



EMB145 - EMB135

AIRCRAFT
MAINTENANCE MANUAL

STANDBY MAGNETIC COMPASS - ADJUSTMENT/TEST

EFFECTIVITY: ALL

1. General

- A. This section gives the procedures for the compensation of the standby magnetic compass.
- B. 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 |
|----------------------|---|-------------|
| 34-25-00-700-801-A | STANDBY MAGNETIC COMPASS - COM- PENSATION | ALL |
| 34-25-00-700-802-A ♦ | STANDBY MAGNETIC COMPASS - FUNC- TIONAL CHECK | ALL |



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TASK 34-25-00-700-801-A

EFFECTIVITY: ALL

2. STANDBY MAGNETIC COMPASS - COMPENSATION

A. General

- (1) The standby compass compensation is done with the engines, electrical generators, and radios on.
- (2) To adjust the compass PN PGA1001WG, use the nonmagnetic screwdriver PN CE2-40, which is supplied by the manufacturer with a new compass but is also available as a spare item.

B. References

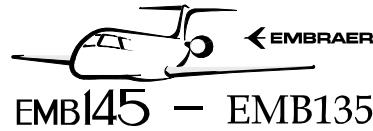
| REFERENCE | DESIGNATION |
|---------------------------------|---|
| AMM SDS 23-00-00/1 | |
| AMM SDS 30-31-00/1 | |
| AMM SDS 30-41-00/1 | |
| AMM SDS 30-42-00/1 | |
| AMM SDS 33-00-00/1 | |
| AMM SDS 34-00-00/1 | |
| AMM TASK 09-10-00-500-801-A/200 | AIRCRAFT TOWING |
| AMM TASK 34-25-00-700-802-A/500 | STANDBY MAGNETIC COMPASS - FUNCTIONAL CHECK |
| AMM TASK 49-10-00-910-802-A/200 | APU - START |
| AMM TASK 49-10-00-910-803-A/200 | APU - SHUTDOWN |
| AMM TASK 49-13-00-910-802-A/200 | APU - START |
| AMM TASK 49-13-00-910-803-A/200 | APU - SHUTDOWN |
| AMM TASK 71-00-01-910-801-A/200 | ENGINE START PROCEDURE (NORMAL) |
| AMM TASK 71-00-01-910-804-A/200 | ENGINE STOP PROCEDURE |
| IPC 11-31-00 | COCKPIT PLACARDS AND MARKINGS |
| S.B.145-30-0054 | - |

C. Zones and Accesses

| ZONE | PANEL/DOOR | LOCATION |
|------|------------|----------|
| 225 | | Cockpit |

D. Tools and Equipment

| ITEM | DESCRIPTION | PURPOSE | QTY |
|---------|--------------------------|-----------------------------|-----|
| GSE 005 | Plumb, aircraft leveling | To align the aircraft | |
| GSE 044 | Headset, ramp handling | Used for intercommunication | |



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E. Auxiliary Items

| ITEM | DESCRIPTION | PURPOSE | QTY |
|------------------------|-------------------------|--|-----|
| Commercially available | Nonmagnetic screwdriver | To adjust the standby magnetic compass | 1 |

F. Consumable Materials

Not Applicable

G. Expendable Parts

| ITEM | IPC REFERENCE (VENDOR REFERENCE) | QTY |
|--|-------------------------------------|-----|
| Placard (for normal condition) | IPC 11-31-00 | 1 |
| Placard (for electrical emergency condition) | IPC 11-31-00 | 1 |

H. Persons Recommended

| QTY | FUNCTION | PLACE |
|-----|------------------------|----------------------|
| 1 | Does the task | Cockpit |
| 1 | Drives the tow tractor | On the tractor |
| 1 | Coordinates the task | Outside the aircraft |
| 1 | Helps with the task | Outside the aircraft |

I. Preparation

SUBTASK 841-002-A

- (1) Make sure that the cockpit voice-recorder area microphone is installed.
- (2) Move the aircraft to the compass rose area, a flat area free of electromagnetic interference, or area approved by the local authority ([AMM TASK 09-10-00-500-801-A/200](#)).

NOTE: • Do not park vehicles or let ferromagnetic items stay in a radius shorter than 60 m (197 feet). Only the tractor which moves the aircraft is permitted in the adjacent area.
• The technician must not wear any jewelry or objects that could cause magnetic interference.

- (3) Set the BATT 1 and BATT 2 switches, on the overhead panel, to the AUTO position to start the APU with the aircraft batteries.
- (4) Start the APU ([AMM TASK 49-10-00-910-802-A/200](#) for APU T-62T-40C11 or [AMM TASK 49-13-00-910-802-A/200](#) for APU T-62T-40C14).
- (5) Start the engine ([AMM TASK 71-00-01-910-801-A/200](#)).
- (6) Shutdown the APU ([AMM TASK 49-10-00-910-803-A/200](#) for APU T-62T-40C11 or [AMM TASK 49-13-00-910-803-A/200](#) for APU T-62T-40C14).

