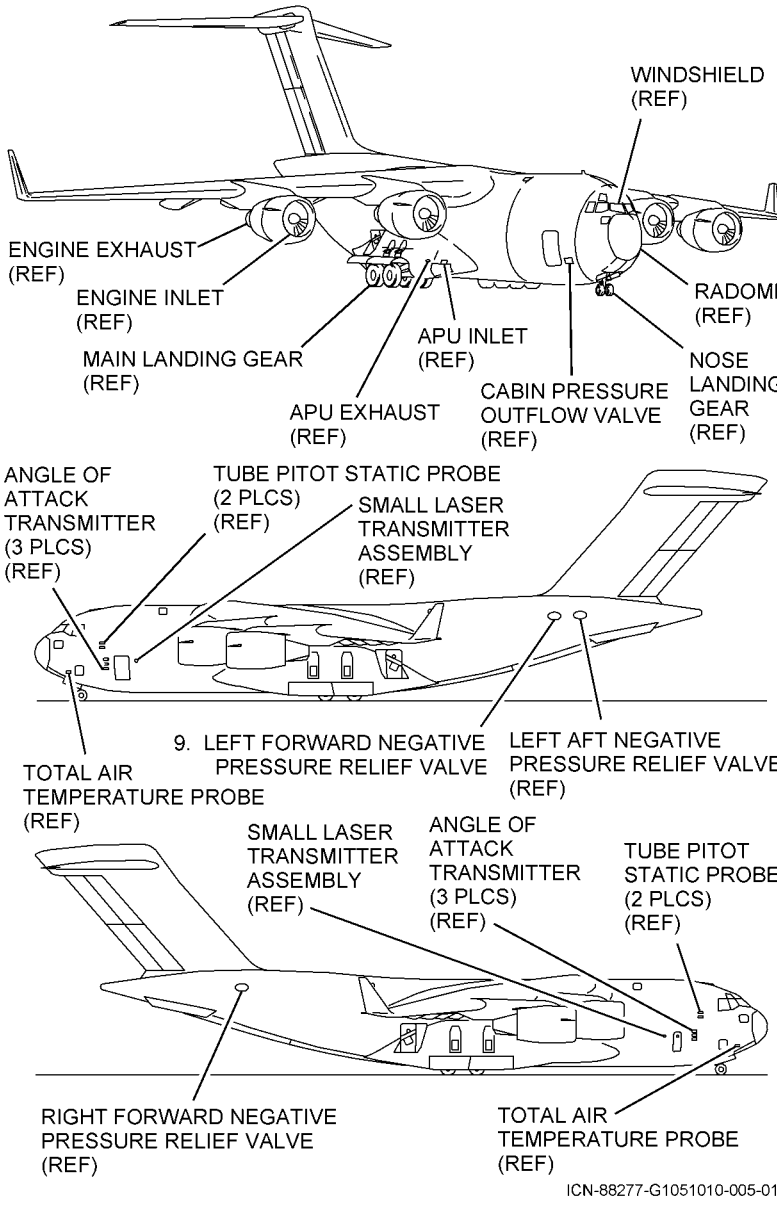


ICN-88277-G1051010-005-01

WARNING

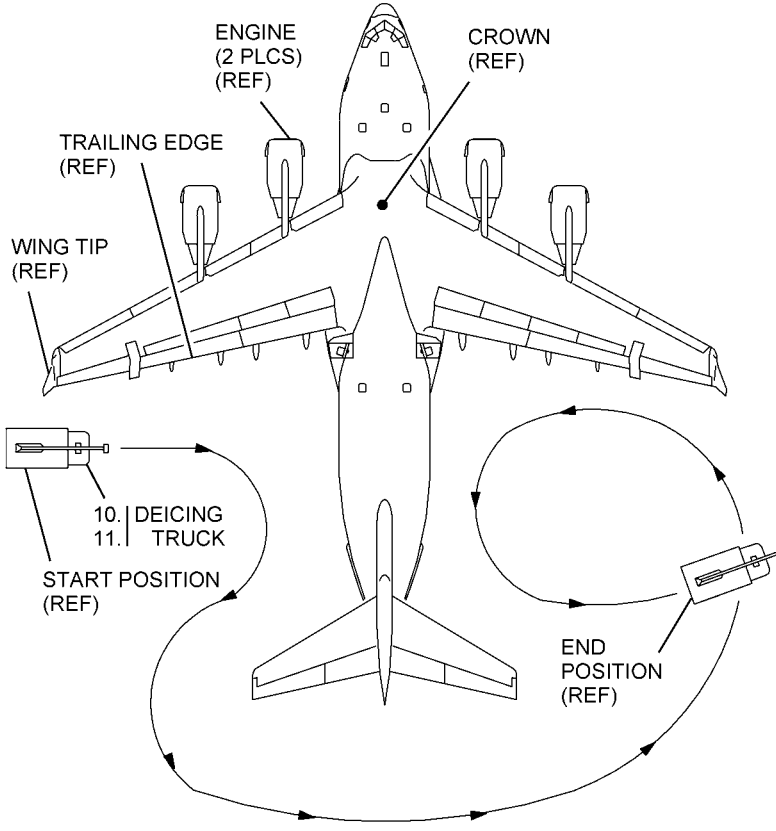
Ensure spotter for deicing truck is in position prior to movement of truck towards aircraft. Spotter shall assist truck driver and spraying unit operator in maintaining adequate clearance from aircraft structure for both truck and anti-icing boom. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

NOTE

The pattern of travel for movement of the deicing truck is critical to the safe and timely application of the deicing fluid. Use pattern indicated in this procedure for safest and most effective application of deicing fluid.

10. (B,C,D) Position deicing truck to the left aft of trailing edge behind inboard engine.

11. (C) Using deicing truck, apply hot mix deicing fluid to the wing surface. Starting at the crown of the wing, allow fluid to flow in all directions. Continue applying fluid, sweeping toward the wing tip. Ensure surfaces are completely free of ice.



ICN-88277-G1051077-003-01

NOTE

During deicing procedures, ensure horizontal stabilizer trim indicator **STAB TRIM** is in the 4 degrees nose down position (leading edge of stabilizer 4 degrees up) to enhance proper drainage of deicing fluids and help prevent trapped fluids. When deicing maintenance task is completed, leaving the horizontal stabilizer trim indicator **STAB TRIM** in the 4 degrees nose down position enhances proper drainage of critical flight control surfaces.

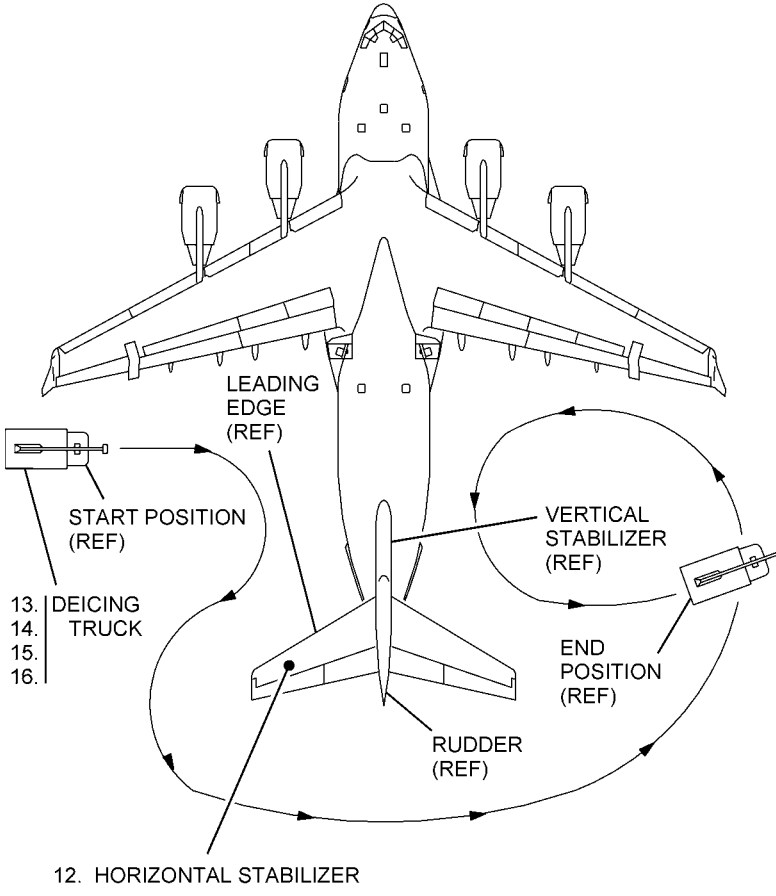
12. (A) Request aircrew to position horizontal stabilizer trim indicator **STAB TRIM** to 4 degrees aircraft nose down.

13. (B,C,D) Reposition deicing truck to the left aft fuselage in front of the horizontal and vertical stabilizer surfaces and leading edges.

14. (C) Using deicing truck, apply hot mix deicing fluid to left upper horizontal stabilizer and leading edge, left vertical stabilizer surface, vertical stabilizer leading edge, and rudder. Start at the uppermost area and work down and aft.

15. (B,C,D) Reposition deicing truck to the right aft fuselage in front of the horizontal and vertical stabilizer surfaces and leading edges.

16. (C) Using deicing truck, apply hot mix deicing fluid to right upper horizontal stabilizer and leading edge, right vertical stabilizer surface, vertical stabilizer leading edge, and rudder. Start at the uppermost area and work down and aft.



