10-00-910-801-A/200 | - |
| AMM TASK 35-10-00-910-804-A/200 | - |
| AMM TASK 35-10-07-000-801-A/400 | OXYGEN CYLINDER - REMOVAL |
| AMM TASK 35-10-10-000-801-A/400 | CREW OXYGEN MASK - REMOVAL |
| AMM TASK 38-30-00-600-801-A/300 | - |
| AMM TASK 52-11-00-600-801-A/300 | MAIN-DOOR ACTUATING AND LOCKING MECHANISM - LUBRICATION |



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| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 52-31-00-600-801-A/300 | BAGGAGE DOOR - LUBRICATION |
| AMM TASK 52-43-00-600-801-A/300 | SERVICE-DOOR ACTUATING AND LOCKING MECHANISM - LUBRICATION |
| AMM TASK 71-00-00-400-801-A/400 | ENGINE - INSTALLATION |
| AMM TASK 73-21-01-000-801-A/400 | FPMU - REMOVAL |
| IPC 21-51-01 | PACK VALVE |
| S.B. 145-32-0069 | - |
| TASK 26-21-02-720-001-A | - |
| TASK 26-22-01-720-001-A | - |

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

| SPECIFICATION (BRAND) | DESCRIPTION | QTY |
|--|-------------------------------------|-----|
| Xzilon 3 AECL | Corrosion Protection | AR |
| MEP 10-063 | Corrosion-Inhibiting Compound (CIC) | AR |
| Commercially Available | Alkaline-Based Cleanser | AR |
| MIL-PRF-81322 | Aeroshell Grease 22 | AR |
| MIL-PRF-23827 | Aeroshell Grease 33 | AR |
| Biobor (MIL-S-53021A) or Kathon FP 1.5 | Biocide Product | AR |
| MIL-DTL-85470 | Fuel System Icing inhibitor | AR |
| - | Adhesive Tape | AR |

G. Expandable Parts

Not Applicable

H. Persons Recommended

| QTY | FUNCTION | PLACE |
|-----|---------------|-----------------|
| 1 | Does the task | On the aircraft |

I. Preparation

SUBTASK 841-002-A

- (1) For the two short and long out-of-operation time procedures, obey the procedures given in [AMM TASK 10-10-01-500-801-A/200](#) for normal parking and in [AMM TASK 10-20-01-500-801-A/200](#) for mooring.

J. Short Out-of-Operation Time

SUBTASK 580-002-A

CAUTION: DO NOT APPLY THE PARKING BRAKE. USE ONLY THE CHOCKS AGAINST THE WHEELS.

- (1) Exterior Surface Protection.

- (a) Refer to these steps and apply Xzilon 3 AECI product for a temporary protection of mirror-finished (polished) leading edges and engine inlet (unpainted surfaces). Painted surfaces and parts at high operational temperatures must not be coated.

NOTE: • The film of the Xzilon 3 AECI protective product must not have a thickness of more than 0.06 mm and it must not have cracks, sags/runs, and impurities.

• The use of Xzilon 3 AECI is recommended, but not mandatory. But, without the Xzilon 3 AECI protection, deterioration of the not painted surfaces can occur because of corrosion.

1 Apply two smooth crosscoats.

2 Wait 20 minutes for the coat of the Xzilon 3 AECI protective product to cure.

- (2) Equipment/Furnishings.

- (a) Install covers on the seats.

- (b) No humidity control is necessary for the carpets and seats which stay in the aircraft for 30 days after the out-of-operation time starts.

- (c) If the toilet waste systems were filled and operated, do the waste disposal service (AMM TASK 38-30-00-600-801-A/300).

- (d) Do a visual check of the galleys for unsatisfactory conditions and correct as necessary.

- (e) Close the window shades to prevent damage to the seat and carpet materials because of the sun ultraviolet rays. If the seats and carpets are removed, the window shades can be lifted.

- (f) Open the closet and galley doors to permit air circulation.

- (g) At each 30 days, open the main door, service door (if applicable) and baggage door for a minimum of 2 hours or during the accomplishment of other maintenance tasks in the aircraft to let the air flow.

- (3) Landing Gear.

- (a) Examine all landing gear wheels.

- (b) Release the parking brake.

- (c) Make sure that all landing gear safety pins are installed ([AMM TASK 32-00-01-910-801-A/200](#)).
 - (d) Lubricate these points with MIL-G-23827 grease:
 - 1 Surface of the main-gear uplock hooks.
 - 2 Surface open to the air of the main-gear spherical trunnion bearing and ball joints.
 - (e) Turn the wheels one-third of turn at each 14 days. This is necessary also for aircraft kept stopped with tires in unsatisfactory conditions to keep the risk of wheel bearing fretting to a minimum. To do this, do one of these procedures:
 - 1 Lift the wheels with the axle jack put at the jack point (partial lifting) (AMM TASK 07-10-00-500-803-A/200).
 - 2 Tow (move) the aircraft ([AMM TASK 09-10-00-500-801-A/200](#)) or (AMM TASK 09-10-01-500-801-A/200) as applicable.
 - 3 Put the aircraft on jacks (complete lifting) (AMM TASK 07-10-00-500-801-A/200).
 - (f) Do a check and keep the normal tire pressure ([AMM TASK 32-49-01-600-801-A/300](#)).
- (4) Fuel System.
- (a) Drain the fuel tanks to do the check for the presence of water at each 15 days ([AMM TASK 12-11-03-600-801-A/300](#)).
 - 1 If during consecutive drainings of the tanks, the presence of water is found, make the analysis of microorganisms in the tanks ([AMM TASK 28-11-00-300-803-A/700](#)).
- (5) Electrical/Electronic Systems.
- (a) These procedures apply to the aircraft parked for less than 60 days.
 - 1 It is recommended that you remove batteries 1, 2, and backup battery from the aircraft for an aircraft parking longer than 8 days. Refer to [AMM TASK 24-36-01-000-801-A/400](#) and [AMM TASK 24-35-01-000-801-A/400](#). However, to store the batteries in the aircraft for long periods, you must obey the conditions that follow. If these conditions cannot be met, damage to the batteries can occur and they cannot work correctly when they are required to.
 - The recommended temperature range for batteries 1 and 2 is + 20°C ± 15°C (68°F ± 27°F).
 - Occasional excursions into the range of - 60°C to + 60°C (- 76°F to + 140°F) are permitted.
 - Recommended humidity levels are < 70%.
 - The recommended temperature for the backup battery is not more than 29°C (85°F). In low temperatures, there is no danger of damage

to the backup battery since its cells will not freeze even at temperatures of - 59°C (- 75°F).

- 2 The recommended conditions to keep the avionic equipment in the aircraft are internal temperature between - 20°C and + 50°C and relative humidity between 0 and 85%. If these conditions cannot be met, damage to the equipment can occur and it cannot work correctly during return-to-service (RTS) tests.

- CAUTION:**
- DO NOT OPERATE THE APU OR THE ENGINES WHEN BATTERY 1 OR 2 ARE NOT INSTALLED IN THE AIRCRAFT. THE FIRE PROTECTION SYSTEM WILL NOT BE FULLY OPERATIONAL.
 - MAKE SURE THAT BATTERY 1 IS INSTALLED IN THE AIRCRAFT WHEN YOU USE THE EXTERNAL DC POWER SUPPLY. IF NOT, THE EXTERNAL POWER OVERVOLTAGE PROTECTION WILL NOT BE AVAILABLE.

- 3 At each 30 days, energize the aircraft with the External DC Power Supply ([AMM TASK 20-40-01-860-801-A/200](#)) and all the electrical equipment during the period when other systems are being tested.
- 4 Open the CBs that follow and attach a DO-NOT-CLOSE tag to them to prevent damage to the GSE covers installed on the pitot ports: PITOT/ STATIC HEATING 1 PITOT/STATIC HEATING 2 PITOT/STATIC HEATING 3 STATIC PORT 1 HEATING STATIC PORT 2 HEATING AOA 1 SENSOR HEATING AOA 2 SENSOR HEATING TAT 1 SENSOR HEATING TAT 2 SENSOR HEATING

(6) Air Conditioning System.

- (a) Do these procedures to have system protection for 60 days.

- 1 Seal the static ports with thick cotton fabric or equivalent. Safety the fabric in position with adhesive tape. Attach a red flag to the sealing material.
- 2 Seal the inlets and outlets of the refrigeration-pack compartment with thick cotton fabric or equivalent tape.
- 3 Operate the air conditioning system during each engine or APU operation. For this, remove the seals.
- 4 Install the seals again.

(7) Hydraulic System.

- (a) When the out-of-operation time starts, examine all the hydraulic system for leaks and correct if necessary.
- (b) Make sure that the hydraulic system is full with hydraulic fluid to the correct level ([AMM TASK 12-13-01-600-801-A/300](#)).

(8) Flight Controls.

CAUTION: CONTINUOUS EMDP OPERATION IS LIMITED TO 30 MINUTES TO PREVENT OVERHEATING. FOR FURTHER OPERATION, SWITCH OFF EMDP AND WAIT AT LEAST ONE HOUR TO OPERATE IT AGAIN.

- (a) **NOTE:** You can supply hydraulic power to flight controls system with a hydraulic bench - HTS [AMM TASK 29-10-00-860-801-A/200](#) or with the EMDPs [AMM TASK 29-10-00-860-802-A/200](#).

- 1 Operate these controls three full cycles at each 7 days:
 - a Flaps
 - b Ailerons
 - c Elevators
 - d Rudder
 - e Ground Spoiler
 - f Speed Brake
 - g Pitch Trim
- 2 After the cycles, retract the flaps and set the control surfaces to the neutral position.
- 3 Operate the roll trim and yaw trim one full cycle at each 7 days. Do not let the roll or yaw trims stay at the same position as they were in the week before.
- 4 Operate the gust lock.

(9) Oxygen System.

- (a) No special precautions are necessary for the crew and passenger systems when the out-of-operation time is not to be longer than 60 days.

(10) Powerplant and APU.

- (a) On the circuit breaker panel, open the circuit breakers that follow and attach a DO-NOT-CLOSE tag to them:
- FIRE EXTG BTL A 1/2
 - FIRE EXTG BTL B 1/2
- (b) Pull (do not turn) the fire extinguishing handle and attach a DO-NOT-MOVE tag to it.
- (c) To do the engine preservation procedure, refer to Rolls-Royce Maintenance Manual CSP34022.
- (d) To do the APU preservation procedure, refer to the applicable Hamilton Sundstrand Engine Manual. Refer to [Table 201](#).

Table 201 - MANUAL PART NUMBER X APU MODEL

| Manual Part Number | APU Model |
|---------------------------|------------------|
| 4501966 | T-62T-40C11 |
| 4504112 | T-62T-40C14 |

(11) Bad Weather Conditions.

- (a) If the snow on the aircraft is more than 8 to 10 inches in depth, it ([AMM MPP 12-30-01/200](#)).

CAUTION: THE AIRCRAFT MUST BE IN THE HANGAR WHEN THERE ARE WIND VELOCITIES OF 65 Kts OR MORE. FOR WINDS OF MORE THAN 30 Kts, IT IS RECOMMENDED THAT, IF POSSIBLE, THE AIRCRAFT BE POINTED TO THE WIND.

- (b) The procedure below tells you how to hold the aircraft for winds of less than 65 kt.
- 1 If the engines are removed, install them again ([AMM TASK 71-00-00-400-801-A/400](#)) or related ballasts.
 - 2 Make sure the flaps are retracted.
 - 3 Make sure that the chocks are in front of and behind the nose gear and the main gear wheels.
 - 4 The [Table 202](#) gives the surface conditions and wind velocities at which mooring is necessary.