- (7) Set to on all navigation ([AMM SDS 34-00-00/1](#)) and communication ([AMM SDS 23-00-00/1](#)) services used in cruise flights.
- (8) (PRE-MOD [S.B.145-30-0054](#)) Make sure that the overhead panel lights are off ([AMM SDS 33-00-00/1](#)) and the windshield wipers ([AMM SDS 30-41-00/1](#)) are in the parking position.
- (9) (POST-MOD [S.B.145-30-0054](#)) Make sure that the overhead panel lights are off ([AMM SDS 33-00-00/1](#)).
- (10) Set the heating system of the pitot/static sensors to on ([AMM SDS 30-31-00/1](#)).
- (11) Make sure that the windshield heating system is off ([AMM SDS 30-42-00/1](#)).

J. Standby Magnetic Compass - Compensation Procedures ([Figure 501](#)) ([Figure 502](#))

SUBTASK 720-002-A

NOTE: Make sure that the conditions that follow are correct before you do the aircraft swing:

- To point the aircraft to each heading, you can use a compass rose area with plumb bob, aircraft heading from AHRS 900 or IRS, or a landing compass. If you use the compass rose with plumb bob or landing compass, refer to [AMM TASK 34-25-00-700-802-A/500](#).
- Make sure that all aircraft headings have a precision of ± 1.0 degree.
- The technician must not wear any jewelry or objects that could cause magnetic interference.

- (1) Point the aircraft to each cardinal heading (N-E-S-W) and, at each heading, find and write the deviations discrepancies between the standby compass and the reference as follows:
 - (a) Use the positive (+) sign for indications higher than the reference indication.
 - (b) Use the negative (-) sign for indications lower than the reference indication.

- (2) Calculate coefficient A (Installation error) as follows:

NOTE: The additions are done algebraically.

$$\text{Coef A} = [(dn) + (de) + (ds) + (dw)] / 4.$$

- (3) With the aircraft on a cardinal heading, correct for the A coefficient as follows:

- (a) Use a nonmagnetic screwdriver to loosen the mounting screws on the compass support bottom.

NOTE: Move the compass support clockwise, as seen from above, to correct a positive A coefficient or counterclockwise to correct a negative A coefficient.

- (b) Turn the standby compass support to get the coefficient A added to the present compass reading.

- (c) Tighten the mounting screws of the standby magnetic compass loosened in step (a).
- (4) Do step (1) again and use the formulas below to calculate coefficients B and C with the new deviations values found.
 $\text{Coef B} = [(dE) - (dW)] / 2.$
 $\text{Coef C} = [(dN) - (dS)] / 2.$
- (5) Point the aircraft heading to the north of the reference. Add coefficient C algebraically to the compass reading and adjust the N-S adjustment screw (coefficient C corrector) to get the correct reading.
- (6) Point the aircraft heading to the east of the reference. Add coefficient B algebraically to the compass reading and adjust the E-W adjustment screw (coefficient B corrector) to get the correct reading.
- (7) Turn the aircraft at 45-degree increments; start at the north for aircraft which are not certificated by CAA-Australia. Or turn the aircraft at 30-degree increments; start at the north for aircraft certificated by CAA-Australia.
- (8) If the deviations between the standby compass and the reference are higher than ± 8.0 degrees, do steps 1 to 7 again.
- (9) Write on the correction card the values shown on the compass and the compensation date.
- (10) Attach the correction card at the applicable location.
- (11) Make a simulated condition of electrical emergency as follows:
 - (a) Set the GEN 1, 2, 3, and 4 pushbuttons to the OFF position. Make sure that the related striped bars come on.
 - (b) Lift the guard and push the ESSENTIAL POWER pushbutton to set it to ON. Make sure that:
 - The striped bar comes on and goes off.
 - The GEN 1, 2, 3, and 4 striped bars go off.
- (12) Turn the aircraft at 45-degree increments; start at the north for aircraft which are not certificated by CAA-Australia. Or turn the aircraft at 30-degree increments; start at the north for aircraft certificated by CAA-Australia.
- (13) Write on the correction card (electrical emergency condition) the values shown on the compass and the compensation date.
- (14) Attach the correction card (electrical emergency condition) at the applicable location.

K. Follow-on
SUBTASK 842-002-A

- (1) Set the GEN 1, 2, 3, and 4 pushbutton switches to the ON position. Make sure that the related striped bars remain off.