ICN-88277-G1051008-006-01

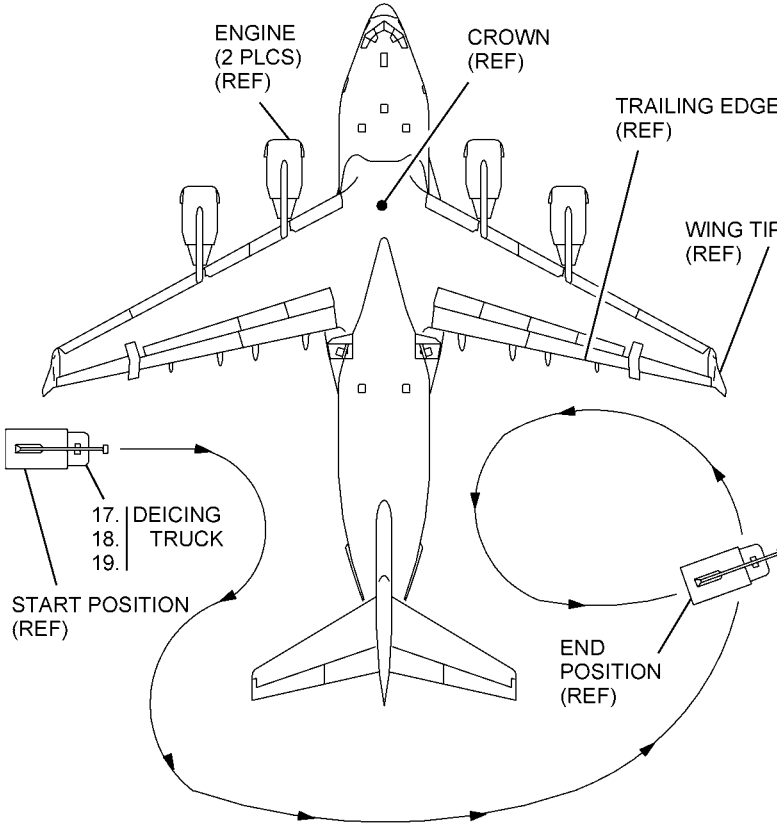
17. (B,C,D) Position deicing truck right aft of trailing edge behind inboard engine.

18. (C) Using deicing truck, apply hot mix deicing fluid to the wing surface. Starting at the crown of the wing, allow fluid to flow in all directions. Continue applying fluid, sweeping toward the wing tip. Ensure surfaces are completely free of ice.

WARNING

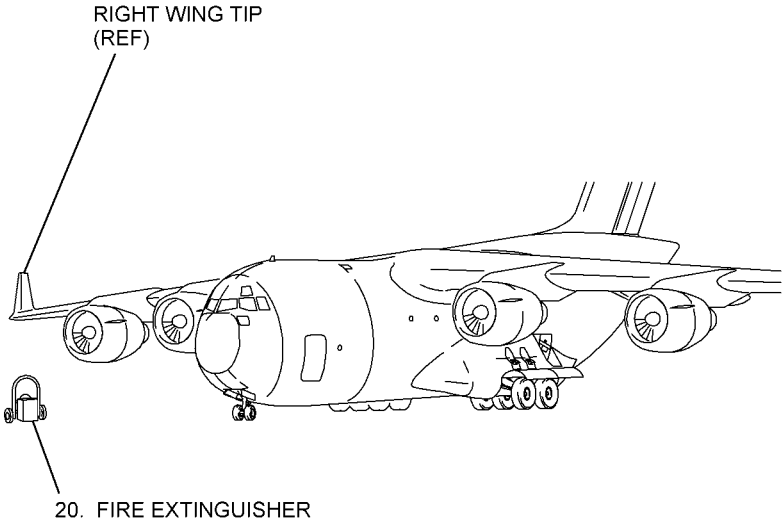
All deicing equipment shall be moved away from aircraft prior to taxiing. Failure to comply may cause injury to personnel or damage to aircraft or equipment.

19. (B,C,D) Remove deicing truck from aircraft area.



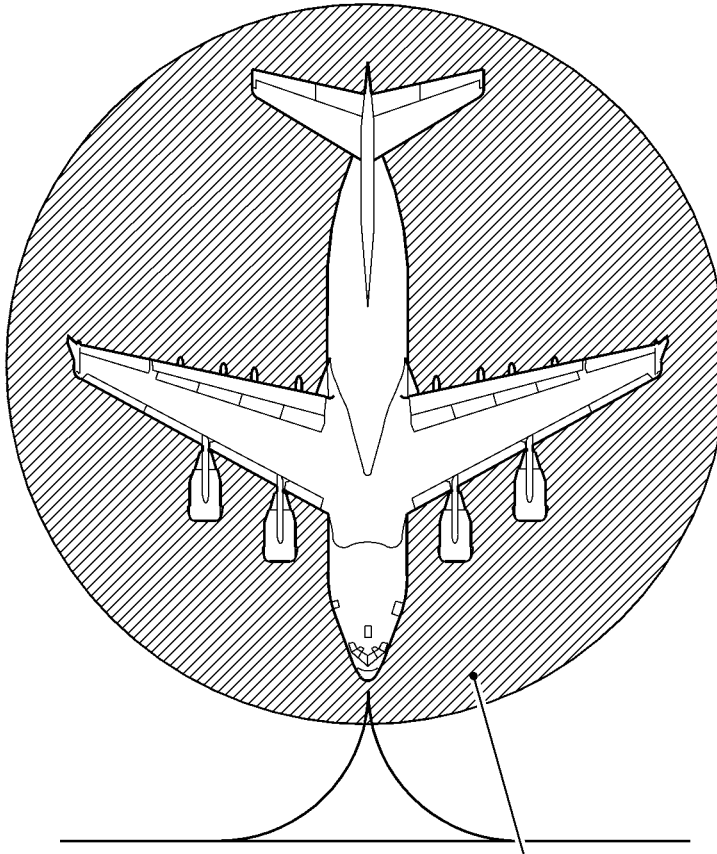
ICN-88277-G1051078-003-01

20. (D) Move fire extinguisher off of right wing tip.



ICN-88277-G1051009-006-01

21. (A) Ensure aircraft deicing area is free from equipment, obstructions, and any foreign objects. Inform designated aircrew or ground crew member on board the aircraft that the aircraft is clear.



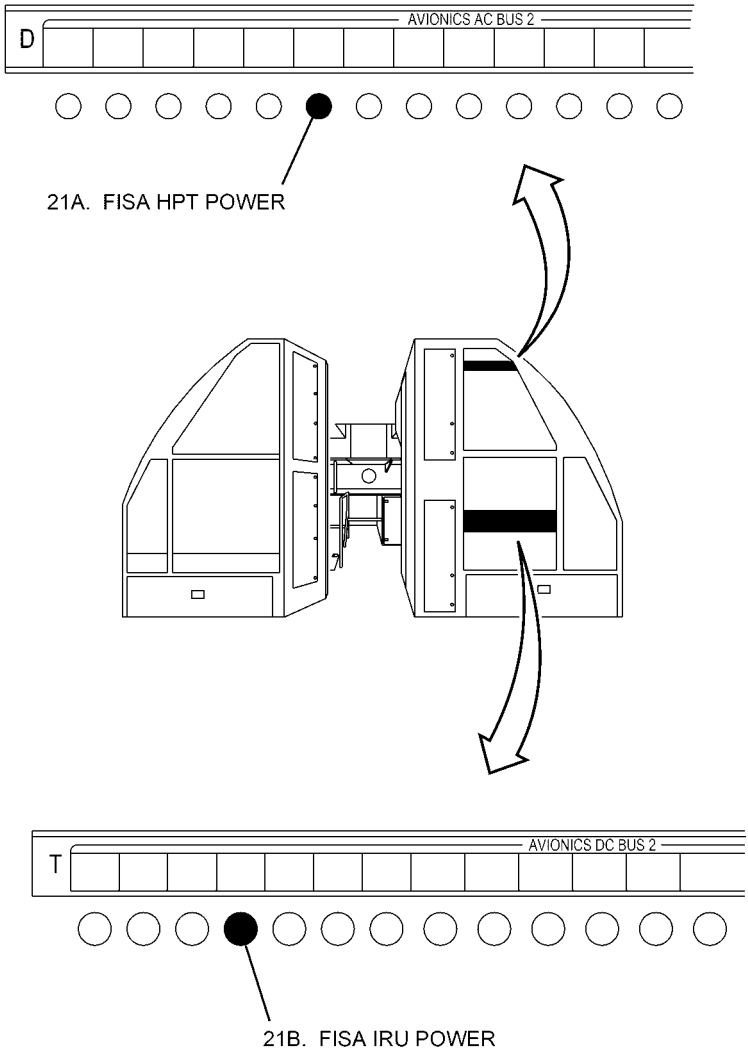
ICN-88277-G1051011-004-01

NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the FISA circuit breakers are opened and collared to disable the system for non-FISA operational missions.
- The FISA HPT POWER and FISA IRU POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 21A and 21B are only applicable to FISA equipped aircraft.

21A. (A) Request aircrew remove warning tag, as required, from **FISA HPT POWER** circuit breaker on EPC, row **D**, column **45**, and install circuit breaker collar.

21B. (A) Request aircrew remove warning tag, as required, from **FISA IRU POWER** circuit breaker on EPC, row **T**, column **43**, and install circuit breaker collar.



ICN-88277-G1051157-001-01

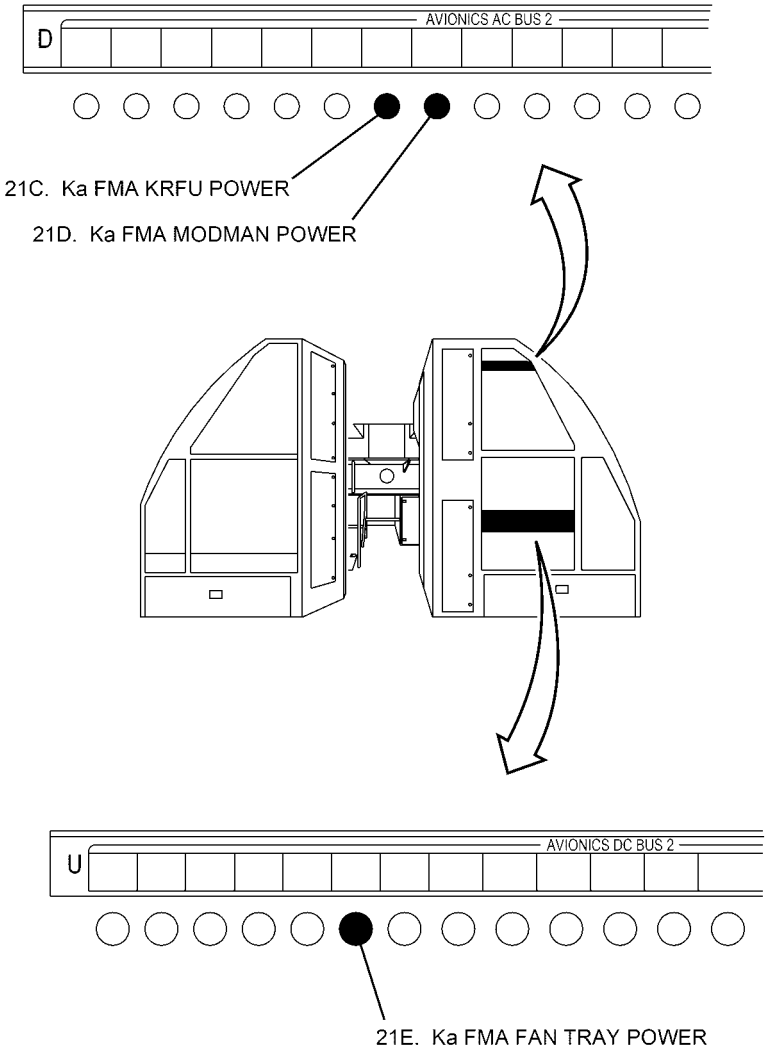
NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the Ka FMA circuit breakers are opened and collared to disable the system for non-Ka FMA operational missions.
- The Ka FMA KRFU POWER, Ka FMA MODMAN POWER and Ka FMA FAN TRAY POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 21C, 21D and 21E are only applicable to Ka FMA equipped aircraft.