Table 202 - WIND LIMITATION TABLE

| Surface Conditions | Wind Velocity |
|---------------------------|----------------------|
| Ice | 25 Kt |
| Snow | 40 Kt |
| Wet Concrete | 55 Kt |
| Dry Concrete | 60 Kt |

- 5 Hold the aircraft to the ground as given in [AMM TASK 10-20-01-500-801-A/200](#).

K. Long Out-of-Operation Time

SUBTASK 580-003-A

CAUTION: DO NOT APPLY THE PARKING BRAKE. USE ONLY THE CHOCKS AGAINST THE WHEELS.

- (1) Exterior Surface.

Table 203

| Procedure | Periodicity | | | | | | | | |
|--|--------------------|-------------|----|----|----|-----|-----|----------------|---------------|
| | Initial | Days | | | | | | Year(s) | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Install GSE 352 - Cover Assy - Protection, Engine. | X | | | | | | | | |

Table 203 (Continued)

| Procedure | Initial | Periodicity | | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|-----------|
| | | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Install GSE 381 - Cockpit Transparency Shade Kit. ⁽¹⁾ | X | | | | | | | | | |
| For mirror-finished (polished) leading edges and engine inlet (not painted surfaces): a) Wash the aircraft with water and mild soap and then apply Xzilon. Refer to AMM TASK 12-22-00-600-801-A/300 or AMM TASK 12-22-00-600-802-A/300 . ^{(2) (3) (4)} | X | | | X | | | | | | |
| For painted external surface: - Wash the aircraft with water and mild soap. Refer to AMM TASK 12-22-00-600-801-A/300 or AMM TASK 12-22-00-600-802-A/300 . ^{(2) (4)} | X | | | X | | | | | | |
| Do the inspection against corrosion and, if applicable, repair. | X | | | X | | | | | | |
| Install all the covers again. | | | | | | | | | | X |

(1) - Do not use as cover anything that can make the windshield become hot.

(2) - For dry weather (desert weather) the intervals to wash the aircraft can be of up to 60 days.

(3) - The use of Xzilon 3 AECL is recommended, but not mandatory. But, without Xzilon 3 AECL protection, deterioration of the not painted surfaces can occur because of corrosion.

(4) - After the aircraft is washed, it is not necessary to remove the protection covers.

(2) Equipment/Furnishings.

Table 204

| Procedure | Initial | Periodicity | | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|-----------|
| | | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Keep the baggage compartment empty during aircraft parking period to prevent risk of fire. | X | | | | | | | | | X |
| If the humidity level can be more than 65%, all passengers seat cushions (bottom and seat back) must be put in sealed bags and stored on the seats. | X | | | | | | | | | X |
| If the humidity level can be more than 65%, remove the carpets and keep them in an area that has the necessary humidity. ⁽¹⁾ | X | | | | | | | | | X |
| Clean the cabins removing food residues or anything that can contribute to plague proliferation. Disinfect the aircraft. Refer to AMM TASK 12-30-02-600-801-A/300 . ⁽³⁾ | X | | | | | | | | | |
| Apply CIC on the applicable interior areas when this product is removed. | | | | | | | | | | X |

Table 204 (Continued)

| Procedure | Initial | Periodicity | | | | | | | |
|---|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| For toilet, do the steps below: a) Fully drain and rinse the toilet; b) The toilets must then be filled with a solution of warm water and an alkaline-based cleanser. Each toilet must be filled to the point where the fluid can be seen in the toilet bowl. This helps ensure that the solution touches the underside of the tank top; c) Once the solution is put into the toilets, each toilet must be flushed several times to make sure that the cleaning solution gets into the flush pump, flush tubing, and flush channel of the toilet bowl; d) The cleaning solution must be kept in the toilets overnight; e) The cleaning fluid must be drained from the toilets and the toilet must be rinsed. | X | | | | | | | | |
| Put a placard with the statement "INOPERATIVE - DO NOT USE" on the toilet bowl and other placard on the waste/trash container. (2) | X | | | | | | | | |
| Sterilize the water system. Refer to AMM TASK 12-15-02-600-801-A/300 . After this, drain the water system. Refer to AMM TASK 12-15-01-600-802-A/300 . | X | | | | | | | | |
| Open the main door, service door (if applicable), baggage door and all galley doors for a minimum of 2 hours or during the accomplishment of other maintenance tasks in the aircraft to let the air flow. Put desiccant bags to keep the humidity level below 65%. | | | | X | | | | | |

(1) - If you keep the carpets in the aircraft and this condition cannot be met, the carpets can become moldy and bad odor can occur.

(2) - Do not use the toilet or the flush system during the aircraft parking period. The toilet tank must be kept empty.

(3) - Disinfecting the aircraft during parking preparation is recommended, but not mandatory. Without disinfecting the aircraft, plague proliferation can occur.

(a) For portable fire extinguisher:

- For P/N RT-A1200:

Table 205

| Procedure | Initial | Periodicity | | | | | | | |
|---|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Do the check to see if: a) The extinguisher is in the correct position; b) There is no obstruction hindering access or visibility; c) The operating instructions on the nameplate are legible and facing outward; d) The tamper seal (plastic wire) is not broken or missing; e) There are no obvious physical damage, corrosion, leakage, or clogging at nozzle; f) The HMIS label is in position; g) The unit is full by lifting it (if in doubt, the unit must be weighed) and send it to the manufacturer if the gross weight is below 3.1 lb (1420 g). (1) | | | | X | | | | | |
| a) Thoroughly examine the exterior mechanical parts (according to the monthly inspection); b) Weigh the unit and send it to the manufacturer if the gross weight is below 3,1 lb (1420 g). (1) | | | | | | | | X | |
| 12 years from the extinguisher manufacture date, remove it from service, regardless of its condition. | | | | | | | | | X |

(1) - When an inspection finds a deficiency in any of the conditions listed above, it must be removed from service, not discharged, and sent to the manufacturer, a fire equipment dealer, or distributor to permit recovery of the Halon.

- For P/N 466090:

Table 206

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Do the inspection of the extinguisher for exterior damage and corrosion; b) Do the inspection of the nozzle or hose, as applicable, for obstruction; c) Do the inspection of the pull-out pin and pull-tight seal for damage and correct installation; d) Do the inspection of the pressure gauge. Make sure that the indicator is in the green section. | | | | X | | | | | |
| a) Do the 30-day inspection; b) Weigh the extinguisher. Refer to KIDDE Aerospace CMM 26-21-39 for the correct procedure and limits. | | | | | | | | X | |

Table 206 (Continued)

| Procedure | Initial | Periodicity | | | | | | Year(s) | As Rqd | |
|--|---------|-------------|----|-----|-----|---|---|---------|--------|---|
| | | Days | | | | | | | | |
| 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | | | |
| Do the hydrostatic check of the extinguisher bottle every 12 years from the last check. Refer to KIDDE Aerospace CMM 26-21-39. | | | | | | | | | | X |

- Baggage Compartment Fire Extinguishing Bottles.

Table 207

| Procedure | Initial | Periodicity | | | | | | Year(s) | As Rqd | |
|---|---------|-------------|----|-----|-----|---|---|---------|--------|---|
| | | Days | | | | | | | | |
| 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | | | |
| Do the hydrostatic check of the baggage compartment fire extinguishing bottles (high rate and metering) every 5 years from the last check. Refer to AMM TASK 26-23-01-700-801-A/500 . | | | | | | | | | | X |

(3) Landing Gear.

- CAUTION:**
- FOR TOWING THE AIRCRAFT, IT IS RECOMMENDED TO CHARGE THE SHOCK ABSORBERS WITH NITROGEN TO PREVENT BOTTOMING. IT IS NOT NECESSARY TO DO THIS STEP IF YOU WILL ONLY TURN THE WHEELS.
 - AEROSHELL GREASE 22 MUST NOT BE MIXED WITH AEROSHELL GREASE 33. IF YOU DO NOT OBEY THIS PRECAUTION, THE QUALITY OF THE LUBRICATION WILL DECREASE AND DAMAGE TO THE COMPONENTS CAN OCCUR.
 - USE THE SAME GREASE AS ON THE AIRCRAFT. OPERATE THE HAND-PUMP GREASE GUN UNTIL CLEAN GREASE FLOWS FROM THE OTHER SIDE OF THE BEARING.

Table 208

| Procedure | Initial | Periodicity | | | | | | Year(s) | As Rqd | |
|---|---------|-------------|----|----|----|-----|-----|---------|--------|--|
| | | 7 | 15 | 30 | 60 | 120 | 180 | | | |
| 1 | 2 | | | | | | | | | |
| Use wheel covers (commercially available for EMB-135, ERJ-140, or EMB-145) on all wheels to keep the damage from weather action on the tires to a minimum. | X | | | | | | | | | |
| Cycle the steering manifold. | | | | X | | | | | | |
| Lubricate all the joints which have fittings for lubricant with Aeroshell 22 or alternative grease Aeroshell 33. ⁽¹⁾ ⁽²⁾ | X | | | | | | | | X | |
| Examine all the not painted parts of the landing gear to lubricate the surface which received finish and are open to the air and piston rods and apply the coat again, as necessary. ⁽²⁾ | | | | | X | | | | | |

Table 208 (Continued)

| Procedure | Periodicity | | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|-----------|
| | Initial | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Apply a coat of Aeroshell 22 or Aeroshell 33 grease for protection of all the not painted parts of the landing gear to lubricate the surface which received finish and are open to the air and piston rods. | X | | | | | | X | | | |
| For proximity switches and electrical connectors: ⁽³⁾ a) Clean the proximity switches and do the check to see if there is corrosion; b) Do the protection of the proximity switches and electrical connectors. Refer to AMM TASK 32-60-00-910-801-A/200 . | X | | | | | | | X | | |

(1) - Use the same grease as on the aircraft. Operate the hand-pump grease gun until clean grease flows from the other side of the bearing.

(2) - Aeroshell grease 22 must not be mixed with Aeroshell grease 33. If you do not obey this precaution, the quality of the lubrication will decrease and damage to the components can occur.

(3) - EMBRAER recommends the accomplishment of [S.B. 145-32-0069](#).

(a) Tires.

- For serviceable tires:

Table 209

| Procedure | Periodicity | | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|-----------|
| | Initial | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Do the check of the tire pressure and correct it, if required, applying pressure 10% above the value recommended in the AMM TASK 32-49-01-600-801-A/300 for MLG and AMM TASK 32-49-04-600-801-A/300 for NLG. | X | X | | | | | | | | |
| Move the aircraft to make the wheels turn 1/3 of turn. | | | X | | | | | | | |
| Lubricate the main wheels bearing and nose wheels bearing as follows: a) Remove the main wheels assy and nose wheels assembly. Refer to AMM TASK 32-49-02-000-801-A/400 and AMM TASK 32-49-05-000-801-A/400 . b) Lubricate the main wheels bearing and nose wheels bearing. Refer to AMM TASK 32-49-02-400-801-A/400 and AMM TASK 32-49-05-400-801-A/400 . c) Install the main wheels assembly and nose wheels assembly. Refer to AMM TASK 32-49-02-400-801-A/400 and AMM TASK 32-49-05-400-801-A/400 . | | | | | | | | X | | |

- For unserviceable tires:

Table 210

| Procedure | Periodicity | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|
| | Initial | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Do the check of the tire pressure and correct it, if required, as given in AMM TASK 32-49-01-600-801-A/300 for the MLG and AMM TASK 32-49-04-600-801-A/300 for the NLG. | X | | X | | | | | | |
| Move the aircraft to make the wheels turn 1/3 of turn. | | | | X | | | | | |
| Lubricate the main wheels bearing and nose wheels bearing as follows: a) Remove the main wheels assembly and nose wheels assembly. Refer to AMM TASK 32-49-02-000-801-A/400 and AMM TASK 32-49-05-000-801-A/400 . b) Lubricate the main wheels bearing and nose wheels bearing. Refer to AMM TASK 32-49-02-400-801-A/400 and AMM TASK 32-49-05-400-801-A/400 . c) Install the main wheels assembly and nose wheels assembly. Refer to AMM TASK 32-49-02-400-801-A/400 and AMM TASK 32-49-05-400-801-A/400 . | X | | | | | | | X | |

(4) Environmental System.