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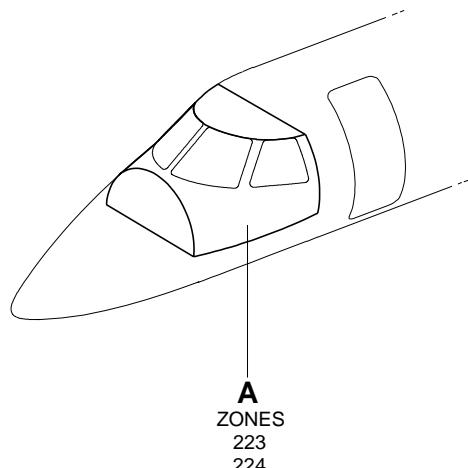
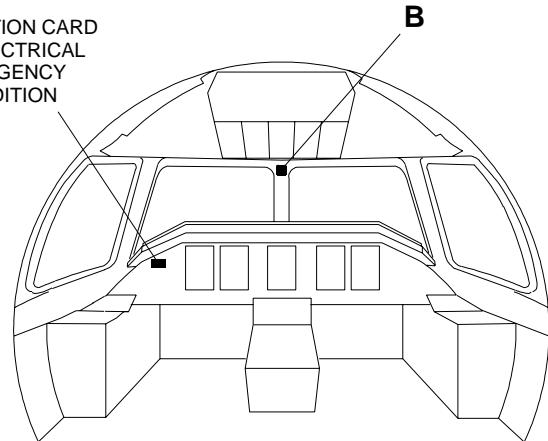
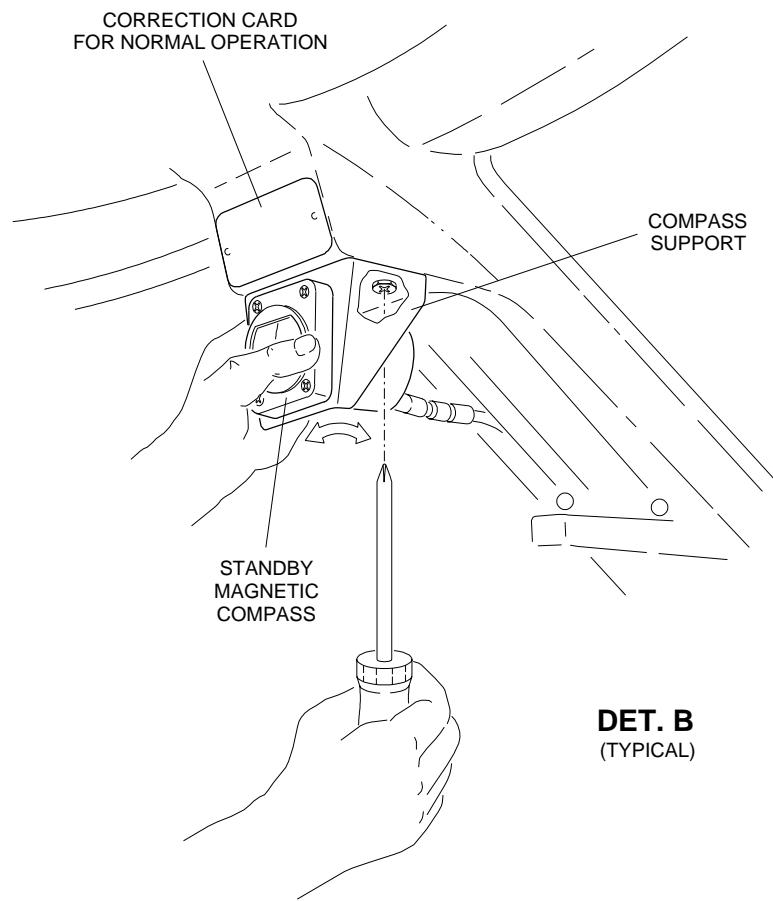
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- (2) Set the ESSENTIAL POWER pushbutton to the AUTO position. Make sure that the striped bar remains off.
- (3) Deenergize the Pitot/Static Sensor Heating System ([AMM SDS 30-31-00/1](#)).
- (4) Deenergize all navigation ([AMM SDS 34-00-00/1](#)) and communication services ([AMM SDS 23-00-00/1](#)).
- (5) Stop the engines ([AMM TASK 71-00-01-910-804-A/200](#)).
- (6) Set the BATT 1 and BATT 2 switches to OFF.

EFFECTIVITY: ALL

Standby Magnetic Compass - Compensation (Installation Error Correction)