21C. (A) Request aircrew remove warning tag, as required, from **Ka FMA KRFU POWER** circuit breaker on EPC, row **D**, column **46**, and install circuit breaker collar.

21D. (A) Request aircrew remove warning tag, as required, from **Ka FMA MODMAN POWER** circuit breaker on EPC, row **D**, column **47**, and install circuit breaker collar.

21E. (A) Request aircrew remove warning tag, as required, from **Ka FMA FAN TRAY POWER** circuit breaker on EPC, row **U**, column **45**, and install circuit breaker collar.



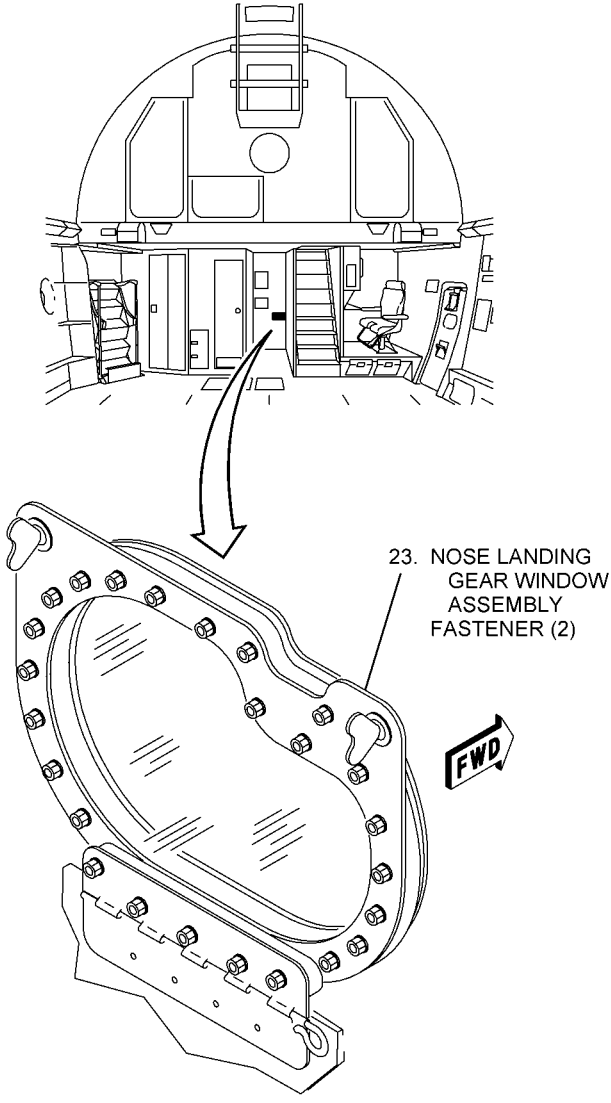
ICN-88277-G1051158-001-01

NOTE

Supervisor shall inform designated aircrew or ground crew member that deicing task is complete.

22. Perform maintenance interphone shutdown (23-41-02, task 02-4).

23. (A) Close nose landing gear window assembly when opened during snow and ice removal procedures and tighten fasteners.



ICN-88277-G1051142-002-01

01-3. SNOW AND ICE REMOVAL USING ER2875.

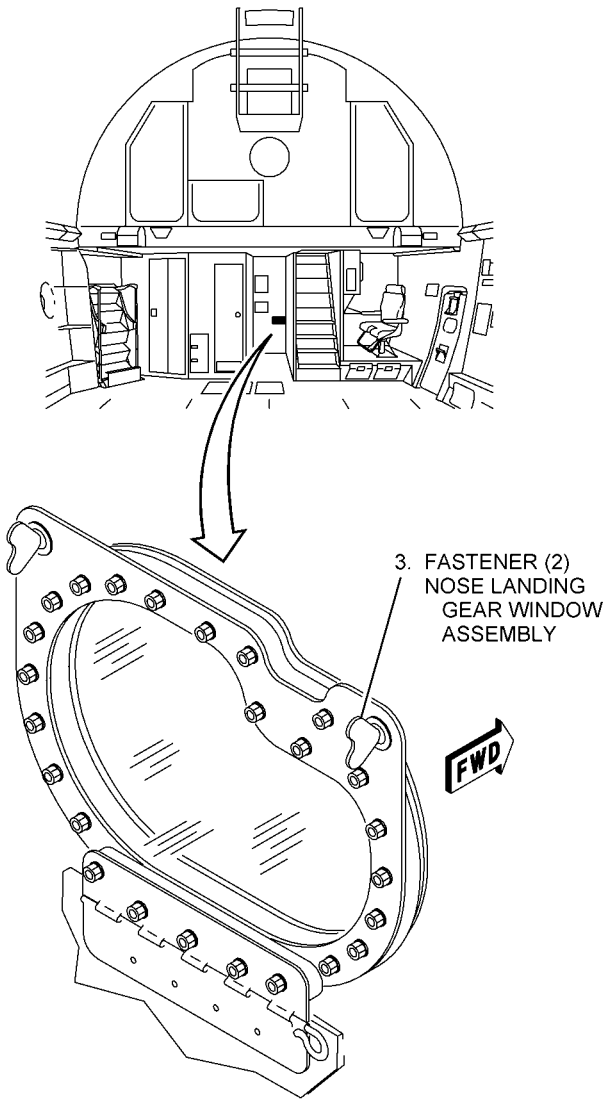
1. Review ″Section 1 (General Information)″ of this TO for system general warnings, cautions, and notes.

2. Review task ″General Maintenance Input Conditions″ page for task specific safety conditions.

NOTE

During snow and ice removal the nose landing gear window assembly may be opened to prevent the aircraft from slightly pressurizing when doors and windows are closed and avionics cooling fans are running.

3. (A) Loosen fasteners and open nose landing gear window assembly.



ICN-88277-G1051143-002-01

WARNING

Positive communication shall be established between team members prior to and during the snow and ice removal procedure. Failure to comply may cause injury to personnel and damage to aircraft.

NOTE

External or auxiliary power unit electrical power may be used to establish communications with the designated aircrew or ground crew member on board the aircraft.

4. Perform maintenance interphone operation (23-41-02, task 02-3).

5. (A) Ensure L PACK switchlight on ENVIR panel is not pressed in.

   - Flowline light is off.

6. (A) Ensure R PACK switchlight is not pressed in.

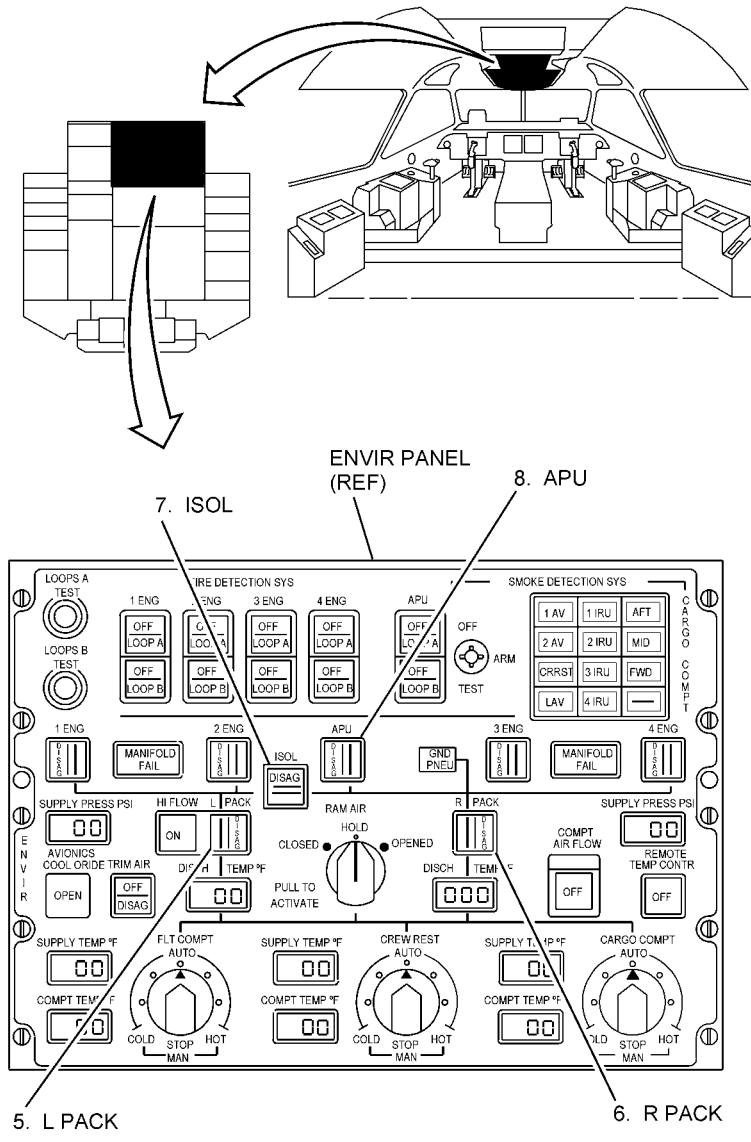
   - Flowline light is off.

7. (A) Ensure ISOL switchlight is not pressed in.