WARNING: DO THE PROCEDURES GIVEN IN AMM TASK 35-10-00-910-804-A/200 AND OBEY THE PRECAUTIONS GIVEN IN AMM TASK 35-10-00-910-801-A/200 (OXYGEN SERVICING), WHEN YOU REMOVE AND REPLACE OXYGEN CYLINDERS.

CAUTION: THE PROTECTIVE COVER ENSURES THAT ANY EXPOSED ORIFICES ARE CAPPED AND/OR PLUGGED TO PREVENT ACCESS FROM ANIMALS AND/OR INSECT INFESTATION AND NESTING AS WELL AS ANY EXPOSURE OF INTERNAL COMPONENT DETAILS TO MOISTURE AND CONDENSATION.

Table 211

| Procedure | Periodicity | | | | | | | | |
|---|-------------|------|----|----|----|-----|-----|---------|---|
| | Initial | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Open the CBs that follow and attach a DO-NOT CLOSE tag to them: PITOT/STATIC HEATING 1 PITOT/STATIC HEATING 2 PITOT/STATIC HEATING 3 STATIC PORT 1 HEATING STATIC PORT 2 HEATING AOA 1 SENSOR HEATING AOA 2 SENSOR HEATING TAT 1 SENSOR HEATING TAT 2 SENSOR HEATING | X | | | | | | | | |
| Install a protective cover (cotton fabric or equivalent) with adhesive tape on the air inlets and outlets. Attach a red flag to the protective cover. Refer to Table 203 . | X | | | | | | | | |

Table 211 (Continued)

| Procedure | Initial | Periodicity | | | | | | | | |
|--|----------------|--------------------|----|----|----|-----|-----|----------------|---|---|
| | | Days | | | | | | Year(s) | | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Install a protective cover (cotton fabric or equivalent) with adhesive tape on the Pre-Cooler (LH and RH) outlet (Pylon). Attach a red flag to the protective cover. | X | | | | | | | | | |
| Install a protective cover (cotton fabric or equivalent) with adhesive tape on the exhaustion outlets (Wing, Horizontal Stabilizer and Engines) including the Vortilons. Attach a red flag to the protective cover. | X | | | | | | | | | |
| Install protective covers on the Pitot Tubes, Total-Air-Temperature Sensor, Anemometric Static Port and Ice Detector Sensor as per AMM TASK 10-10-01-500-801-A/200 . (1) | X | | | | | | | | | |
| Install a protective cover (cotton fabric or equivalent) with adhesive tape on the out-flow valves duct (outside bulkhead). Attach a red flag to the protective cover. | X | | | | | | | | | |
| Install a protective cover (cotton fabric or equivalent) with adhesive tape on the Pressure Static Ports (two sides sides). Attach a red flag to the protective cover. | X | | | | | | | | | |
| In case of engine removal: Install an applicable pressure-type plug on the disconnected engine/pylon bleed ducts. | | | | | | | | | | X |
| (Applicable to EMB-145XR) Install a protective cover (cotton fabric or equivalent) with adhesive tape on the Clear Ice Sensor (LH and RH sides). Attach a red flag to the protective cover. | X | | | | | | | | | |
| In case of ECU removal: a) For airframe interface ducts protection: - Install a protective cover (cotton fabric or equivalent) with adhesive tape on the ECU Airframe interface ducts. Attach a red flag to the protection cover. b) For Ram-Air Valve/Duct protection: - Install a protective cover (cotton fabric or equivalent) with adhesive tape on the exposed Ram-Air Valve/Duct. Attach a red flag to the protective cover. c) For bleed interface protection: - Install an applicable pressure-type plug on the Pack Valve. Refer to IPC 21-51-01. d) For ECU preservation and storage, refer to Hamilton CMM's: 21-51-68 21-51-69 21-61-60 21-61-70 21-61-72 21-71-09 | | | | | | | | | X | |
| Drain the Anemometric System. Refer to AMM TASK 34-13-00-680-801-A/300 . | X | | | | | | | | | |

Table 211 (Continued)

| Procedure | Initial | Periodicity | | | | | | | Year(s) | As Rqd |
|---|---------|-------------|----|----|----|-----|-----|---|---------|--------|
| | | Days | | | | | | | | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| a) Remove the portable oxygen bottles and crew oxygen bottle (with the regulator). Refer to AMM TASK 35-10-07-000-801-A/400 . (2) b) Seal the cylinder end of each oxygen distribution line with a cap (AMM TASK 35-10-00-910-804-A/200) and put the tube ends and hose ends in clean plastic bags. c) Remove the crew oxygen masks (AMM TASK 35-10-10-000-801-A/400), put in clean plastic bags, and put them back on stock. (3) | X | | | | | | | | | |

(1) - You can use adhesive tape to help install the covers, but do not let the tape touch the tubes or the aircraft. Glue must not stay on these surfaces.

(2) - To keep the portable oxygen bottles and crew oxygen bottle on stock, refer to the operator's standard procedures. Attach a tag to identify each cylinder as a serviceable part if the pressure is above 50 psi and the time for the subsequent hydrostatic test is near. Discard the cylinders used for more than the time necessary for hydrostatic testing and do the operator's standard procedure.

(3) - It is not recommended to store the crew oxygen masks in the aircraft because they have material sensible to high temperature. However, if you keep them in the aircraft during the parking process, do the crew oxygen operational test ([AMM TASK 35-10-00-700-801-A/500](#)) before return to service.

Table 212 - AIR CONDITIONING SYSTEM INLET AND OUTLET

| ITEM | REFERENCE LOCATION |
|---------------------------------|--------------------|
| ELECT BAY VENTILATION OUTLET | Zones 213 and 214 |
| ELECT BAY INLET NACA | Zones 113 and 114 |
| ELECT BAY WATER SEPARATOR DRAIN | Zones 113 and 114 |
| RAM-AIR INLET NACA | Zone 191 |
| ECU OUTLET GRID | Zone 192 |

(5) Electrical and Avionics.

The recommended conditions to keep the avionic equipment in the aircraft are internal temperature between - 20°C and + 50°C and relative humidity between 0 and 85%. If these conditions cannot be met, damage to the equipment can occur and it cannot work correctly during Return-to-Service tests.

Table 213

| Procedure | Initial | Periodicity | | | | | | | Year(s) | As Rqd |
|---|---------|-------------|----|----|----|-----|-----|---|---------|--------|
| | | Days | | | | | | | | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Remove batteries 1, 2, and backup battery. Refer to AMM TASK 24-36-01-000-801-A/400 for the main battery and AMM TASK 24-35-01-000-801-A/400 for the backup battery. (1) | X | | | | | | | | | |

Table 213 (Continued)

| Procedure | Initial | Periodicity | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|-----------|
| | | Days | | | | | | Year(s) |
| | | 7 | 15 | 30 | 60 | 120 | 180 | As Rqd |
| Do the inspection of the electrical connectors of the generators, GCUs, and starter generator for presence of corrosion or condensation. If detected, send the equipment to the repair shop. ⁽²⁾ | | | | X | | | | |
| If removed, install batteries 1 and 2 charged every time it is necessary to energize the aircraft. Refer to AMM TASK 24-36-01-400-801-A/400 . Energize the aircraft with the External DC Power Supply (AMM TASK 20-40-01-860-801-A/200) and all the electrical equipment during the period when other systems are being tested. ⁽³⁾ | | | X | | | | | |
| If you keep the generators installed in the aircraft, do the operational test of the Main Generation System. Refer to AMM TASK 24-31-00-700-803-A/500 . ⁽⁴⁾ | | | | | | X | | |
| If you keep the APU starter generator installed in the aircraft, do the APU generation system operational test. Refer to AMM TASK 24-34-00-700-803-A/500 . ⁽⁴⁾ | | | | | | X | | |

(1) - To store the batteries in the aircraft for long periods, some conditions must be obeyed:

- The recommended temperature range for batteries 1 and 2 is $+20^{\circ}\text{C} \pm 15^{\circ}\text{C}$ ($68^{\circ}\text{F} \pm 27^{\circ}\text{F}$). Occasional excursions into the range of -60°C to $+60^{\circ}\text{C}$ (-76°F to $+140^{\circ}\text{F}$) are permitted. The recommended humidity levels are < 70%. If these conditions cannot be met, damage to the batteries can occur and they cannot work correctly when they are required to.
- The recommended temperature for the backup battery is not more than 29°C (85°F). In low temperatures, there is no danger of damage to the backup battery since its cells will not freeze even at temperatures of -59°C (-75°F). If these conditions cannot be met, damage to the battery can occur and it cannot work correctly when it is required to.

(2) - For parking longer than one year, it is recommended to remove the generators.

(3) - Do not close the circuit breakers that follow to prevent damage to the covers installed on the pitot ports:

PITOT/STATIC HEATING 1

PITOT/STATIC HEATING 2

PITOT/STATIC HEATING 3

STATIC PORT 1 HEATING

STATIC PORT 2 HEATING

AOA 1 SENSOR HEATING

AOA 2 SENSOR HEATING

TAT 1 SENSOR HEATING

TAT 2 SENSOR HEATING

(4) - If will not operate the generators once every 180 days, it is recommended to remove the generators.

(6) Flight Controls.

CAUTION: • YOU CAN SUPPLY HYDRAULIC POWER TO THE FLIGHT CONTROLS SYSTEM WITH A HYDRAULIC BENCH - HTS ([AMM TASK 29-10-00-860-801-A/200](#)) OR THE EMDPs ([AMM TASK 29-10-00-860-802-A/200](#)).

- DO THE CHECK OF THE HYDRAULIC RESERVOIR LEVEL AND CORRECT IT IF APPLICABLE, BEFORE YOU PRESSURIZE THE SYSTEMS 1 AND 2 WITH THE EMDPs.
- WHEN HYDRAULIC PRESSURE IS NECESSARY IN THE AIRCRAFT TO DO TESTS, PRESSURIZE SYSTEMS 1 AND 2 AT THE SAME TIME.
- CONTINUOUS EMDP OPERATION IS LIMITED TO 30 MINUTES TO PREVENT OVERHEATING. FOR FURTHER OPERATION, SWITCH OFF EMDP AND WAIT A MINIMUM OF ONE HOUR TO OPERATE IT AGAIN.
- WHEN IT IS NECESSARY TO ENERGIZE THE AIRCRAFT WITH THE GPU, BATTERY 1 MUST BE OPERATIONAL AND CORRECTLY INSTALLED IN THE AIRCRAFT, BECAUSE IT IS USED BY THE GPU OVERVOLTAGE PROTECTION RELAY.
- Ground Spoiler and Speed Break.

Table 214

| Procedure | Initial | Periodicity | | | | | | | |
|---|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Connect the pressure source (2500-3000 PSIG capability); b) Open the speed brake and ground spoiler surfaces through the SPOILER switch on the maintenance panel; c) Do the inspection of the units for contaminants or debris that can prevent movement and clean all moving parts, including the piston rod surfaces with a soft cloth; d) Cycle the unit 20-30 times; e) Depressurize. (1) | X | | | X | | | | | |

(1) - Units can have some nuisance leakage during this process.