Figure 501

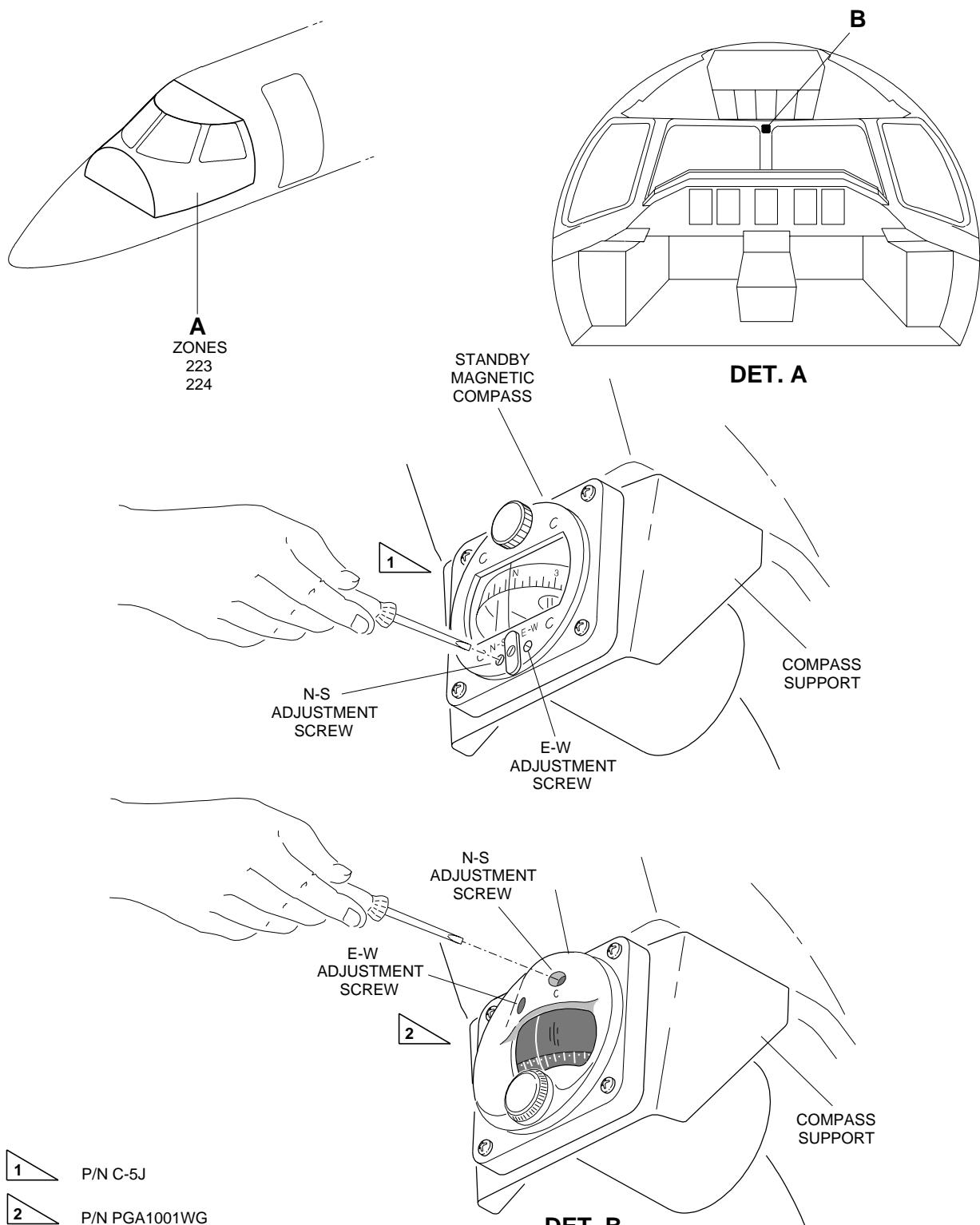

 CORRECTION CARD
FOR ELECTRICAL
EMERGENCY
CONDITION

DET. A


145AMM340008.MCE C

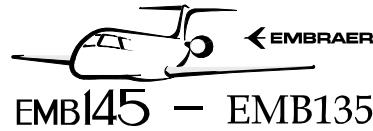
EFFECTIVITY: ALL

Standby Magnetic Compass - Compensation (Deviation Correction)

Figure 502



145AMM340522.MCE



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TASK 34-25-00-700-802-A

EFFECTIVITY: ALL

3. STANDBY MAGNETIC COMPASS - FUNCTIONAL CHECK

A. General

- (1) This task gives the procedures to do the functional check of the Standby Magnetic Compass.
- (2) Do this functional check of the standby magnetic compass when:
 - the standby magnetic compass is removed and installed again, without any modification to its support.
 - the standby magnetic compass is removed together with its support assembly and fairing.
 - the task tells you do a check.
- (3) If the standby magnetic compass is replaced by new one, you must do the compensation of the standby magnetic compass ([AMM TASK 34-25-00-700-801-A/500](#)).

B. References

| REFERENCE | DESIGNATION |
|---|---|
| AMM SDS 23-00-00/1 | |
| AMM SDS 30-31-00/1 | |
| AMM SDS 30-41-00/1 | |
| AMM SDS 30-42-00/1 | |
| AMM SDS 33-00-00/1 | |
| AMM SDS 34-00-00/1 | |
| AMM TASK 09-10-00-500-801-A/200 | AIRCRAFT TOWING |
| AMM TASK 34-25-00-700-801-A/500 | STANDBY MAGNETIC COMPASS - COMPENSATION |
| AMM TASK 49-10-00-910-802-A/200 | APU - START |
| AMM TASK 49-10-00-910-803-A/200 | APU - SHUTDOWN |
| AMM TASK 49-13-00-910-802-A/200 | APU - START |
| AMM TASK 49-13-00-910-803-A/200 | APU - SHUTDOWN |
| AMM TASK 71-00-01-910-801-A/200 | ENGINE START PROCEDURE (NORMAL) |
| AMM TASK 71-00-01-910-804-A/200 | ENGINE STOP PROCEDURE |
| S.B.145-30-0054 | - |

C. Zones and Accesses

Not Applicable

D. Tools and Equipment

| ITEM | DESCRIPTION | PURPOSE | QTY |
|-------------------------|--------------------------|-----------------------|-----|
| GSE 005 | Plumb, aircraft leveling | To align the aircraft | |

(Continued)

| ITEM | DESCRIPTION | PURPOSE | QTY |
|---------|-----------------|---|-----|
| GSE 342 | Landing Compass | To get the magnetic heading of the aircraft (only used for the alternative method when the compass rose cannot be used) | |
| GSE 343 | Tripod | To support the landing compass (only used for the alternative method when the compass rose cannot be used) | |

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

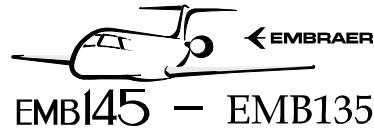
Not Applicable

H. Persons Recommended

| QTY | FUNCTION | PLACE |
|-----|------------------------|---------|
| 1 | Control in the cockpit | Cockpit |
| 1 | External aid | Ramp |