   - Flowline light is off.

8. (A) Ensure APU switchlight is not pressed in.

   - Flowline light is off.



ICN-88277-G1051138-002-01

WARNING

- Circuit breakers for the Fixed Installation Satellite Antenna (FISA) and Ka-Band Fuselage Mount Antenna (Ka FMA) aircraft equipped systems shall be opened prior to deicing to prevent Radio Frequency (RF) transmission of high intensity electromagnetic radiation. Failure to comply may cause injury to personnel.

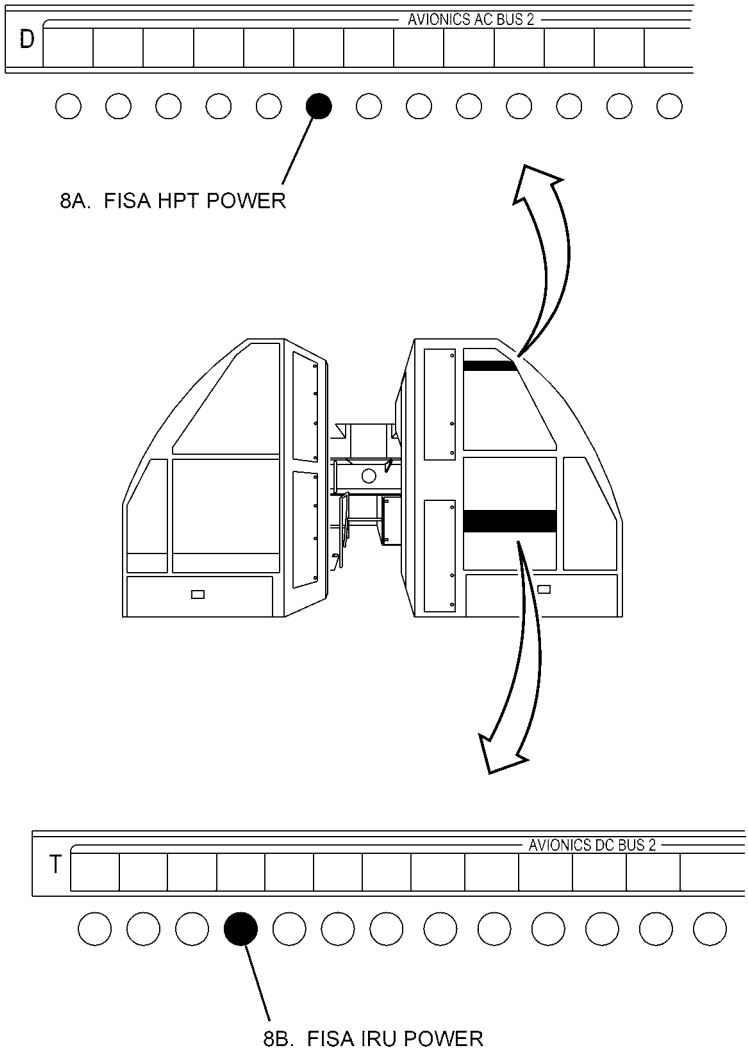
- When designated personnel (aircrew or ground crew) are positioned to monitor the opened circuit breakers on the Electrical Power Center (EPC) during the entire deicing procedure, warning tags are not required, otherwise warning tags shall be installed when leaving the EPC area. Failure to comply may cause injury to personnel.

NOTE

Steps 8A and 8B are only applicable to FISA equipped aircraft.

8A. Open **FISA HPT POWER** circuit breaker on EPC, row **D**, column **45**, and attach warning tag, as required.

8B. (A) Open **FISA IRU POWER** circuit breaker on EPC, row **T**, column **43**, and attach warning tag, as required.



ICN-88277-G1051159-001-01

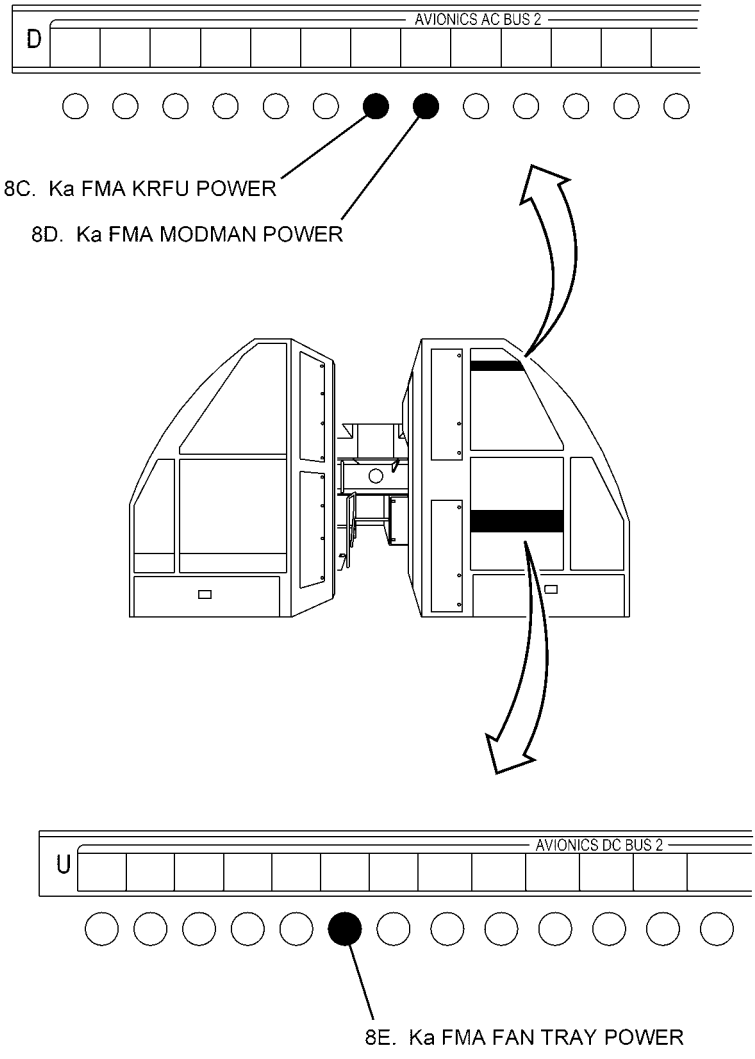
NOTE

Steps 8C, 8D and 8E are only applicable to Ka FMA equipped aircraft.

8C. (A) Open **Ka FMA KRFU POWER** circuit breaker on EPC, row **D**, column **46**, and attach warning tag, as required.

8D. (A) Open **Ka FMA MODMAN POWER** circuit breaker on EPC, row **D**, column **47**, and attach warning tag, as required.

8E. (A) Open **Ka FMA FAN TRAY POWER** circuit breaker on EPC, row **U**, column **45**, and attach warning tag, as required.



ICN-88277-G1051160-001-01

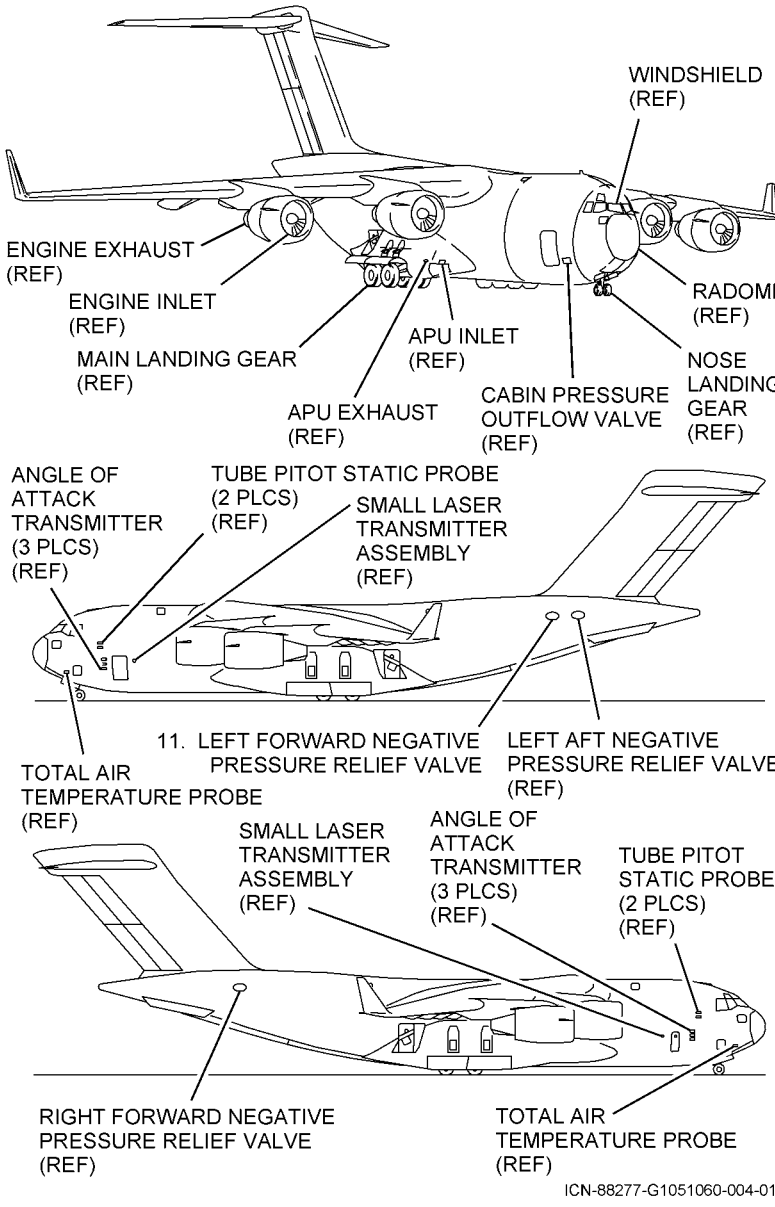
NOTE

During deicing procedures, ensure horizontal stabilizer is in the 4 degrees nose down position (leading edge of stabilizer 4 degrees up) to enhance proper drainage of deicing fluids and help prevent trapped fluids. When deicing maintenance task is completed, leaving the horizontal stabilizer in the 4 degrees nose down position enhances proper drainage of critical flight control surfaces.