- Aileron.

Table 215

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Clean the area by removing dust, grease, oil, sealants, and other contamination; b) Do the inspection of the connections, moving parts, and bearings for integrity, interference, and abnormal friction. Do this check while the surface is commanded; ⁽¹⁾ c) Connect the pressure source (2500-3000 PSIG capability); d) Cycle the surfaces 10-20 times; e) Depressurize; f) Do steps c, d, and e 3 times. | | | | X | | | | | |
| a) Stop the EMDP; b) Fully cycle the roll trim actuator. Do the check of the cycle through EICAS indication; c) Do not leave the trim actuator in the same position as it was before. | | | | X | | | | | |
| (ON ACFT WITH TRIM CONTROL PANEL P/N 145-34177-4XX OR P/N 145-21353-4XX): Service the roll trim switch. Refer to AMM TASK 27-14-01-640-801-A/300 | | | | | | | | X | |

(1) - Leakage can be higher than designed.

- Flap.

Table 216

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Set flaps to 45°; b) Clean the area and flap tracks by removing dust, grease, oil, sealants, and other contamination; c) Do the inspection of the connections, moving parts, and bearings for integrity, interference, and abnormal friction. Do this check while the surface is commanded; ⁽¹⁾ d) Cycle the surfaces 5 times; e) Set flaps to 0°. | | | | X | | | | | |
| Lubricate the FSA Gimbal. Refer to AMM TASK 27-51-00-600-801-A/300 . | X | | | | | | | X | |
| Lubricate the FSA Gear. Refer to AMM TASK 27-51-00-600-803-A/300 . | X | | | | | | | X | |
| Do the inspection of the mechanical line. Refer to AMM TASK 27-51-00-200-801-A/600 . | | | | | | | X | | |

(1) - Leakage can be higher than designed.

- Horizontal Stabilizer.

Table 217

| Procedure | Periodicity | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|
| | Initial | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Clean the area by removing dust, grease, oil, sealants, and other contamination; b) Do the inspection of the connections, moving parts, and bearings for integrity, interference, and abnormal friction. Do this check while the surface is commanded; c) Fully cycle the HSA. Do the check of the cycle through EICAS indication; d) Do not leave the HSA in the same position as it was before; e) Set it to nose down. | | | | X | | | | | |
| Service the main switches. Refer to AMM TASK 27-40-03-640-801-A/300 . | | | | | | | | X | |
| (ON ACFT WITH TRIM CONTROL PANEL P/N 145-34177-4XX OR P/N 145-21353-4XX): Service the backup switches. Refer to AMM TASK 27-40-04-640-801-A/300 | | | | | | | | X | |
| Do the check of the HSA oil level. Refer to AMM TASK 27-40-02-600-801-A/300 . | X | | | | | | | X | |

- Rudder.

Table 218

| Procedure | Periodicity | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|
| | Initial | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Clean the area by removing dust, grease, oil, sealants, and other contamination; b) Do the inspection of the connections, moving parts, and bearings for integrity, interference, and abnormal friction. Do this check while the surface is commanded; ⁽¹⁾ c) Connect the pressure source (2500-3000 PSIG capability); d) Cycle the surfaces 10-20 times; e) Depressurize; f) Do steps c, d, and e 3 times. | | | | X | | | | | |
| a) Stop the EMDP; b) Fully cycle the yaw trim actuator. Do the check of the cycle through EICAS indication. Do not leave the trim actuator in the same position as it was before. | | | | X | | | | | |

(1) - Leakage can be higher than designed.

- Elevator.

Table 219

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Clean the area by removing dust, grease, oil, sealants, and other contaminants; b) Do the inspection of the connections, moving parts, and bearings for integrity, interference, and abnormal friction. Do this check while the surface is commanded; c) Cycle the surfaces 5-10 times; d) Engage the Gust Lock. | | | | X | | | | | |

(7) Hydraulic System.

CAUTION: THE EMDP (ELECTRIC MOTOR-DRIVEN PUMP) CANNOT BE USED FOR MORE THAN 30 MINUTES AT EACH TIME BECAUSE OF TEMPERATURE LEVELS. IF YOU OPERATE THE EMDP FOR 30 MINUTES CONSECUTIVELY, STOP IT AND WAIT A MINIMUM OF 1 HOUR FOR THE TEMPERATURE TO DECREASE.

Table 220

| Procedure | Initial | Periodicity | | | | | | | |
|---|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Do the check of the hydraulic lines and hydraulic components for leakage and correct, if applicable. | X | | | | | X | | | |
| a) Do the check of the hydraulic reservoir levels and correct them, if applicable, before you pressurize the system with the EMDPs; b) Pressurize systems 1 and 2 with the EMDPs. ⁽¹⁾ | | | | | | X | | | |

(1) - The EMDP cannot be used for more than 30 minutes at each time. If you operate the EMDP for 30 minutes consecutively, stop it and a minimum of 1 hour for the temperature to decrease.

(8) Fuel.

Table 221

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|---|
| | | Days | | | | | | Year(s) | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| Drain the fuel tanks to do the check for the presence of water. Refer to AMM TASK 12-11-03-600-801-A/300 . If in consecutive drainings of the tanks, water is found, make the analysis for microorganisms in the tanks. Refer to Periodical Analysis for Presence of Microorganisms in the Tanks. Refer to AMM TASK 28-11-00-300-803-A/700 . | | | X | | | | | | |

Table 221 (Continued)

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|-----|-----|---------|-----------|
| | | Days | | | | | | Year(s) | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| For protection of the fuel system: a) By gravity refueling, refuel all the fuel tanks to their 10-percent capacity. Refer to AMM TASK 12-11-02-600-801-A/300; b) Prevent sealant deterioration and microorganism concentrations in the tanks. For this, apply Biobor or Kathon. Refer to AMM TASK 28-11-00-300-804-A/700 ; c) Add 0.10% to 0.15% of volume of MIL-DTL-85470; d) Continue to refuel the tanks to not less than 20 percent of their capacity to make sure that the dispersion of Biobor or Kathon will be faster and full. Refer to AMM TASK 12-11-02-600-801-A/300; e) Seal each vent opening and cavity with a thick cotton fabric or equivalent and safety the fabric in position with adhesive tape. f) Attach red flags to the covers of the openings. | X | | | | | | | X | |
| Examine the covers from NACA air intakes of wing tanks. | | | | | X | | | | |

(9) Power Plant.

CAUTION: WHEN IT IS NECESSARY TO START ENGINE 1 OR 2 OR THE APU, BATTERIES 1 AND 2 MUST BE OPERATIONAL AND CORRECTLY INSTALLED IN THE AIRCRAFT, BECAUSE THEY ARE RESPONSIBLE FOR THE FIRE PROTECTION SYSTEM.

Table 222

| Procedure | Initial | Periodicity | | | | | | | |
|---|---------|-------------|----|----|----|-----|-----|---------|-----------|
| | | Days | | | | | | Year(s) | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| a) Make sure that the external fuel supply is off (boost pumps off); b) Put a 14-qt. (13.2-L) container below the airframe fuel supply hose that supplies the FPMU to collect the fuel remaining in the hose; c) Disconnect the airframe fuel supply hose from the fuel system fitting and let the residual fuel drain into the container. Refer to AMM TASK 73-21-01-000-801-A/400 ; d) Put an AN929-16 cap assembly on the airframe fuel supply on the airframe fuel system fitting; e) Put approximately a 3-in section of a 5 ft long piece of drain tubing in the airframe fuel hose assembly; f) Attach a funnel to the other end of the drain tubing; g) Put the 14 qt. (13.2 L) container below the fuel flow sensor-to-service manifold tube to collect the fuel remaining in the tube. | X | | | | | | | | |

Table 222 (Continued)

| Procedure | Initial | Periodicity | | | | | | | | |
|--|----------------|--------------------|----|----|----|-----|-----|----------------|---|---|
| | | Days | | | | | | Year(s) | | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| a) On the circuit breaker panel, open these circuit breakers and attach a DO-NOT CLOSE tag to them: FIRE EXTG BTL A 1/2 FIRE EXTG BTL B 1/2 | X | | | | | | | | | X |
| b) Pull (do not turn) the fire extinguishing handle and attach a DO-NOT-MOVE tag to it; | | | | | | | | | | |
| c) Do the engine preservation procedure. To do this, refer to Rolls-Royce Maintenance Manual CSP34022. | | | | | | | | | | |
| Before you start any engine, do these steps: a) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT CLOSE tag from them: FIRE EXTG BTL A 1/2 FIRE EXTG BTL B 1/2 | | | | | | | | | | X |
| b) Remove the DO-NOT-MOVE tag from the fire extinguishing handle and move it to its original position (do not turn it). | | | | | | | | | | |
| After you stop the engines, do these steps: a) On the circuit breaker panel, open these circuit breakers and attach a DO-NOT CLOSE tag to them: FIRE EXTG BTL A 1/2 FIRE EXTG BTL B 1/2 | | | | | | | | | | X |
| b) Pull (do not turn) the fire extinguishing handle and attach a DO-NOT-MOVE tag to it. | | | | | | | | | | |

- Power Plant - Fire Extinguisher.

Table 223

| Procedure | Initial | Periodicity | | | | | | | | |
|--|----------------|--------------------|----|----|----|-----|-----|----------------|---|---|
| | | Days | | | | | | Year(s) | | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Push the TEST switch. There is equipment electrical continuity if the Power Plant test light illuminates. | X | | | | | | X | | | |
| Do the hydrostatic check of the engine fire extinguishing bottle at every 5 years from the last check. Refer to TASK 26-21-02-720-001-A. | | | | | | | | | | X |

- APU.

Table 224

| Procedure | Periodicity | | | | | | | | | |
|--|-------------|------|----|----|----|-----|-----|---------|---|-----------|
| | Initial | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| For the APU preservation procedure, refer to the applicable Hamilton Sundstrand Engine Manual: a) For APU Model T-62T-40C11 - Manual Part Number 4501966; b) For APU Model T-62T-40C14 - Manual Part Number 4504112. | | | | | | | | | | X |

- APU - Fire Extinguisher.

Table 225

| Procedure | Periodicity | | | | | | | | | |
|---|-------------|------|----|----|----|-----|-----|---------|---|-----------|
| | Initial | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 | |
| Push the TEST switch. There is equipment electrical continuity if the APU test light illuminates. | X | | | | | | X | | | |
| Before you start the APU, do this step: a) On the circuit breaker panel, close the circuit breaker and remove the DO-NOT CLOSE tag from it: APU FIRE EXTG | | | | | | | | | | X |
| After you stop the APU, do this step: a) On the circuit breaker panel, open the circuit breaker and attach the DO-NOT CLOSE tag to it: APU FIRE EXTG | X | | | | | | | | | X |
| Do the hydrostatic check of the APU fire extinguishing bottle every 5 years from the last check. Refer to TASK 26-22-01-720-001-A. | | | | | | | | | | X |

- Thrust Reversers (if applicable).

Table 226

| Procedure | Periodicity | | | | | | | | | |
|--|-------------|------|----|----|----|----|-----|---------|---|-----------|
| | Initial | Days | | | | | | Year(s) | | As Rqd |
| | | 7 | 15 | 30 | 60 | 90 | 180 | 1 | 2 | |
| Seal with adhesive tapes all clearances between the thrust reverser body and the doors. Replace the adhesive tapes every time after the thrust reversers are cycled. | X | | | | | | | | | X |
| Fully cycle the thrust reversers of the two engines 3 times. | | | | | | X | | | | |

- FADEC.