I. Preparation
SUBTASK 841-003-A

- (1) Make sure that the cockpit voice-recorder area microphone is installed.
- (2) Set the BATT 1 and BATT 2 switches, on the overhead panel, to the AUTO position to start the APU with the aircraft batteries.
- (3) Start the APU ([AMM TASK 49-10-00-910-802-A/200](#) for APU T-62T-40C11 or [AMM TASK 49-13-00-910-802-A/200](#) for APU T-62T-40C14).
- (4) Start the engine ([AMM TASK 71-00-01-910-801-A/200](#)).
- (5) Shutdown the APU ([AMM TASK 49-10-00-910-803-A/200](#) for APU T-62T-40C11 or [AMM TASK 49-13-00-910-803-A/200](#) for APU T-62T-40C14).
- (6) Set to on all navigation ([AMM SDS 34-00-00/1](#)) and communication ([AMM SDS 23-00-00/1](#)) services used in cruise flights.
- (7) (PRE-MOD [S.B.145-30-0054](#)) Make sure that the overhead panel lights are off ([AMM SDS 33-00-00/1](#)) and the windshield wipers ([AMM SDS 30-41-00/1](#)) are in the parking position.
- (8) (POST-MOD [S.B.145-30-0054](#)) Make sure that the overhead panel lights are off ([AMM SDS 33-00-00/1](#)).
- (9) Set the heating system of the pitot/static sensors to on ([AMM SDS 30-31-00/1](#)).
- (10) Make sure that the windshield heating system is off ([AMM SDS 30-42-00/1](#)).



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- J. Standby Magnetic Compass - Functional Check for Correct Compensation ([Figure 503](#)) ([Figure 504](#))

SUBTASK 720-003-A

NOTE: If the standby magnetic compass was replaced or removed from its support and installed again, you must do the compensation of the standby magnetic compass ([AMM TASK 34-25-00-700-801-A/500](#)).

- (1) If the compass rose is used with plumb bob, do these steps:

- (a) Move the aircraft to the compass rose area ([AMM TASK 09-10-00-500-801-A/200](#)).

NOTE: • Do not park vehicles or let ferromagnetic items stay in a radius shorter than 60 meters (197 feet).
• Make sure that the velocity of the wind is less than 15 knots.

- (b) With the aircraft in position on the compass rose, tie plumb bobs to each main landing gear, and head the aircraft to the North. For this, use the East-West reference line with the plumb bobs aligned with it (GSE 005) with a tolerance of 0.5 degrees ([Figure 503](#)).

- (c) Do the procedure that follows for normal condition:

1 Wait some seconds until the standby compass indication becomes stable.

2 Read and write down the reading of the standby compass.

3 Make sure that the difference between the standby compass indication and the aircraft magnetic heading does not exceed ± 8.0 degrees, and that the difference between standby compass indication and standby compass correction card (normal condition) does not exceed ± 2.0 degrees. If one of the values is not in the tolerances, do the compensation of the standby compass unit ([AMM TASK 34-25-00-700-801-A/500](#)).

- (d) Do the procedure that follows for electrical emergency condition:

1 Set the GEN 1, 2, 3, and 4 pushbuttons to the OFF position. Make sure that the related striped bars come on.

2 Lift the guard and push the ESSENTIAL POWER pushbutton to set it to ON. Make sure that:

• The striped bar comes on and goes off.

• The GEN 1, 2, 3, and 4 striped bars go off.

3 Read and write down the reading of the standby compass.

4 Make sure that the difference between the standby compass unit correction-card (electrical emergency) and the standby compass unit indication does not exceed ± 2 degrees. If the error is more than ± 2 degrees, record the standby compass unit indication.

- 5 Set the GEN 1, 2, 3, and 4 pushbutton switches to the ON position. Make sure that the related striped bars remain off.
 - 6 Set the ESSENTIAL POWER pushbutton to the AUTO position. Make sure that the striped bar remains off.
 - (e) (Aircraft not certificated by CAA-Australia) Turn the aircraft at 45-degree increments and look at the magnetic heading indication.
 - (f) (Aircraft not certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 45, 90, 135, 180, 225, 270 and 315-degree magnetic headings.
 - (g) (Aircraft certificated by CAA-Australia) Turn the aircraft at 30-degree increments and look at the magnetic heading indication.
 - (h) (Aircraft certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 30, 60, 90, 120, 150, 180, 210, 240, 270, 300 and 330-degree magnetic headings.
 - (i) If the values for normal condition are in the tolerances and the values for electrical emergency condition are out tolerances, do the steps that follow:
 - 1 Stamp the values recorded on a new electrical emergency card.
 - 2 Replace the aircraft electrical emergency card by the new electrical emergency card.
- (2) If the compass rose or an area approved by the local authority is used with the landing compass ([Figure 504](#)), do as follows:
- NOTE:**
- Make sure that there is no magnetic material or metallic object (for example, vehicle, hangar or other aircraft) in a radius of 60 meters (197 feet) from the aircraft.
 - The technician must not wear any jewelry or objects that could cause magnetic interference.
- (a) Head the aircraft to the North. For this, use the standby compass as a reference.
 - (b) Do these steps to read the magnetic heading of the aircraft with the landing compass:
 - 1 Put the nonmagnetic tripod (GSE 343) on the same line as the longitudinal axis of the aircraft and within 20 to 25 meters (66 to 82 feet) of the nose of the aircraft.

NOTE: You can use the plumb bobs (GSE 005) at points 1 (Zone 123 and 124) and 3 (Zone 141 and 142) under the fuselage of the aircraft and use a line to connect their projections on the ground and extend this line until the necessary distance to put the tripod, to make easier the alignment of the tripod with the longitudinal axis of the aircraft.

 - 2 Install the landing compass (GSE 342) on the tripod.