9. Perform horizontal stabilizer operation (27-40-02).

10. Perform engine inlet snow and ice removal (task 01-4).

11. (A,B,C) Observe and avoid application of deicing fluid to negative pressure relief valves, cabin pressure outflow valve, engine inlet and exhaust, APU inlet and exhaust, main landing gear, nose landing gear, tube pitot static probes, angle of attack transmitters, total air temperature probes, small laser transmitter assemblies, radome, and windshield areas.



ICN-88277-G1051060-004-01

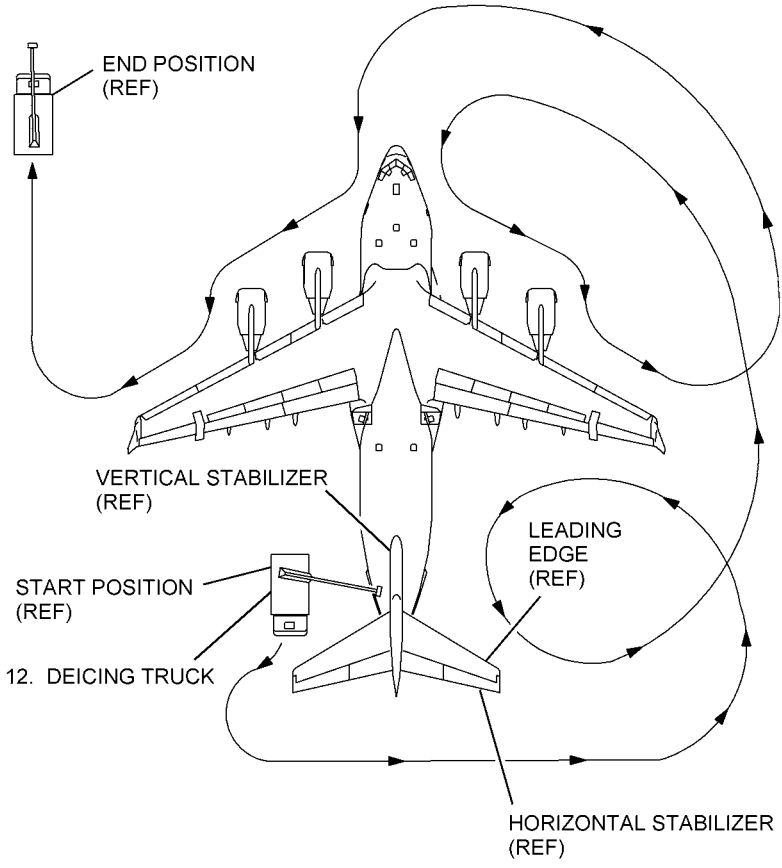
WARNING

Before deploying stabilizers for ER2875, ensure area for deployment is clear of personnel and equipment. Failure to comply may cause injury to personnel and damage to equipment.

NOTE

- Experience has shown a buildup of ice/snow can/ will stick to stabilizer pads. Ensure stabilizer pads are free of ice and snow prior to deployment.
- The pattern of travel for movement of the deicing truck is critical to the safe and timely application of the deicing fluid. Use pattern indicated in this procedure for safest and most effective application of deicing fluid.
- When using multiple vehicles to deice the aircraft, refer to paragraph 1-4 for safe and effective application of deicing fluids.

12. (A,B,C) Position deicing truck parallel to the left aft fuselage in front of the horizontal and vertical stabilizer. Maneuver deicing boom to safely and effectively deice left and right upper horizontal and left vertical stabilizer surfaces and leading edges.



ICN-88277-G1051061-003-01

WARNING

Use extreme caution when moving spraying unit boom from left to right side of vertical stabilizer. Insure adequate clearance between spraying unit and aircraft structure. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

13. (A,B,C) Reposition deicing truck boom for effective deicing of left vertical stabilizer surface, vertical stabilizer leading edge, and rudder.

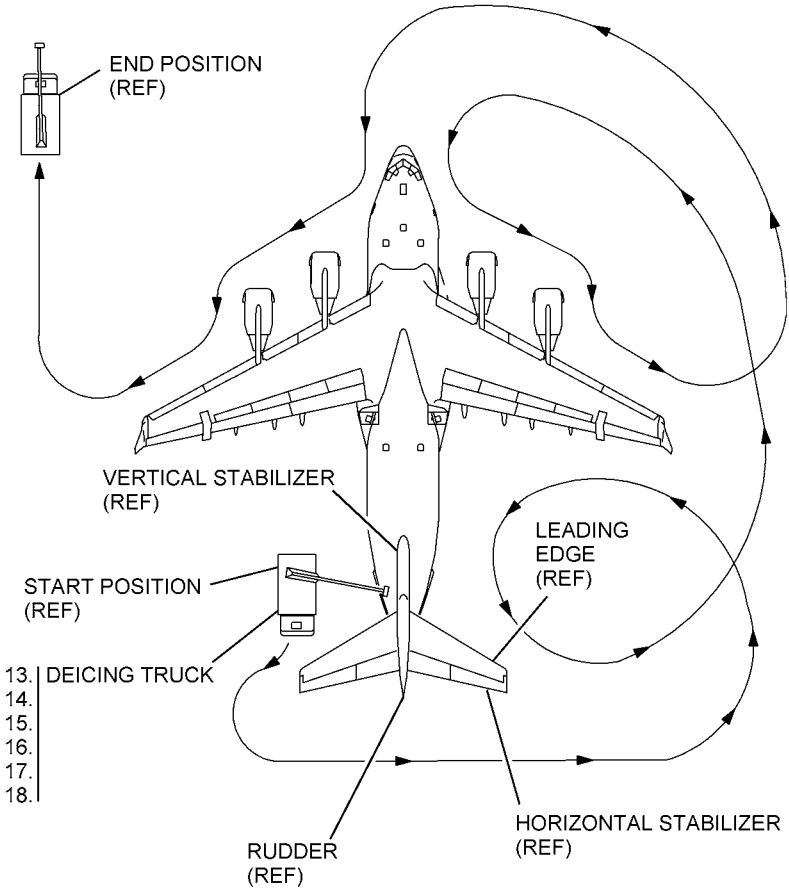
14. (C) Using deicing truck spraying unit, apply hot mix deicing fluid to left vertical stabilizer surface, vertical stabilizer leading edge, and rudder. Start at the uppermost areas and work down and aft.

15. (A,B,C) Reposition deicing truck boom for effective deicing of the left and right upper horizontal stabilizer surface and leading edge.

16. (C) Using deicing truck spraying unit, apply hot mix deicing fluid to entire upper surface and leading edge of horizontal stabilizer.

17. (A,B,C) Reposition deicing truck boom for effective deicing of the right vertical stabilizer surface, vertical stabilizer leading edge, and rudder.

18. (C) Using deicing truck spraying unit, apply hot mix deicing fluid to right vertical stabilizer surface, vertical stabilizer leading edge, and rudder. Start at the uppermost area and work down and aft.



ICN-88277-G1051062-003-01

WARNING

Allow sufficient clearance between deicing truck and wing leading edge/engine nacelles to allow safe truck movement past wing leading edge/nacelles as indicated in truck movement diagram. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

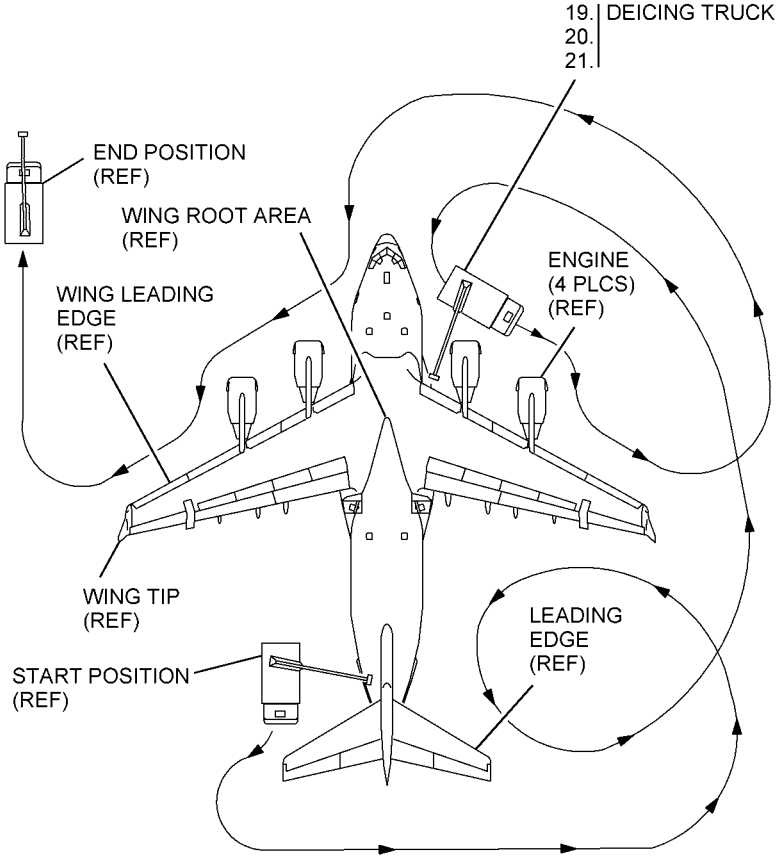
NOTE

When necessary to remove ice/snow from left and right inboard trailing edge of wing, reposition deicing truck as required to remove persistent snow/ice from these areas. Ensure spotter is in position for deicing these areas.

19. (A,B,C) Proceed around right wing tip and reposition deicing truck parallel to right forward wing root area facing right wing tip.

20. (C) Using deicing truck spraying unit, start at the upper wing root area and apply hot mix deicing fluid to the upper wing surface. Starting at the crown of the wing, allow fluid to flow in all directions. Continue applying fluid, sweeping toward the wing tip.

21. (A,B,C) Proceed from wing root toward wing tip. Starting at the wing crest, apply fluid sweeping in a forward to aft, and outboard direction. Allow the deicing fluid to flow ahead of area being sprayed to assist in the removal of heavy deposits of ice and frost. Remove all dislodged ice from engine nacelles to prevent freezing prior to engine start.