The recommended conditions to keep the equipment in the aircraft that are internal temperature between - 20°C and + 50°C, and relative humidity between 0 and 85%. If these conditions cannot be met, damage to the equipment can occur and it cannot work correctly during the Return-to-Service (RTS) tests.

(10) Doors.

Table 227

| Procedure | Initial | Periodicity | | | | | | | |
|--|---------|-------------|----|----|----|---------|-----|-----------|---|
| | | Days | | | | Year(s) | | As Rqd | |
| | | 7 | 15 | 30 | 60 | 120 | 180 | 1 | 2 |
| (For aircraft with airstairs door) Lubricate the main-door actuating and locking mechanism. Refer to AMM TASK 52-11-00-600-801-A/300 . | X | | | | | | | | |
| (For aircraft with side-hinged door) Lubricate the main-door actuating and locking mechanism. Refer to AMM TASK 52-11-00-600-801-A/300 . | X | | | | | | | | |
| Lubricate the baggage door mechanism. Refer to AMM TASK 52-31-00-600-801-A/300 . | X | | | | | | | | |
| (For aircraft with service-door) Lubricate the service-door actuating and locking mechanism. Refer to AMM TASK 52-43-00-600-801-A/300 . | X | | | | | | | | |

(11) Bad Weather Conditions.

- (a) If the snow on the aircraft is more than 8 to 10 inches in depth, remove it ([AMM MPP 12-30-01/200](#)).

CAUTION: THE AIRCRAFT MUST BE IN THE HANGAR WHEN THERE ARE WIND VELOCITIES OF 65 Kts OR MORE. FOR WINDS OF MORE THAN 30 Kts, IT IS RECOMMENDED THAT, IF POSSIBLE, THE AIRCRAFT BE POINTED TO THE WIND.

- (b) The procedure below tells you how to hold the aircraft for winds of less than 65 kt.

- 1 If you removed the engines, install them again ([AMM TASK 71-00-00-400-801-A/400](#)) or related ballasts.
- 2 Make sure the flaps are retracted.
- 3 Make sure that the chocks are in front of and behind the nose gear and main gear wheels.
- 4 The [Table 204](#) gives the surface conditions and wind velocities at which mooring is necessary.

Table 228 - WIND LIMITATION TABLE

| Surface Conditions | Wind Velocity |
|--------------------|---------------|
| Ice | 25 Kt |
| Snow | 40 Kt |
| Wet Concrete | 55 Kt |
| Dry Concrete | 60 Kt |

- 5 Hold the aircraft on the ground as given in [AMM TASK 10-20-01-500-801-A/200](#).

TASK 10-10-02-500-802-A
EFFECTIVITY: ALL
3. AIRCRAFT RETURN TO SERVICE
A. General

- (1) This task gives the procedures for the aircraft return to service after short and long out-of-operation time.

B. References

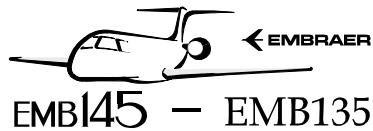
| REFERENCE | DESIGNATION |
|---------------------------------|---|
| AMM MPP 12-22-00/300 | - SERVICING |
| AMM MPP 24-31-01/400 | - REMOVAL/INSTALLATION |
| AMM MPP 24-34-01/400 | - REMOVAL/INSTALLATION |
| AMM MPP 32-49-01/300 | - SERVICING |
| AMM MPP 32-49-01/600 | - INSPECTION/CHECK |
| AMM TASK 10-10-01-500-801-A/200 | AIRCRAFT NORMAL PARKING |
| AMM TASK 12-11-03-600-801-A/300 | FUEL TANK DRAINING - SERVICING |
| AMM TASK 12-13-01-600-801-A/300 | HYDRAULIC SYSTEM RESERVOIR - FLUID LEVEL CHECK |
| AMM TASK 12-15-01-600-801-A/300 | WATER TANK - FILLING |
| AMM TASK 12-15-02-600-801-A/300 | WATER RESERVOIR - STERILIZATION |
| AMM TASK 21-20-00-700-801-A/500 | CONDITIONED AIR DISTRIBUTION SYSTEM - OPERATIONAL CHECK |
| AMM TASK 21-21-00-700-801-A/500 | EFIS DISPLAY VENTILATION SYSTEM - FUNCTIONAL CHECK |
| AMM TASK 21-25-01-700-801-A/500 | RAM AIR VALVE - OPERATIONAL CHECK |
| AMM TASK 21-26-00-700-801-A/500 | ELECTRONIC COMPARTMENT VENTILATION SYSTEM - OPERATIONAL CHECK |
| AMM TASK 21-26-08-960-801-A/200 | EXHAUST HOSES - REPLACE |
| AMM TASK 21-27-02-700-801-A/500 | BAGGAGE-COMPARTMENT CHECK VALVES - OPERATIONAL CHECK |
| AMM TASK 21-31-00-700-804-A/500 | - |
| AMM TASK 21-31-00-700-807-A/500 | - |
| AMM TASK 21-31-00-700-809-A/500 | - |
| AMM TASK 21-31-04-100-801-A/700 | PNEUMATIC OUTFLOW VALVE - CLEANING |
| AMM TASK 21-51-00-700-801-A/500 | - |
| AMM TASK 21-51-00-700-802-A/500 | - |
| AMM TASK 21-51-00-700-803-A/500 | - |
| AMM TASK 21-51-10-700-801-A/500 | PACK LEAK SWITCH - OPERATIONAL CHECK |
| AMM TASK 21-51-13-100-801-A/700 | WATER SPRAY NOZZLE - CLEANING |
| AMM TASK 21-60-00-700-801-A/500 | TEMPERATURE CONTROL SYSTEM - OPERATIONAL CHECK |
| AMM TASK 23-12-00-700-805-A/500 | VHF - FUNCTIONAL TEST |

(Continued)

| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 24-31-00-700-803-A/500 | MAIN GENERATION SYSTEM - OPERATIONAL TEST |
| AMM TASK 24-31-01-900-801-A/200 | MAIN GENERATOR - RESTORE |
| AMM TASK 24-34-00-700-803-A/500 | APU GENERATION SYSTEM - OPERATIONAL TEST |
| AMM TASK 24-34-01-900-801-A/200 | APU STARTER/GENERATOR - RESTORE |
| AMM TASK 24-35-01-400-801-A/400 | BACKUP BATTERY - INSTALLATION |
| AMM TASK 24-36-01-400-801-A/400 | MAIN BATTERY - INSTALLATION |
| AMM TASK 26-25-01-200-802-A/600 | TOILET-WASTE AUTO-FIRE-EXTINGUISHER BOTTLE - INSPECTION |
| AMM TASK 27-11-00-200-801-A/600 | AILERON PRIMARY MECHANICAL CONTROL FROM CONTROL WHEEL TO AILERON PCAS CHECKING CABLES PULLEYS NRUS QUADRANTS DISCONNECT SYSTEM AND MECHANICAL LINKS - DETAILED VISUAL INSPECTION |
| AMM TASK 27-11-01-700-801-A/500 | - |
| AMM TASK 27-11-01-700-802-A/500 | - |
| AMM TASK 27-14-00-700-801-A/500 | ROLL TRIM - FUNCTIONAL CHECK |
| AMM TASK 27-15-00-700-801-A/500 | OPERATIONAL CHECK OF THE AILERON DISCONNECT SYSTEM |
| AMM TASK 27-21-01-200-803-A/600 | RUDDER CONTROL CABLES PULLEYS AND QUADRANTS- DETAILED VISUAL INSPECTION |
| AMM TASK 27-21-01-700-801-A/500 | - |
| AMM TASK 27-21-01-700-802-A/500 | - |
| AMM TASK 27-23-00-700-804-A/500 | RUDDER SYSTEM - OPERATIONAL CHECK |
| AMM TASK 27-24-00-700-801-A/500 | YAW TRIM - OPERATIONAL CHECK |
| AMM TASK 27-31-01-200-803-A/600 | ELEVATOR CONTROL CABLES - DETAILED VISUAL INSPECTION |
| AMM TASK 27-31-01-700-801-A/500 | TENSION OF THE ELEVATOR CONTROL CABLES - FUNCTIONAL CHECK |
| AMM TASK 27-31-01-700-802-A/500 | TENSION OF THE ELEVATOR AUTOPILOT-SERVO CABLES |
| AMM TASK 27-35-00-700-801-A/500 | OPERATIONAL CHECK OF THE ELEVATOR DISCONNECT SYSTEM |
| AMM TASK 27-36-00-700-801-A/500 | STALL PROTECTION SYSTEM - OPERATIONAL CHECK |
| AMM TASK 27-40-00-700-802-A/500 | HORIZONTAL-STABILIZER ELECTRICAL/ELECTRONIC OPERATIONAL TEST |
| AMM TASK 27-51-00-700-801-A/500 | FLAP CONTROL SYSTEM - OPERATIONAL CHECK |
| AMM TASK 27-53-00-700-801-A/500 | - |
| AMM TASK 27-63-01-700-801-A/500 | SPOILER SYSTEM - OPERATIONAL CHECK |
| AMM TASK 27-71-00-700-801-A/500 | ELECTROMECHANICAL GUST LOCK - OPERATIONAL CHECK |
| AMM TASK 28-41-00-700-801-A/500 | ELECTRICAL FUEL QUANTITY - OPERATIONAL CHECK |

(Continued)

| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 29-10-00-200-803-A/600 | HYDRAULIC FLUID - ANALYSIS |
| AMM TASK 29-10-00-860-802-A/200 | HYDRAULIC SYSTEM - PRESSURIZATION WITH EMDP |
| AMM TASK 29-10-08-200-801-A/600 | DIFFERENTIAL PRESSURE INDICATOR - INSPECTION |
| AMM TASK 30-00-00-700-801-A/500 | ANTI-ICING SYSTEM MESSAGES - OPERATIONAL CHECK |
| AMM TASK 30-00-00-700-802-A/500 | ANTI-ICING SYSTEM - OPERATIONAL TEST |
| AMM TASK 30-11-00-700-801-A/500 | PRESSURE SENSORS OF THE WING THERMAL ANTI-ICING SYSTEM - FUNCTIONAL CHECK |
| AMM TASK 30-12-00-700-802-A/500 | PRESSURE SENSORS OF THE HORIZONTAL-STABILIZER THERMAL ANTI-ICING SYSTEM - FUNCTIONAL CHECK |
| AMM TASK 30-31-00-700-802-A/500 | PRESSURIZATION STATIC PORT HEATING - OPERATIONAL CHECK |
| AMM TASK 30-31-00-700-803-A/500 | PITOT AND ANEMOMETRIC STATIC PORT HEATING - OPERATIONAL TEST |
| AMM TASK 30-32-00-700-801-A/500 | AOA SENSOR HEATING - OPERATIONAL CHECK |
| AMM TASK 30-33-00-700-801-A/500 | TAT SENSOR HEATING - OPERATIONAL CHECK |
| AMM TASK 30-41-00-700-801-A/500 | WINDSHIELD WIPER SYSTEM - OPERATIONAL TEST |
| AMM TASK 30-42-00-700-801-A/500 | WINDSHIELD HEATING - OPERATIONAL CHECK |
| AMM TASK 30-80-00-700-801-A/500 | ICE DETECTION SYSTEM - OPERATIONAL TEST |
| AMM TASK 30-80-00-700-802-A/500 | - |
| AMM TASK 32-00-01-910-801-A/200 | LG SAFETY PIN - INSTALLATION AND REMOVAL |
| AMM TASK 32-10-00-200-801-A/600 | MLG DOORS - INSPECTION |
| AMM TASK 32-10-02-300-801-A/800 | SHOCK ABSORBER - REPAIR |
| AMM TASK 32-10-02-600-801-A/300 | MLG SHOCK ABSORBER - SERVICING |
| AMM TASK 32-20-01-600-801-A/300 | NLG SHOCK ABSORBER - SERVICING |
| AMM TASK 32-20-01-600-802-A/300 | NLG SHOCK ABSORBER - SERVICING (CHARGING) |
| AMM TASK 32-33-15-700-801-A/500 | LANDING-GEAR HYDRAULIC ACCUMULATOR - FUNCTIONAL CHECK |
| AMM TASK 32-34-00-600-801-A/300 | MLG AND NLG - LUBRICATION |
| AMM TASK 32-34-03-700-801-A/500 | FREE-FALL CONTROL CABLES - CHECK |
| AMM TASK 32-34-03-700-802-A/500 | FREE-FALL CONTROL CABLES - ADJUSTMENT |
| AMM TASK 32-44-02-700-801-A/500 | EMERGENCY/PARKING BRAKE ACCUMULATOR - CHECK |
| AMM TASK 32-49-02-000-801-A/400 | WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - REMOVAL |
| AMM TASK 32-49-02-200-801-A/600 | MLG WHEEL ASSEMBLY - INSPECTION |
| AMM TASK 32-49-02-400-801-A/400 | WHEEL ASSEMBLY OF THE MAIN LANDING GEAR - INSTALLATION |
| AMM TASK 32-49-03-200-801-A/600 | BRAKE ASSEMBLY - INSPECTION |