- 3 Lift the sight of the landing compass.
- 4 Level the landing compass. For this, use its spirit level.
- 5 Adjust the landing compass to view the center of the windshield and the vertical stabilizer through its sight.
- 6 Make sure that the landing compass is still leveled. If not, do steps 4 and 5 above again to aim at the center of the windshield and at the vertical stabilizer with the landing compass leveled.
- 7 **NOTE:** Make sure that there is no magnetic material or metallic object (for example, vehicle, hangar or other aircraft) next to the landing compass that can interfere with its reading.

Read (up to one decimal place) and write down the heading indicated on the reverse reading card of the landing compass.

- (c) Do the procedure that follows for normal condition:
 - 1 Wait some seconds until the standby compass indication becomes stable.
 - 2 Read and write down the reading of the standby compass.
 - 3 Make sure that the difference between the standby compass indication and the aircraft magnetic heading does not exceed ± 8.0 degrees, and that the difference between standby compass indication and standby compass correction card (normal condition) does not exceed ± 2.0 degrees. If one of the values is not in the tolerances, do the compensation of the standby compass unit ([AMM TASK 34-25-00-700-801-A/500](#)).
- (d) Do the procedure that follows for electrical emergency condition:
 - 1 Set the GEN 1, 2, 3, and 4 pushbuttons to the OFF position. Make sure that the related striped bars come on.
 - 2 Lift the guard and push the ESSENTIAL POWER pushbutton to set it to ON. Make sure that:
 - The striped bar comes on and goes off.
 - The GEN 1, 2, 3, and 4 striped bars go off.
 - 3 Read and write down the reading of the standby compass.
 - 4 Make sure that the difference between the standby compass unit correction-card (electrical emergency) and the standby compass unit indication does not exceed ± 2 degrees. If the error is more than ± 2 degrees, record the standby compass unit indication.
 - 5 Set the GEN 1, 2, 3, and 4 pushbutton switches to the ON position. Make sure that the related striped bars remain off.
 - 6 Set the ESSENTIAL POWER pushbutton to the AUTO position. Make sure that the striped bar remains off.

- (e) (Aircraft not certificated by CAA-Australia) Turn the aircraft at 45-degree increments and look at the magnetic heading indication. For this, use the standby compass as a reference.
 - (f) (Aircraft not certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 45, 90, 135, 180, 225, 270 and 315-degree magnetic headings.
 - (g) (Aircraft certificated by CAA-Australia) Turn the aircraft at 30-degree increments and look at the magnetic heading indication. For this, use the standby compass as a reference.
 - (h) (Aircraft certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 30, 60, 90, 120, 150, 180, 210, 240, 270, 300 and 330-degree magnetic headings.
 - (i) If the values for normal condition are in the tolerances and the values for electrical emergency condition are out tolerances, do the steps that follow:
 - 1 Stamp the values recorded on a new electrical emergency card.
 - 2 Replace the aircraft electrical emergency card by the new electrical emergency card.
- (3) If the aircraft magnetic heading provided by the AHRS1 (or IRS1) and AHRS2 (or IRS2) is used to point the aircraft on the compass rose or an area approved by the local authority, do as follows:

NOTE:

- This procedure can only be used if the aircraft is equipped with AHRS 900 or IRS, and when the difference between the values shown in the field PRI HDG on the REFERENCE DATA page of each PFD is less than 4.0 degrees.
- Make sure that there is no magnetic material or metallic object (for example, vehicle, hangar or other aircraft) in a radius of 60 meters (197 feet) from the aircraft.

- (a) Get access to the REFERENCE DATA page of the PFD1 and PFD2, as follows:
- 1 On the DC-550, set the decision height knob to 690 on the PFD to show the REFERENCE DATA page.
 - 2 Push and hold the TEST button on the DC-550 for approximately 5 to 7 seconds.
 - 3 While you hold the TEST button, momentarily push the ET button on the DC-550.
 - 4 Release the TEST button.

NOTE: The IC-600 must now be in the maintenance test mode and will stay in test (via software) until it is canceled. It will occur if you push the TEST button again or select an RA setting below 600.

- (b) Head the aircraft to the North. For this, use average of the readings of the AHRS1 (or IRS 1), shown in the field PRI HDG of the PFD1, and AHRS2 (or IRS2), shown in the field PRI HDG of the PFD2.
- (c) Compare the two values shown in the field PRI HDG on the REFERENCE DATA page of each PFD. If there is a difference greater than 4.0 degrees between them, this procedure cannot be used to check the standby magnetic compass.
- (d) Do the procedure that follows for normal condition:
 - 1 Wait some seconds until the standby compass indication becomes stable.
 - 2 Read and write down the reading of the standby compass.
 - 3 Make sure that the difference between the standby compass indication and the aircraft magnetic heading does not exceed \pm 8.0 degrees, and that the difference between standby compass indication and standby compass correction card (normal condition) does not exceed \pm 2.0 degrees. If one of the values is not in the tolerances, do the compensation of the standby compass unit ([AMM TASK 34-25-00-700-801-A/500](#)).
- (e) Do the procedure that follows for electrical emergency condition:
 - 1 Set the GEN 1, 2, 3, and 4 pushbuttons to the OFF position. Make sure that the related striped bars come on.
 - 2 Lift the guard and push the ESSENTIAL POWER pushbutton to set it to ON. Make sure that:
 - The striped bar comes on and goes off.
 - The GEN 1, 2, 3, and 4 striped bars go off.
 - 3 Read and write down the reading of the standby compass.
 - 4 Make sure that the difference between the standby compass unit correction-card (electrical emergency) and the standby compass unit indication does not exceed \pm 2 degrees. If the error is more than \pm 2 degrees, record the standby compass unit indication.
 - 5 Set the GEN 1, 2, 3, and 4 pushbutton switches to the ON position. Make sure that the related striped bars remain off.
 - 6 Set the ESSENTIAL POWER pushbutton to the AUTO position. Make sure that the striped bar remains off.
- (f) (Aircraft not certificated by CAA-Australia) Turn the aircraft at 45-degree increments and look at the magnetic heading indication. For this, use average of the readings of the AHRS1 (or IRS 1), shown in the field PRI HDG of the PFD1, and AHRS2 (or IRS2), shown in the field PRI HDG of the PFD2.
- (g) (Aircraft not certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 45, 90, 135, 180, 225, 270 and 315-degree magnetic headings.