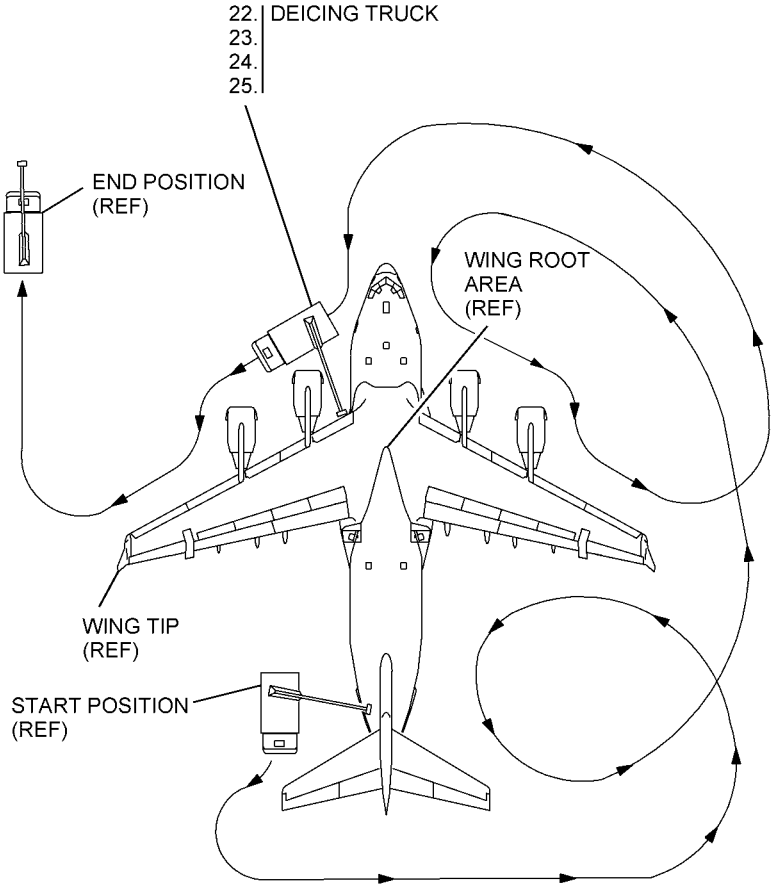
ICN-88277-G1051063-003-01

22. (A,B,C) Proceed around forward fuselage and reposition deicing truck parallel to left wing root area facing left wing tip.

23. (C) Using deicing truck spraying unit, start at the upper wing root area and apply hot mix deicing fluid to the upper wing surface. Starting at the crown of the wing, allow fluid to flow in all directions. Continue applying fluid, sweeping toward the wing tip.

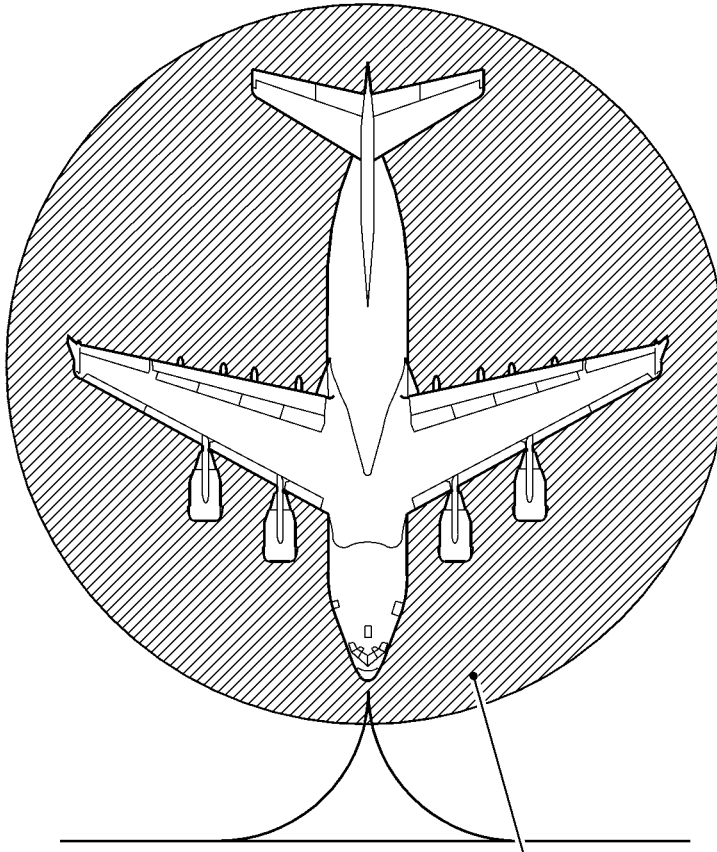
24. (A,B,C) Proceed from wing root toward wing tip. Starting at the wing crest, apply fluid sweeping in a forward to aft, and outboard direction. Allow the deicing fluid to flow ahead of area being sprayed to assist in the removal of heavy deposits of ice and frost. Remove all dislodged ice from engine nacelles to prevent freezing prior to engine start.

25. (A,B,C) Remove deicing truck from aircraft area.



ICN-88277-G1051064-003-01

26. (A) Ensure aircraft deicing area is free from equipment, obstructions, and any foreign objects. Inform designated aircrew or ground crew member on the aircraft that the aircraft is clear.



26. AIRCRAFT DEICING AREA

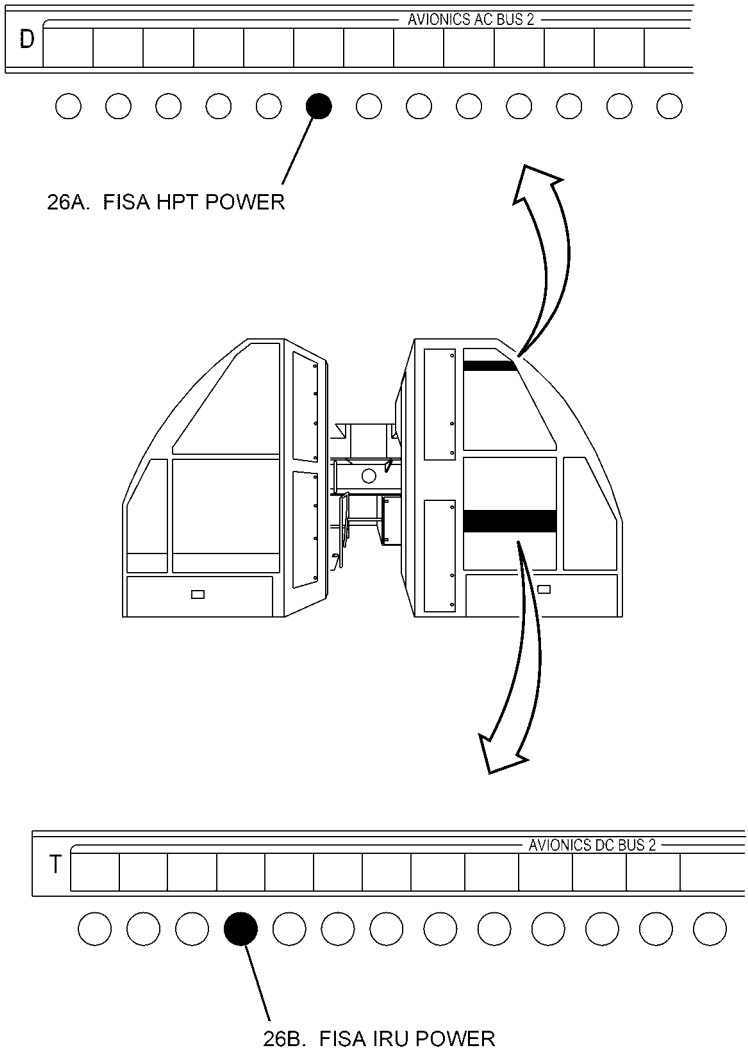
ICN-88277-G1051066-003-01

NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the FISA circuit breakers are opened and collared to disable the system for non-FISA operational missions.
- The FISA HPT POWER and FISA IRU POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 26A and 26B are only applicable to FISA equipped aircraft.

26A. (A) Remove warning tag, as required, from **FISA HPT POWER** circuit breaker on EPC, row **D**, column **45**, and install circuit breaker collar.

26B. (A) Remove warning tag, as required, from **FISA IRU POWER** circuit breaker on EPC, row **T**, column **43**, and install circuit breaker collar.



ICN-88277-G1051161-001-01

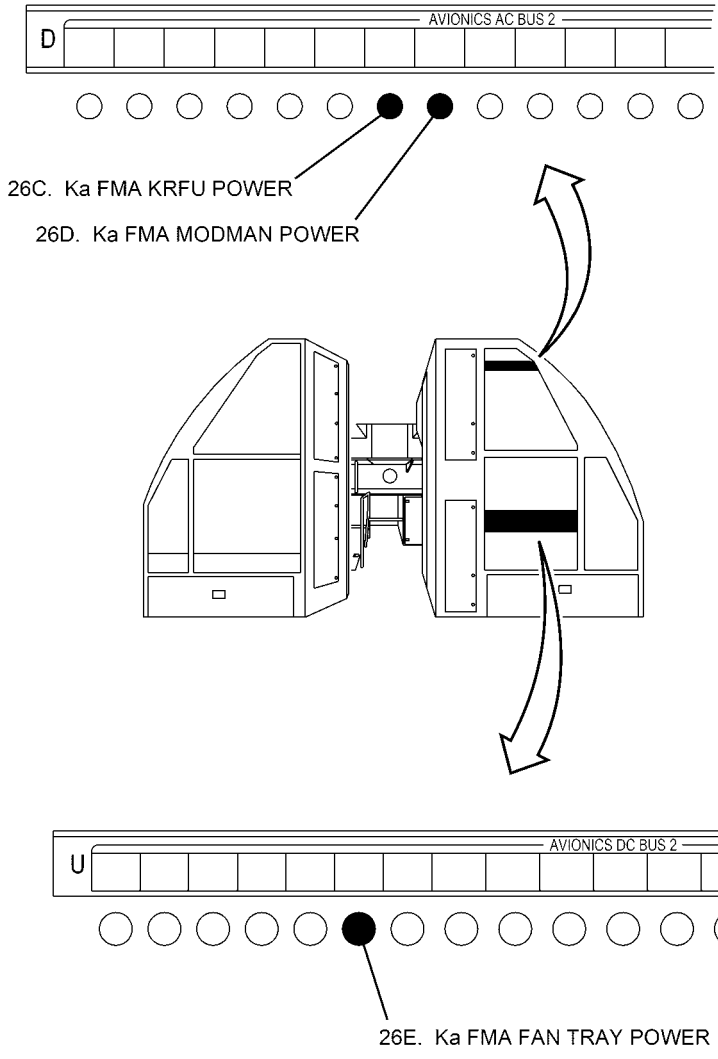
NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the Ka FMA circuit breakers are opened and collared to disable the system for non-Ka FMA operational missions.
- The Ka FMA KRFU POWER, Ka FMA MODMAN POWER and Ka FMA FAN TRAY POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 26C, 26D and 26E are only applicable to Ka FMA equipped aircraft.