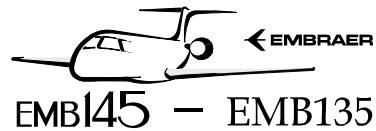


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MAINTENANCE MANUAL

(Continued)

| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 32-49-04-200-802-A/600 | - |
| AMM TASK 32-49-04-600-801-A/300 | NLG WHEEL TIRE - CHECK AND CHARGING |
| AMM TASK 32-49-05-000-801-A/400 | WHEEL ASSEMBLY OF THE NOSE LANDING GEAR - REMOVAL |
| AMM TASK 32-49-05-200-801-A/600 | NLG WHEEL ASSEMBLY - INSPECTION |
| AMM TASK 32-49-05-400-801-A/400 | WHEEL ASSEMBLY OF THE NOSE LANDING GEAR - INSTALLATION |
| AMM TASK 34-13-00-200-801-A/600 | PITOT/STATIC PORTS - INSPECTION |
| AMM TASK 34-13-00-600-801-A/200 | PITOT AND STATIC LINES - CLEANING |
| AMM TASK 34-13-00-680-801-A/300 | PITOT-STATIC SYSTEM - DRAIN |
| AMM TASK 34-15-00-700-801-A/500 | ADC SYSTEM - FUNCTIONAL CHECK |
| AMM TASK 34-25-00-700-802-A/500 | STANDBY MAGNETIC COMPASS - FUNCTIONAL CHECK |
| AMM TASK 34-32-00-700-801-A/500 | VOR/ILS SYSTEM OPERATIONAL TEST |
| AMM TASK 34-51-00-700-801-A/500 | DME SYSTEM OPERATIONAL TEST |
| AMM TASK 34-52-00-700-802-A/500 | TRANSPONDER SYSTEM - OPERATIONAL TEST |
| AMM TASK 34-53-00-700-801-A/500 | ADF SYSTEM OPERATIONAL TEST |
| AMM TASK 35-10-00-700-801-A/500 | CREW OXYGEN MASK - OPERATIONAL CHECK |
| AMM TASK 35-10-00-910-801-A/200 | - |
| AMM TASK 35-10-00-910-804-A/200 | - |
| AMM TASK 35-10-07-400-801-A/400 | OXYGEN CYLINDER - INSTALLATION |
| AMM TASK 35-10-10-400-801-A/400 | CREW OXYGEN MASK - INSTALLATION |
| AMM TASK 36-00-00-700-803-A/500 | AIR BLEED SYSTEM - OPERATIONAL TEST |
| AMM TASK 36-20-02-700-801-A/500 | - |
| AMM TASK 38-30-00-600-801-A/300 | - |
| AMM TASK 52-00-04-200-801-A/600 | DOOR RUBBER SEAL - INSPECTION |
| AMM TASK 52-00-04-300-801-A/800 | RUBBER TRIM SEAL - REPAIR |
| AMM TASK 52-10-01-820-801-A/500 | MAIN DOOR INTERNAL ACTUATING HANDLE - TEST |
| AMM TASK 52-11-00-600-801-A/300 | MAIN-DOOR ACTUATING AND LOCKING MECHANISM - LUBRICATION |
| AMM TASK 52-18-00-600-801-A/300 | SIDE-HINGED MAIN-DOOR ACTUATING AND LOCKING MECHANISM - LUBRICATION |
| AMM TASK 52-18-00-820-801-A/500 | MAIN-DOOR INTERNAL ACTUATING HANDLE - TEST |
| AMM TASK 52-31-00-600-801-A/300 | BAGGAGE DOOR - LUBRICATION |
| AMM TASK 52-32-00-200-801-A/600 | BAGGAGE DOOR LIFTING AND LOWERING MECHANISM FOR GENERAL CONDITION AND TORSION BAR FOR TORSION - INSPECTION/CHECK |
| AMM TASK 52-43-00-600-801-A/300 | SERVICE-DOOR ACTUATING AND LOCKING MECHANISM - LUBRICATION |
| AMM TASK 52-73-01-700-801-A/500 | AIRSTAIRS MAIN-DOOR WARNING MICROSWITCHES - FUNCTIONAL TEST |



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(Continued)

| REFERENCE | DESIGNATION |
|---------------------------------|--|
| AMM TASK 52-73-01-700-802-A/500 | SIDE-HINGED MAIN-DOOR WARNING MICRO-SWITCHES - FUNCTIONAL TEST |
| AMM TASK 52-74-01-700-801-A/500 | SERVICE DOOR WARNING MICROSWITCHES - FUNCTIONAL TEST |
| AMM TASK 52-76-01-700-801-A/500 | BAGGAGE DOOR WARNING MICROSWITCHES - OPERATIONAL TEST |
| AMM TASK 55-36-00-000-801-A/400 | TAIL BOOM - REMOVAL |
| AMM TASK 55-36-00-400-801-A/400 | TAIL BOOM - INSTALLATION |
| AMM TASK 73-21-01-400-801-A/400 | FPMU - INSTALLATION |
| SB 145-21-0013 | - |
| SB145-55-0027 | - |
| TASK 21-27-02-640-001-A | - |
| TASK 30-12-00-720-001-A | - |

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

| QTY | FUNCTION | PLACE |
|-----|---------------|-----------------|
| 1 | Does the task | On the aircraft |

I. Return to Service after Short and Long Out-of-Operation Time

SUBTASK 550-002-A

CAUTION: WHEN YOU ENERGIZE THE AIRCRAFT FOR THE RTS, MAKE SURE THAT THERE IS NO FAILURE MESSAGES ON THE EICAS AND ALL OTHER DISPLAYS, SUCH AS MFDS AND PFDS, DOOR DISCREPANT INDICATION, AND NO MASTER WARNING OR MASTER CAUTION TONES. ALSO, MAKE SURE THAT THERE IS NO AURAL ALARM THAT SHOWS FAILURE DURING AIRCRAFT STARTUP. IF THERE IS A FAILURE, DO THE APPLICABLE TROUBLESHOOTING TO FIND AND REPLACE THE DAMAGED EQUIPMENT.

- (1) Obey the instructions in the tables that follow to do the RTS procedure.

- NOTE: • The tables that follow are applicable to the RTS (Return to Service) after short and long out-of-operation time.
- The "Month(s) of parking" columns show the activities that you must do upon the RTS, which are related to the number of months that the aircraft stayed parked. And the "Before Return to Service" statement means that you must do the activity upon the RTS, independently of how many months the aircraft stayed parked. Example: For an aircraft parked for 9 months, do the procedures given in "Before Return to Service", 1 and 6 "Month(s) of parking". The Procedures given in 12 "Month(s) of parking" and on are not necessary.

(2) External Surface.

Table 229

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|-----|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | |
| Remove the covers GSE 352 (Engine Protection Cover Assy) and GSE 381 (Cockpit Transparency Shade Kit). | | | | | | | | | | X |
| Wash the aircraft with soap. Refer to AMM MPP 12-22-00/300 . | | | | | | | | | | X |
| Visual inspection against corrosion and repair. | | | | | | | | | | X |

(3) Equipment/Furnishings.

Table 230

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|-------------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | |
| Install all passenger seat cushions (bottom and seatback), if removed. | | | | | | | | | | X |
| The necessary amount of precharge fluid must be added to each toilet. Refer to AMM TASK 38-30-00-600-801-A/300. | | | | | | | | | | X |
| Sterilize the water system (AMM TASK 12-15-02-600-801-A/300). | | | | | | | | | | X |
| Fill the water system (AMM TASK 12-15-01-600-801-A/300). | | | | | | | | | | X |
| (Aircraft with Class "C" baggage compartment) Do the inspection of the baggage compartment fire extinguishing bottles (high rate and metering) for weight. | | | X | | | | | | | |
| (Aircraft with Class "C" baggage compartment) Discard the baggage compartment fire extinguishing bottles (high rate and metering) cartridges. | | | | | | | | | X [1] X [1] | |
| Do the inspection of the lavatory fire extinguisher bottle for weight (AMM TASK 26-25-01-200-802-A/600). | | | X | | | | | | | |

[1] After 120 MO or after 180 MO from date of manufacture (DOM), whichever occurs first.

Table 230 (Continued)

| Procedure | When | | | | | | | | | | Before Return to Serv- ice | |
|--|---------------------|---|----|----|----|----|----|-----|---------|---|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | | | |
| Apply CIC on the applicable interior areas when this product is removed. | | | | | | | | | | X | | |

(4) Landing Gear.

Table 231

| Procedure | When | | | | | | | | | | Before Return to Serv- ice | |
|--|---------------------|---|----|----|----|----|----|-----|---------|---|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | | |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | | | |
| a) This procedure is done with the aircraft on the ground; b) Make sure that the emergency parking brake is applied; [1] c) Make sure that the landing gear safety pins are installed on the RH and LH MLG. Refer to AMM TASK 32-00-01-910-801-A/200 ; d) Install the wheel chocks (GSE 012) in front of and behind the wheels on the left and right main landing gears and nose landing gear. | | | | | | | | | | X | | |
| Clean the MLG and NLG strut and wheelwell. | | | | | | | | | | X | | |
| Clean the surfaces of all uplock box hooks. | | | | | | | | | | X | | |
| Clean and lubricate the MLG and NLG shock absorber pistons with MIL-PRF-5606. | | | | | | | | | | X | | |
| Clean and apply a layer of Skydrol on the metal surfaces (mirror finish) of all LDG maneuvering actuators. | | | | | | | | | | X | | |
| Clean all the not painted parts of the piston rods. | X | | | | | | | | | | | |
| Lubricate all the joints with grease fittings. Refer to AMM TASK 32-34-00-600-801-A/300 . | X | | | | | | | | | | | |
| Do the check of the MLG and NLG wheelwell and doors. Make sure that the inspection was done correctly and that they are clean. Refer to AMM TASK 32-10-00-200-801-A/600 . | | | | | | | | | | X | | |
| (Only for Return to Service after Short Out-of-Operation Time): a) Do the check of the servicing of the main landing gears and, if necessary, correct it. Refer to AMM TASK 32-10-02-600-801-A/300 ; b) Do the check of the servicing of the nose landing gear and, if necessary, correct it. Refer to AMM TASK 32-20-01-600-801-A/300 and AMM TASK 32-20-01-600-802-A/300 . | | | | | | | | | | X | | |
| Do the servicing of the MLG and NLG shock absorbers. Refer to AMM TASK 32-10-02-600-801-A/300 for the MLG and AMM TASK 32-20-01-600-801-A/300 and AMM TASK 32-20-01-600-802-A/300 for the NLG. | X | | | | | | | | | | | |
| Remove the wheel/brake covers. | | | | | | | | | | X | | |

[1] To prevent hydraulic fluid transference from system 1 to system 2 or from system 2 to system 1, first apply the brakes with the pedals and then pull or release the emergency/parking brake handle.