- (h) (Aircraft certificated by CAA-Australia) Turn the aircraft at 30-degree increments and look at the magnetic heading indication. For this, use average of the readings of the AHRS1 (or IRS 1), shown in the field PRI HDG of the PFD1, and AHRS2 (or IRS2), shown in the field PRI HDG of the PFD2.
- (i) (Aircraft certificated by CAA-Australia) Repeat the procedure for normal and electrical emergency conditions for 30, 60, 90, 120, 150, 180, 210, 240, 270, 300 and 330-degree magnetic headings.
- (j) If the values for normal condition are in the tolerances and the values for electrical emergency condition are out tolerances, do the steps that follow:
 - 1 Stamp the values recorded on a new electrical emergency card.
 - 2 Replace the aircraft electrical emergency card by the new electrical emergency card.

K. Follow-on

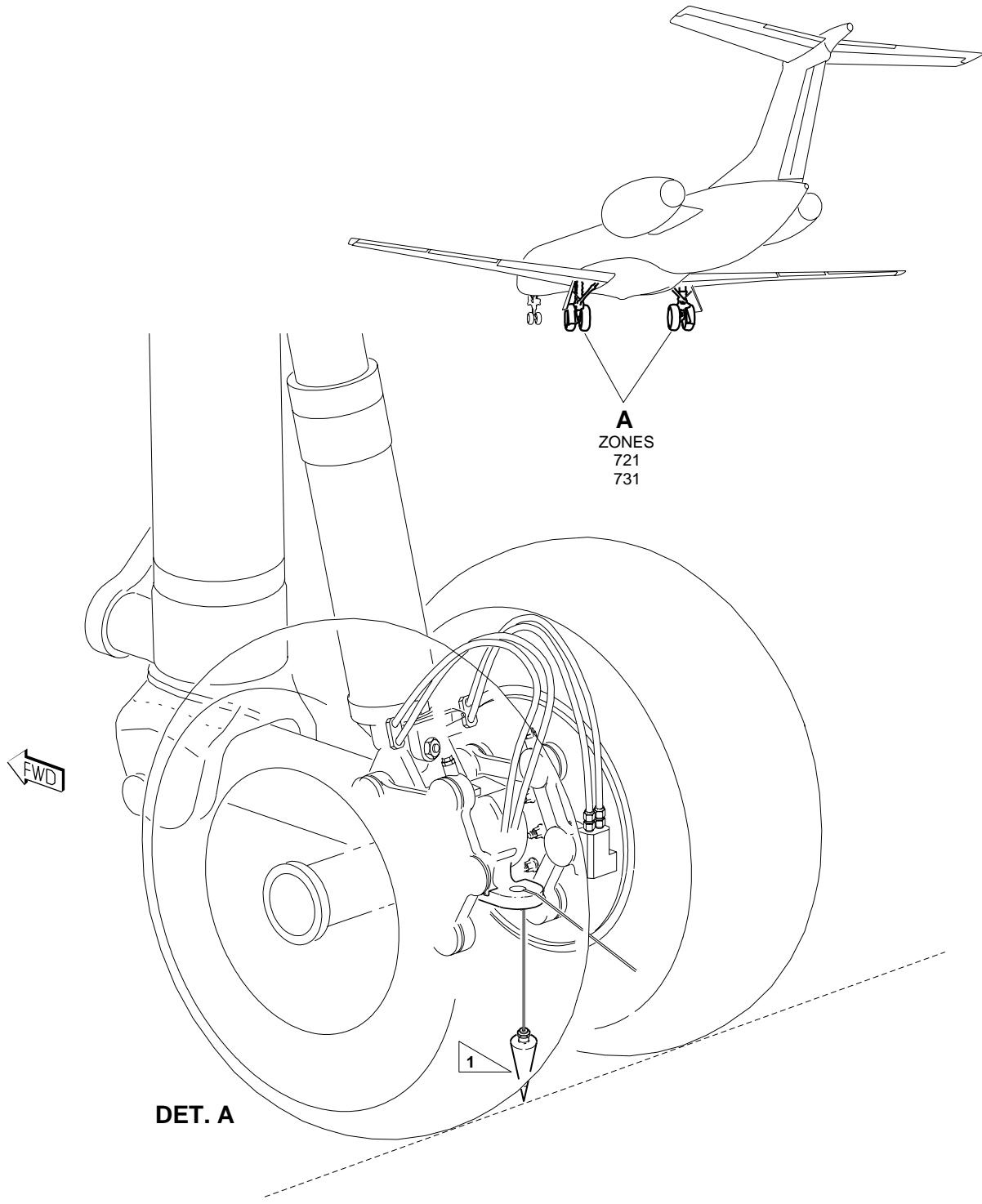
SUBTASK 842-003-A

- (1) Deenergize the Pitot/Static Sensor Heating System ([AMM SDS 30-31-00/1](#)).