26C. (A) Remove warning tag, as required, from **Ka FMA KRFU POWER** circuit breaker on EPC, row **D**, column **46**, and install circuit breaker collar.

26D. (A) Remove warning tag, as required, from **Ka FMA MODMAN POWER** circuit breaker on EPC, row **D**, column **47**, and install circuit breaker collar.

26E. (A) Remove warning tag, as required, from **Ka FMA FAN TRAY POWER** circuit breaker on EPC, row **U**, column **45**, and install circuit breaker collar.



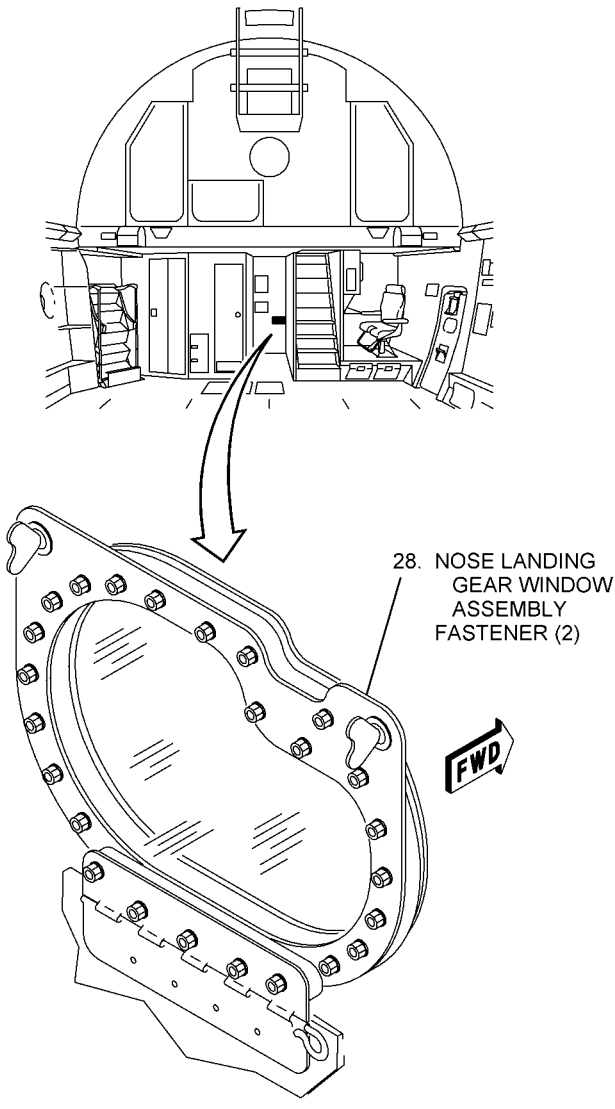
ICN-88277-G1051162-001-01

NOTE

Supervisor shall inform designated aircrew or ground crew member that the deicing task is complete.

27. Perform maintenance interphone shutdown (23-41-02, task 02-4).

28. (A) Close nose landing gear window assembly when opened during snow and ice removal procedures and tighten fasteners.



ICN-88277-G1051144-002-01

01-4. SNOW AND ICE REMOVAL FROM ENGINE INLETS.

1. Review ″Section 1 (General Information)″ of this TO for system general warnings, cautions, and notes.

2. Review task ″General Maintenance Input Conditions″ page for task specific safety conditions.

3. (A,B) Inspect engine inlet for accumulation of snow and ice and engine fan for freedom of rotation.

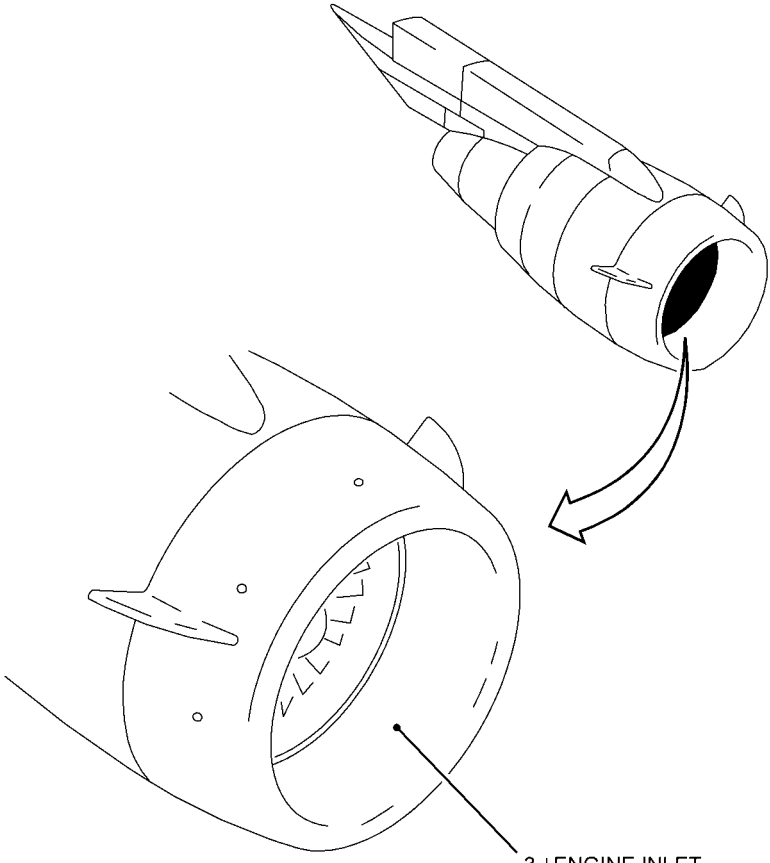
CAUTION

When engine fan is not free to rotate due to being frozen to the abradable seal, heated air shall be used at a temperature not to exceed 150 degree Fahrenheit (66 degree Celsius) to melt the ice. Ensure that surrounding components/structures are not overheated during the application of heat. Failure to comply may cause damage to aircraft.

4. (B) Manually remove accumulated ice and snow from engine inlet or use heated air from H-1 heater or equivalent to remove snow/ice.

5. (B) Position maintenance platform to facilitate positioning H-1 heater duct to remove or melt accumulation of snow/ice for affected engine inlet.

6. (B) Position H-1 heater duct or equivalent at affected engine inlet and route hose to remove snow/ice accumulation.



(TYPICAL)

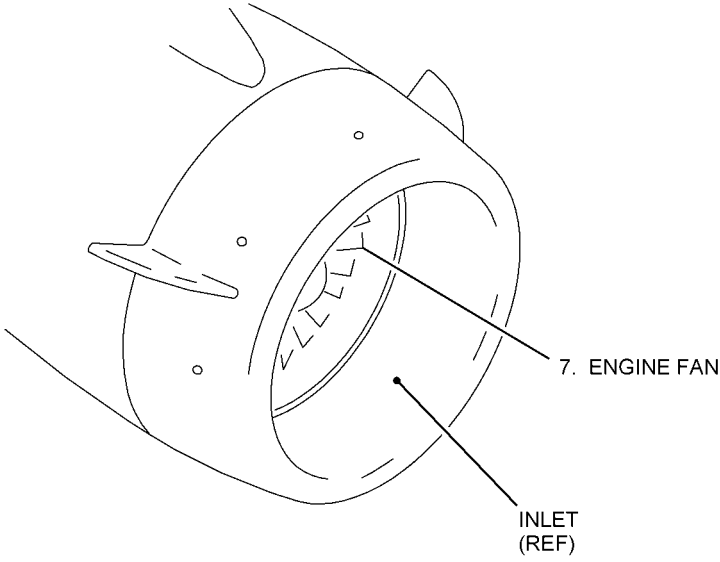
ICN-88277-G1051074-004-01

CAUTION

- Ice buildup inside inlet may lock fan and cause foreign object damage to engine. After melting ice and snow, water remaining around fan and inlet cowl may refreeze. Failure to comply may cause damage to aircraft.

- Ensure accumulated water is removed after snow and ice has been melted. Failure to comply may cause damage to aircraft.

7. (A,B) Ensure engine fan has freedom of rotation and inlet is free of foreign objects and accumulated water.



(TYPICAL)

ICN-88277-G1051086-001-01

01-5. SNOW AND ICE REMOVAL FROM HORIZONTAL STABILIZER WHEN HIGH REACH PLATFORM NOT AVAILABLE.

WARNING

- This procedure does not replace snow and ice removal task (task 01-1 or 01-3). It is only intended to be used at airfields that do not possess high reach platform. Failure to comply may cause injury to personnel or damage to aircraft or equipment.

- This procedure shall not be performed concurrent with aircraft refueling. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

- This procedure shall not be used with winds over 20 knots. Failure to comply may cause injury to personnel or damage to aircraft or equipment.

- When using Portable Horizontal Stabilizer Deicing Kit (PN 17G010114-1), deicing flow rate shall not exceed 15 gallons per minute at pressures not to exceed 180 psi. Do not direct a solid fluid stream normal to surface, rather apply by spraying at low angles. Failure to comply may cause injury to personnel or damage to aircraft or equipment.

WARNING - Continued

- Prior to using Portable Horizontal Stabilizer Deicing Kit (PN 17G010114-1), the records for the portable deicing kit shall indicate completion of an annual proof pressure test. Failing to comply may cause injury to personnel and damage to aircraft and equipment.

CAUTION

When using Portable Horizontal Stabilizer Deicing Kit (PN 17G010119-1), use the lowest flow rate possible to achieve deicing of horizontal stabilizer not to exceed 40 gallons per minute at pressures not to exceed 180 psi. Do not direct a solid fluid stream normal to surface, rather apply by spraying at low angles. Failure to comply may cause damage to aircraft or equipment.

NOTE

- Sufficient lighting shall be present for adequate coverage and visibility.
- External or auxiliary power unit electrical power may be used to establish communications with the designated aircrew or ground crew member on board the aircraft.