Table 231 (Continued)

| Procedure | When | | | | | | | | | Before Return to Serv- ice | |
|--|---------------------|---|----|----|----|----|----|-----|-----|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | | |
| Do the inspection of the tires for general condition. Refer to AMM MPP 32-49-01/600 for MLG and AMM TASK 32-49-04-200-802-A/600 for NLG. | | | | | | | | | | X | |
| (Only for Return to Service after Short Out-of-Operation Time) Do the inspection of the brakes. Refer to AMM TASK 32-49-03-200-801-A/600 . | | | | | | | | | | X | |
| a) Remove the wheels. Refer to AMM TASK 32-49-02-000-801-A/400 for the MLG and AMM TASK 32-49-05-000-801-A/400 for the NLG; b) Clean the wheels (including the bearings); c) Do an inspection of the wheels. Refer to AMM TASK 32-49-02-200-801-A/600 and AMM TASK 32-49-05-200-801-A/600 ; d) Install the wheel assemblies of the landing gears. Refer to AMM TASK 32-49-02-400-801-A/400 for the MLG and AMM TASK 32-49-05-400-801-A/400 for the NLG. | X | | | | | | | | | | |
| Inflate the tires with nitrogen to the specified pressure. Refer to AMM MPP 32-49-01/300 for the MLG and AMM TASK 32-49-04-600-801-A/300 for the NLG. | | | | | | | | | | X | |
| Do the check of all shock absorbers for leakage and, if necessary, correct it. Refer to AMM TASK 32-10-02-300-801-A/800 . | X | | | | | | | | | | |
| Do the inspection of the tubes and hoses of the landing gear strut and wheelwell for leakage and damage. | | | | | | | | | | X | |
| Do the check of the nitrogen charge of the emergency/parking brake accumulator. Refer to AMM TASK 32-44-02-700-801-A/500 . | | | | | | | | | | X | |
| Do the check of the nitrogen charge of the landing gear accumulator. Refer to AMM TASK 32-33-15-700-801-A/500 . | | | | | | | | | | X | |
| Do the check of the free-fall control cables (AMM TASK 32-34-03-700-801-A/500) and, if necessary, adjust them (AMM TASK 32-34-03-700-802-A/500). | X | | | | | | | | | | |

(5) Environmental System.

WARNING: DO THE PROCEDURES GIVEN IN AMM TASK 35-10-00-910-804-A/200 AND OBEY THE PRECAUTIONS GIVEN IN AMM TASK 35-10-00-910-801-A/200 (OXYGEN SERVICING), WHEN YOU REMOVE AND REPLACE OXYGEN CYLINDERS.

Table 232

| Procedure | When | | | | | | | | | |
|---|---------------------|---|----|----|----|----|----|---------|---------|--|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 12 0 | 18 0 | |
| Remove the DO-NOT CLOSE tag from these circuit breakers and close them: PITOT/STATIC HEATING 1 PITOT/STATIC HEATING 2 PITOT/STATIC HEATING 3 STATIC PORT 1 HEATING STATIC PORT 2 HEATING AOA 1 SENSOR HEATING AOA 2 SENSOR HEATING TAT 1 SENSOR HEATING TAT 2 SENSOR HEATING | | | | | | | | | | X |
| Remove all protective covers from the Air Inlets and Outlets. Refer to Table 231 . | | | | | | | | | | X |
| Do the Ram Air Valve operational check. Refer to AMM TASK 21-25-01-700-801-A/500 . | | | | | | | | | | X |
| Clean the water spray nozzles. Refer to AMM TASK 21-51-13-100-801-A/700 . | | | | | | | | | | X |
| Do the operational check of the conditioned air distribution system in the cockpit and passenger cabin. Refer to AMM TASK 21-20-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational test of the cooling pack system. Refer to AMM TASK 21-51-00-700-802-A/500 . | | | | | | | | | | X |
| Do the operational check of the temperature control system. Refer to AMM TASK 21-60-00-700-801-A/500 . | | | | | | | | | | X |
| Lubricate the Baggage Compartment Check Valves (Baggage Compartment with Ventilation System only). Refer to TASK 21-27-02-640-001-A . | | | | | | X | | | | |
| Do an operational check of the baggage-compartment check valves. Refer to AMM TASK 21-27-02-700-801-A/500 . | | | X | | | | | | | |
| Do the operational check of the ECS OFF signal from the FADEC. Refer to AMM TASK 21-51-00-700-801-A/500 . | | | | | | X | | | | |
| Do the functional check of the cooling packs. Refer to AMM TASK 21-51-00-700-803-A/500 . | | | | | | X | | | | |
| Do an operational check of the pack leak switches. Refer to AMM TASK 21-51-10-700-801-A/500 . | | | | | | | X | | | |
| Do the functional check of the air distribution valve that keeps the EFIS display cool. Refer to AMM TASK 21-21-00-700-801-A/500 . | | | | | | X | | | | |
| Do the operational check of the electronic compartment ventilation system. Refer to AMM TASK 21-26-00-700-801-A/500 . | | | | | | X | | | | |

Table 232 (Continued)

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----------|----|----|----|----|---------|--|---|
| | Month(s) of parking | | | | | | | | Before Return to Serv- ice | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 12 0 | 18 0 | |
| Replace the exhaust hoses of the forward electronic compartment. Refer to AMM TASK 21-26-08-960-801-A/200 . | | | X [1] | | | | | | X [2] | |
| Remove the protective covers from the outflow valve duct and pressure static ports. | | | | | | | | | | X |
| Do the functional test of the overpressurization relief devices. Refer to AMM TASK 21-31-00-700-807-A/500 or AMM TASK 21-31-00-700-809-A/500. | | | | | | | | | | X |
| Do the functional test of the outflow valves. Refer to AMM TASK 21-31-00-700-804-A/500. | | | | | | | | | | X |
| Clean the seat of the pneumatic outflow valve. Refer to AMM TASK 21-31-04-100-801-A/700 . | | X | | | | | | | | |
| Remove all protective covers from the anti-icing exhaustion outlets (wing, horizontal stabilizer and engines) including the vortilons, ice detector sensors and clear ice sensors (if applicable). | | | | | | | | | | X |
| Do the check of the anti-icing system messages on the EICAS display and an operational test of the anti-icing system. Refer to AMM TASK 30-00-00-700-801-A/500 and AMM TASK 30-00-00-700-802-A/500 . | | | | | | | | | | X |
| Do the operational test of the pitot and anemometric static port heating. Refer to AMM TASK 30-31-00-700-803-A/500 . | | | | | | | | | | X |
| Do the operational check of the AOA sensor heating. Refer to AMM TASK 30-32-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the TAT sensor heating. Refer to AMM TASK 30-33-00-700-801-A/500 . | | | | | | | | | | X |
| Do the inspection of the windshield wiper blades (detailed inspection for integrity). | | | | | | | | | | X |
| Do the operational test of the windshield wiper system. Refer to AMM TASK 30-41-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the windshield heating. Refer to AMM TASK 30-42-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the ice detection system. Refer to AMM TASK 30-80-00-700-801-A/500 . | | | | | | | | | | X |
| (Applicable for EMB145-XR models) Do the operational test of the clear ice sensor. Refer to AMM TASK 30-80-00-700-802-A/500. | | | | | | | | | | X |
| Do the operational test of the pressure static port heating. Refer to AMM TASK 30-31-00-700-802-A/500 . | | | | | | | | | | X |

[1] For aircraft PRE-MOD [SB 145-21-0013](#) - 24 MO.

[2] For aircraft POST-MOD [SB 145-21-0013](#) - 180 MO.

Table 232 (Continued)

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|--|---|
| | Month(s) of parking | | | | | | | | Before Return to Serv- ice | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | |
| Do the functional check of the pressure sensors of the wing thermal anti-icing system (Bench Test). Refer to AMM TASK 30-11-00-700-801-A/500 . | | | | | X | | | | | |
| Do the functional check of the pressure sensors of the horizontal stabilizer thermal Anti-Icing System - (Bench Test). Refer to TASK 30-12-00-720-001-A . | | | | | X | | | | | |
| Do the functional check of the pressure sensors of the horizontal- stabilizer thermal anti-icing system - (Bench Test). Refer to AMM TASK 30-12-00-700-802-A/500 . | | | | | X | | | | | |
| a) Install the portable oxygen bottles and crew oxygen bottle (with the regulator). Refer to AMM TASK 35-10-07-400-801-A/400 ; b) Remove the caps from the cylinder end of each oxygen distribution line; c) If removed, install the crew oxygen masks. Refer to AMM TASK 35-10-10-400-801-A/400 ; d) If not removed, do the crew oxygen operational test. Refer to AMM TASK 35-10-00-700-801-A/500 . | | | | | | | | | | X |
| Remove all protective covers from the Pre-Cooler. | | | | | | | | | | X |
| Do the operational test of the bleed system. Refer to AMM TASK 36-00-00-700-803-A/500 . | | | | | | | | | | X |
| Do the operational check of the thermal switch (Duct Leakage Switch). Refer to AMM TASK 36-20-02-700-801-A/500. | | | | | X | | | | | |

(6) Electrical and Avionics.

Table 233

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|--|---|
| | Month(s) of parking | | | | | | | | Before Return to Serv- ice | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | |
| Do the check of the main generators total calendar time since installation in the aircraft. If the time is more than 60 months, send the applicable main generator to the repair shop for restoration and full acceptance test. Refer to AMM TASK 24-31-01-900-801-A/200 . [1] | | | | | | | | | | X |
| Do the check of the APU starter generator total calendar time since installation in the aircraft. If the time is more than 48 months, send the APU starter generator to the repair shop for restoration and full acceptance test. Refer to AMM TASK 24-34-01-900-801-A/200 . [1] | | | | | | | | | | X |

[1] The total calendar time includes the time the aircraft was in operation and the time the aircraft was parked.