- (2) Deenergize all navigation ([AMM SDS 34-00-00/1](#)) and communication services ([AMM SDS 23-00-00/1](#)).
- (3) Stop the engines ([AMM TASK 71-00-01-910-804-A/200](#)).
- (4) Set the BATT 1 and BATT 2 switches to OFF.
- (5) If the compass rose was used to get the magnetic heading of the aircraft, remove the plumb bobs from each main landing gear ([Figure 503](#)).
- (6) If the landing compass was used get the magnetic heading of the aircraft, remove the landing compass from the tripod and disassemble the tripod.

EFFECTIVITY: ALL

Determination of the Magnetic Heading of the Aircraft with a Compass Rose

Figure 503


1

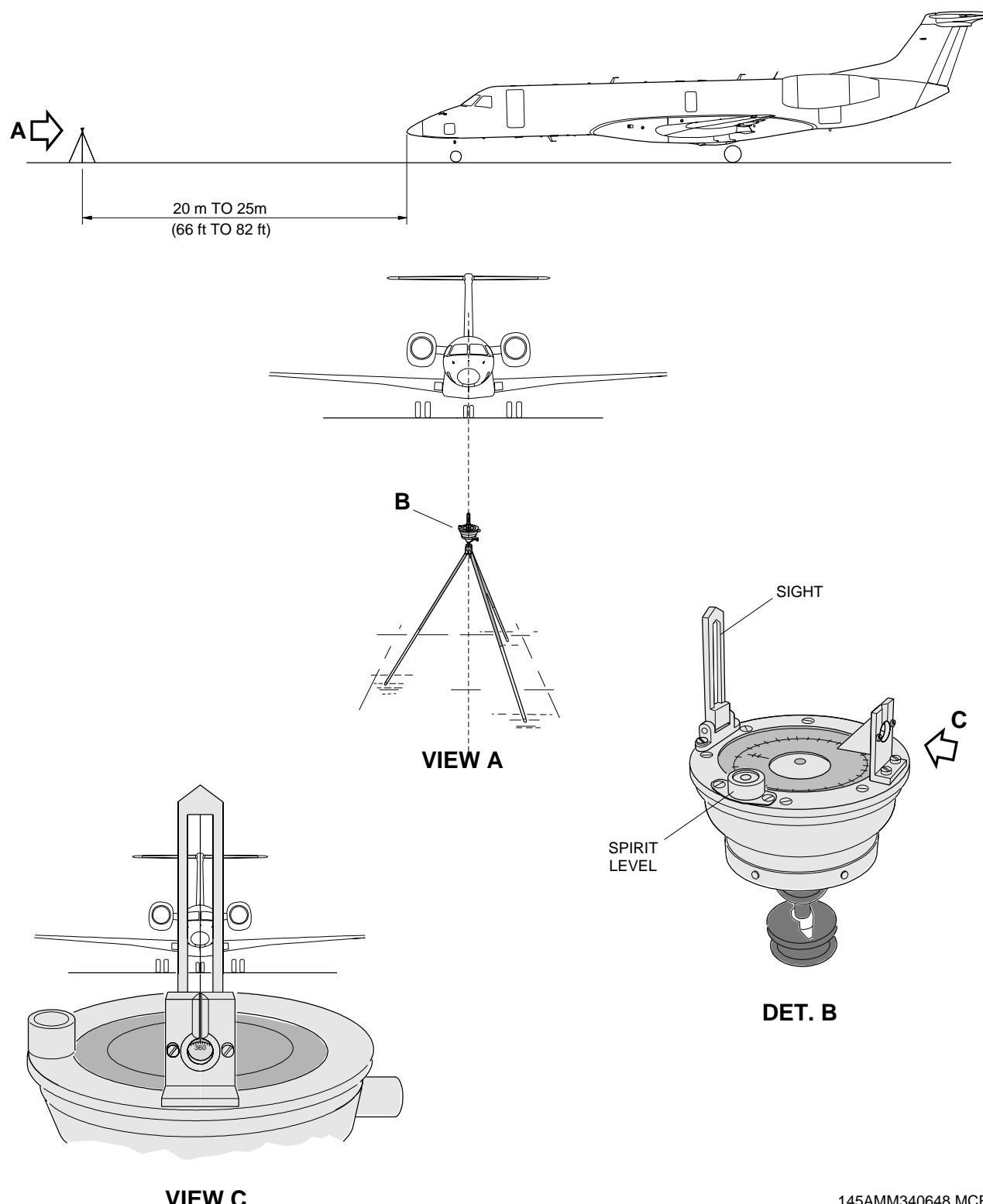
PUT THE PLUMB BOBS IN THE SAME POSITION ON THE RH/LH MLG

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EFFECTIVITY: ALL

Determination of the Magnetic Heading of the Aircraft with a Landing Compass

Figure 504


VIEW C

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