Table 233 (Continued)

| Procedure | When | | | | | | | | | | Before Return to Serv- ice | |
|---|---------------------|---|----|----|----|----|----|-----|---------|---|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | | | |
| Inspect electrical connectors of generators, GCU's, and APU starter generator for presence of corrosion or condensation. If detected, send the equipment to the repair shop (AMM MPP 24-31-01/400 and AMM MPP 24-34-01/400). | | | | | | | | | | X | | |
| Do the operational test of the Main Generation System (AMM TASK 24-31-00-700-803-A/500). If the operational test does not pass, send the fault generator to the repair shop (AMM MPP 24-31-01/400). | | | | | | | | | | X | | |
| Do the APU generation system operational test (AMM TASK 24-34-00-700-803-A/500). If the operational test does not pass, send the APU starter generator to the repair shop (AMM MPP 24-34-01/400). | | | | | | | | | | X | | |
| Install batteries 1, 2, and the backup battery in the aircraft if they were removed. Refer to AMM TASK 24-36-01-400-801-A/400 and AMM TASK 24-35-01-400-801-A/400 . | | | | | | | | | | X | | |
| Do the functional check of the ADC system. Refer to AMM TASK 34-15-00-700-801-A/500 . | | | | | | | | | | X | | |
| Do the operational check of the VOR/ILS system. Refer to AMM TASK 34-32-00-700-801-A/500 . | | | | | | | | | | X | | |
| Do the check of the NAV/COM units functions. Refer to AMM TASK 34-52-00-700-802-A/500 , AMM TASK 23-12-00-700-805-A/500 , AMM TASK 34-51-00-700-801-A/500 and AMM TASK 34-53-00-700-801-A/500 . | | | | | | | | | | X | | |
| Remove the protective covers from the Pitot tubes, Total-Air-Temperature sensor, Anemometric Static Port. Refer to AMM TASK 10-10-01-500-801-A/200 . | | | | | | | | | | X | | |
| Do the servicing of the PITOT / STATIC System. Refer to AMM TASK 34-13-00-680-801-A/300 . | | | | | | | | | | X | | |
| Do the inspection of the PITOT / STATIC Port. Refer to AMM TASK 34-13-00-200-801-A/600 . | | | | | | | | | | X | | |
| Clean the PITOT / STATIC System. Refer to AMM TASK 34-13-00-600-801-A/200 . | | | | | | | | | | X | | |
| If the aircraft is parked for more than one year, do the functional check of the standby magnetic compass. Refer to AMM TASK 34-25-00-700-802-A/500 . | | | | | | | | | | X | | |

(7) Flight Controls.
Table 234

| Procedure | When | | | | | | | | | | Before Return to Serv- ice | |
|---|---------------------|---|----|----|----|----|----|-----|---------|--|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | | |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | | | |
| Do the check of the tension of aileron control cables. Refer to AMM TASK 27-11-01-700-801-A/500 . | | X | | | | | | | | | | |

Table 234 (Continued)

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|-----|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 180 | |
| Do the check of the tension of the aileron autopilot-servo cables. Refer to AMM TASK 27-11-01-700-802-A/500. | X | | | | | | | | | |
| Do the check of the tension of the elevator control cables. Refer to AMM TASK 27-31-01-700-801-A/500 . | X | | | | | | | | | |
| Do the check of the tension of the elevator autopilot-servo cables. Refer to AMM TASK 27-31-01-700-802-A/500 . | X | | | | | | | | | |
| Do the check of the tension of rudder control cables. Refer to AMM TASK 27-21-01-700-801-A/500. | X | | | | | | | | | |
| Do the check of the tension of the rudder autopilot-servo cables. Refer to AMM TASK 27-21-01-700-802-A/500. | X | | | | | | | | | |
| Do the operational check of the rudder system. Refer to AMM TASK 27-23-00-700-804-A/500 . | | | | | | | | | | X |
| Do the operational check of the elevator system. To do this, fully cycle the elevator surface 5 times to make sure it works correctly. | | | | | | | | | | X |
| Do the operational check of the SPS. Refer to AMM TASK 27-36-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the Horizontal Stabilizer. Refer to AMM TASK 27-40-00-700-802-A/500 . | | | | | | | | | | X |
| Do the operational check of the flap system. Refer to AMM TASK 27-51-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the flap fail message. Refer to AMM TASK 27-53-00-700-801-A/500. | | | | | | | | | | X |
| Do the operational check of the spoiler. Refer to AMM TASK 27-63-01-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the gust lock. Refer to AMM TASK 27-71-00-700-801-A/500 . | | | | | | | | | | X |
| Do the operational check of the elevator disconnect system and aileron disconnect system. Refer to AMM TASK 27-35-00-700-801-A/500 and AMM TASK 27-15-00-700-801-A/500 . | X | | | | | | | | | |
| Do the operational check of the roll trim and yaw trim. Refer to AMM TASK 27-14-00-700-801-A/500 and AMM TASK 27-24-00-700-801-A/500 . | | | | | | | | | | X |

Table 234 (Continued)

| Procedure | When | | | | | | | | | |
|---|---------------------|---|----|----|----|----|----|-----|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 1 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | |
| (FOR AIRCRAFT PRE-MOD SB145-55-0027): a) Do the inspection of the internal side of the tail boom for presence of birds or nests as follows: b) Make sure that the pressure in hydraulic systems 1 and 2 is fully released. Refer to AMM TASK 29-10-00-860-802-A/200 . c) Install the rig pin in the elevator rear sectors. d) Remove the tail boom. Refer to AMM TASK 55-36-00-000-801-A/400 . e) Do the inspection of the internal side of the tail boom for presence of birds or nests in the internal side of structure. f) If you find birds or nests, remove them and clean the area. g) Install the tail boom. Refer to AMM TASK 55-36-00-400-801-A/400 . h) Remove the rig pin from the elevator rear sectors. | | | | | | | | | X | |
| Do the inspection of the aileron primary mechanical control. Refer to AMM TASK 27-11-00-200-801-A/600 . | | | X | | | | | | | |
| Do the inspection of the rudder control cables, pulleys, and quadrants. Refer to AMM TASK 27-21-01-200-803-A/600 . | | | X | | | | | | | |
| Do the inspection and protection of the elevator control cables. Refer to AMM TASK 27-31-01-200-803-A/600 . | | | X | | | | | | | |

(8) Hydraulic System.
Table 235

| Procedure | When | | | | | | | | | |
|---|---------------------|---|----|----|----|----|----|-----|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | |
| Examine the hydraulic reservoir levels and correct them, if necessary. Refer to AMM TASK 12-13-01-600-801-A/300 . | | | | | | | | | | X |
| Do the check for oil leaks and correct them, if necessary. | | | | | | | | | | X |
| Clean and apply a layer of Skydrol on the metal surfaces (mirror finish) of all LDG maneuvering actuators. | | | | | | | | | | X |
| Do the inspection of the hoses of the Hydraulic Power Unit and engine areas for their general condition. | | | | | | | | | | X |
| Do the visual check of the DPI for red pins out. Refer to AMM TASK 29-10-08-200-801-A/600 . | | | | | | | | | | X |
| Collect hydraulic fluid samples from each hydraulic system and make their analysis them. If necessary, replace the fluid to correct its contamination class. Refer to AMM TASK 29-10-00-200-803-A/600 . | | | | | | | | | | X |

(9) Fuel.

Table 236

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|---------|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 12 0 | 18 0 | |
| Remove the covers from the NACA air intakes of wing tanks. | | | | | | | | | | X |
| Drain the tanks. Refer to AMM TASK 12-11-03-600-801-A/300 . | | | | | | | | | | X |
| Do the functional test of the fuel indication system. Refer to AMM TASK 28-41-00-700-801-A/500 . | | | | | | | | | | X |

(10) Power Plant.

Table 237

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|---------|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 12 0 | 18 0 | |
| Remove the AN929-16 cap assembly from the airframe fuel supply at the airframe fuel system fitting. | | | | | | | | | | X |
| Connect the airframe fuel supply hose to the fuel system fitting. Refer to AMM TASK 73-21-01-400-801-A/400 . | | | | | | | | | | X |
| Before engine depreservation, do these steps: a) On the circuit breaker panel, close these circuit breakers and remove the DO-NOT CLOSE tag from them: FIRE EXTG BTL A 1/2 FIRE EXTG BTL B 1/2 b) Remove the DO-NOT-MOVE tag from the fire extinguishing handle and move it to its original position (do not turn it). | | | | | | | | | | X |
| Do the engine depreservation procedure. To do this, refer to Rolls-Royce Maintenance Manual CSP34022. | | | | | | | | | | X |
| Fully cycle the thrust reversers of the two engines 3 times and do the check for failure messages on the EICAS. If there is a failure message related to the thrust reversers, do the applicable troubleshooting. | | | | | | | | | | X |

(11) APU.

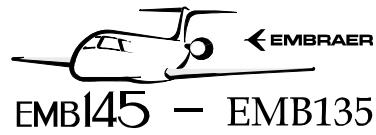
Table 238

| Procedure | When | | | | | | | | | |
|---|---------------------|---|----|----|----|----|----|-----|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | |
| Do the APU depreservation procedure. To do this, refer to the applicable Hamilton Sundstrand Engine Manual: a) For APU Model T-62T-40C11 - Manual Part Number 4501966; b) For APU Model T-62T-40C14 - Manual Part Number 4504112. | | | | | | | | | | X |
| On the circuit breaker panel, close the circuit breaker and remove the DO-NOT CLOSE tag from it: APU FIRE EXTG | | | | | | | | | | X |

(12) Doors.

Table 239

| Procedure | When | | | | | | | | | |
|--|---------------------|---|----|----|----|----|----|-----|---------|-------------------------------------|
| | Month(s) of parking | | | | | | | | | Before Return to Serv- ice |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | |
| Do the rubber trim seal inspection. Refer to AMM TASK 52-00-04-200-801-A/600 . | X | | | | | | | | | |
| (For aircraft with airstairs door) Lubricate the main-door actuating and locking mechanism. Refer to AMM TASK 52-11-00-600-801-A/300 . | X | | | | | | | | | |
| (For aircraft with side-hinged door) Lubricate the main-door actuating and locking mechanism. Refer to AMM TASK 52-18-00-600-801-A/300 . | X | | | | | | | | | |
| (For aircraft with airstairs door) Do the test of the airstairs main-door internal actuating handle. Refer to AMM TASK 52-10-01-820-801-A/500 . | X | | | | | | | | | |
| (For aircraft with side-hinged door) Do the test of the side-hinged main-door internal actuating handle. Refer to AMM TASK 52-18-00-820-801-A/500 . | X | | | | | | | | | |
| (For aircraft with airstairs door) Do the functional test of the airstairs main-door warning microswitches. Refer to AMM TASK 52-73-01-700-801-A/500 . | X | | | | | | | | | |
| (For aircraft with side-hinged door) Do the functional test of the side hinged main-door warning microswitches. Refer to AMM TASK 52-73-01-700-802-A/500 . | X | | | | | | | | | |
| Lubricate the baggage door trim seal. If necessary, repair according to AMM TASK 52-00-04-300-801-A/800 . | X | | | | | | | | | |
| Lubricate the baggage door mechanism. Refer to AMM TASK 52-31-00-600-801-A/300 . | X | | | | | | | | | |
| Do the inspection of the baggage-door lifting and lowering mechanism. Refer to AMM TASK 52-32-00-200-801-A/600 . | X | | | | | | | | | |
| Do the test of the baggage door warning microswitches. Refer to AMM TASK 52-76-01-700-801-A/500 . | X | | | | | | | | | |



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Table 239 (Continued)

| Procedure | When | | | | | | | | | Before Return to Serv- ice | |
|---|---------------------|---|----|----|----|----|----|-----|---------|-------------------------------------|--|
| | Month(s) of parking | | | | | | | | | | |
| | 2 | 6 | 12 | 24 | 36 | 48 | 72 | 120 | 18 0 | | |
| (For aircraft with service door) Do the inspection of the service door trim seal. If necessary, repair according to AMM TASK 52-00-04-300-801-A/800 . | X | | | | | | | | | | |
| (For aircraft with service-door) Lubricate the service-door actuating and locking mechanism. Refer to AMM TASK 52-43-00-600-801-A/300 . | X | | | | | | | | | | |
| (For aircraft with service-door) Do the functional test of the service door warning switches. Refer to AMM TASK 52-74-01-700-801-A/500 . | X | | | | | | | | | | |