1. Review ″Section 1 (General Information)″ of this TO for system general warnings, cautions, and notes.
2. Review task ″General Maintenance Input Conditions″ page for task specific safety conditions.

WARNING

Positive communication shall be established between team members prior to and during the snow and ice removal procedure. Failure to comply may cause injury to personnel and damage to aircraft.

3. Perform maintenance interphone operation (23-41-02, task 02-3).

4. (C) Open troop door.

5. (B) Position deicing truck as required at left or right troop door.

WARNING

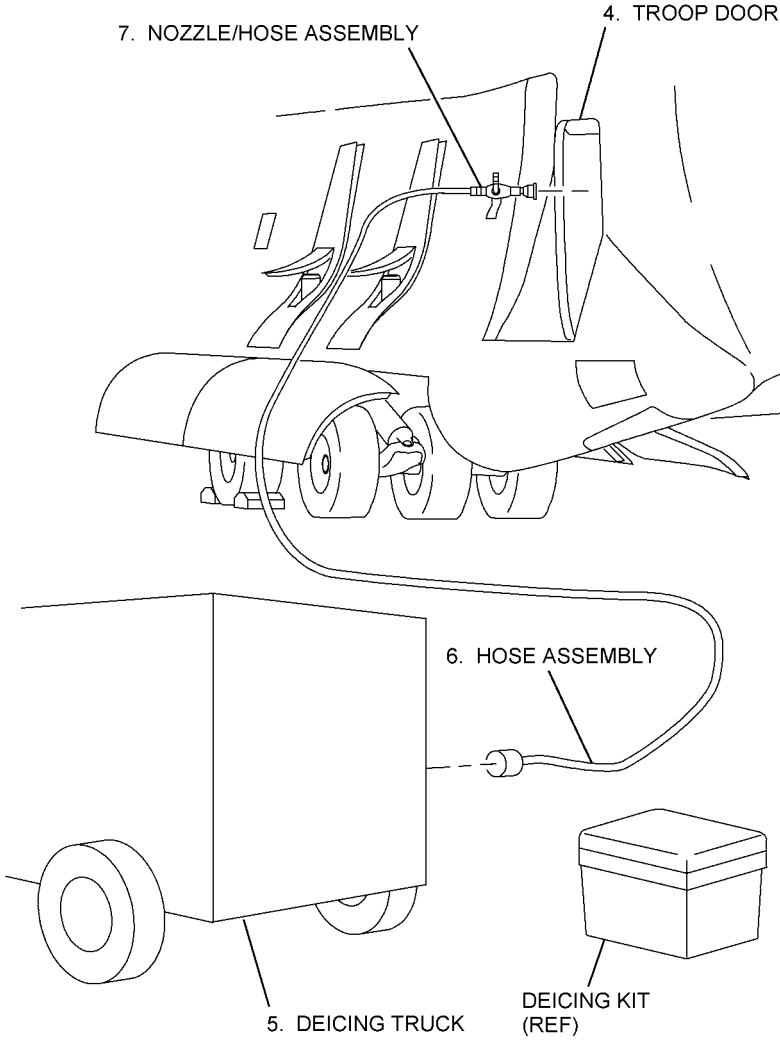
Full length of hose shall be visually inspected for worn, chafed, frayed, cut(s), ballooning, or other signs of wear prior to use. Failure to comply may cause injury to personnel or damage to aircraft or equipment.

6. (B,C) Remove hose assembly and nozzle assembly from deicing kit.

CAUTION

Ensure hose quick disconnect from deicing unit is located outside of aircraft.

7. (B) Place combination nozzle/hose assembly in cargo compartment.



ICN-88277-G1051079-005-01

8. Perform horizontal stabilizer operation (27-40-02).

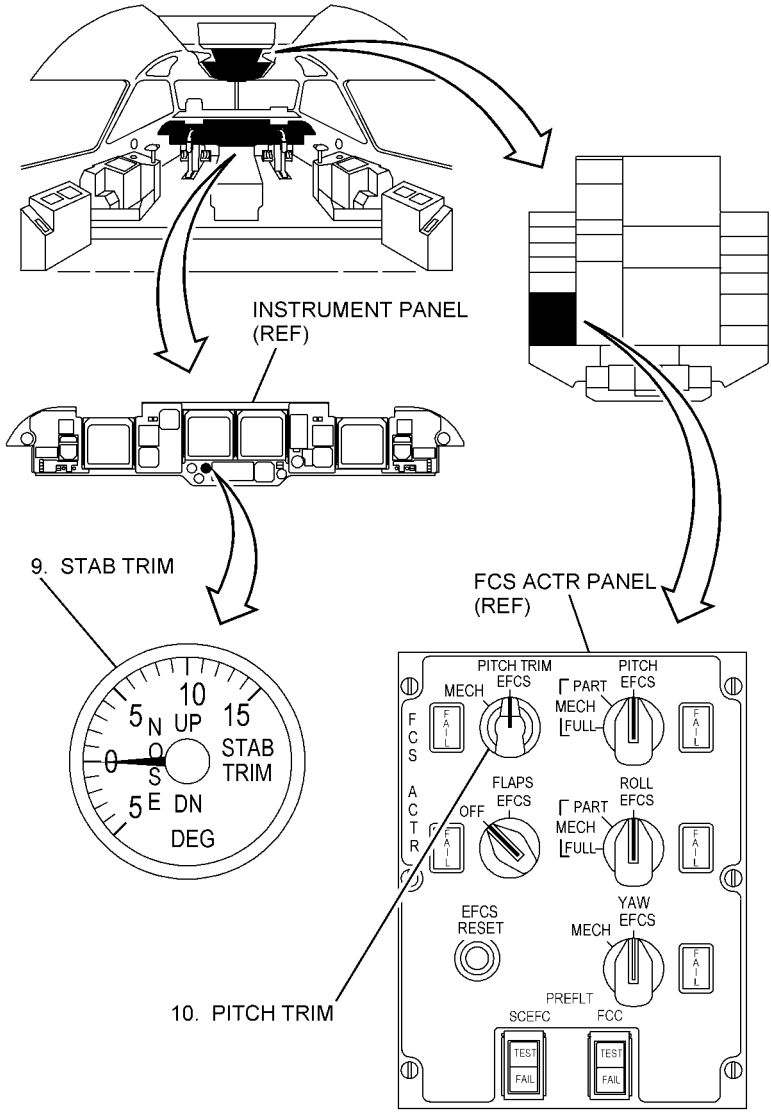
9. (A) Ensure **STAB TRIM** indicator reads 0 degrees.

   - **STAB TRIM** indicator shall read 0 degrees.

WARNING

Before entering horizontal stabilizer ensure **PITCH TRIM** switch on **FCS ACTR** panel is in the **MECH** position. Failure to comply may cause injury to personnel or damage to aircraft.

10. (A) Ensure **PITCH TRIM** switch on **FCS ACTR** panel is set to **MECH** and attach warning tag.



ICN-88277-G1051118-002-01

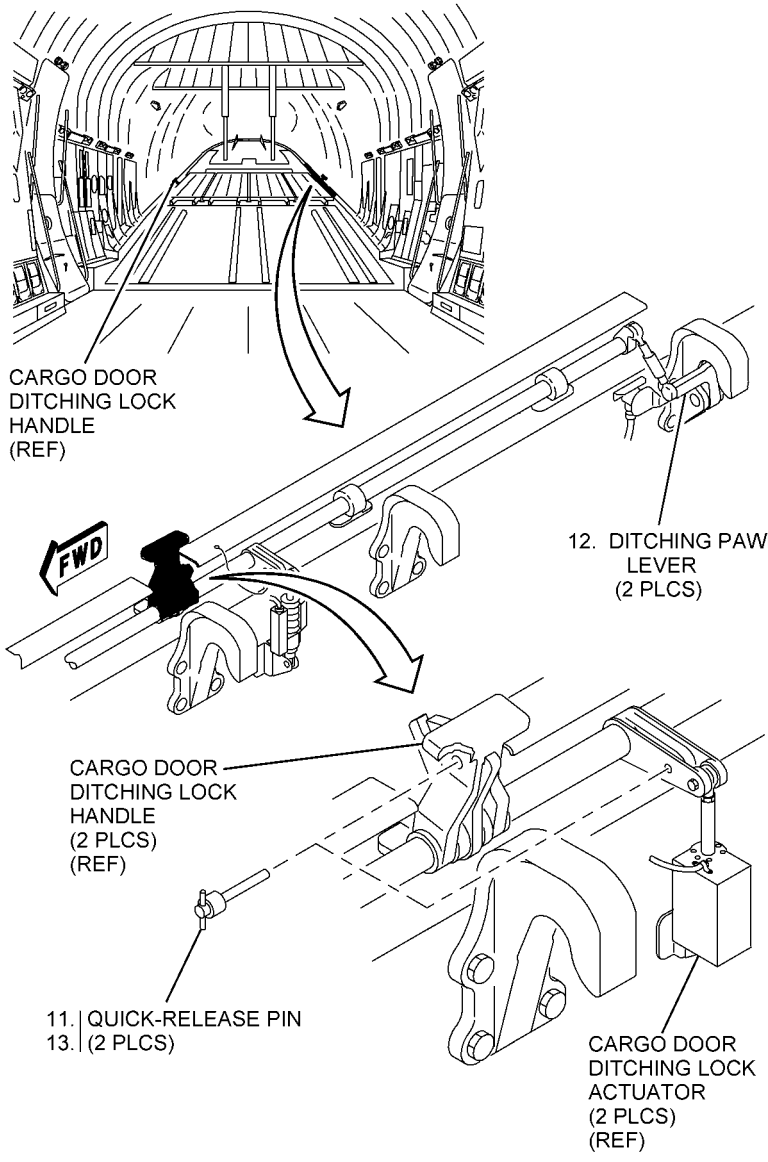
WARNING

Ditching locks shall not be moved from outboard position while ladder is on mounting hooks. Failure to comply may cause death or injury to personnel and damage to aircraft.

11. (B) Remove quick-release pins from cargo door ditching lock actuators.

12. (B) Activate left and right ditching pawls levers to lock cargo door in closed position.

13. (B) Install quick-release pins in cargo door ditching lock handles.



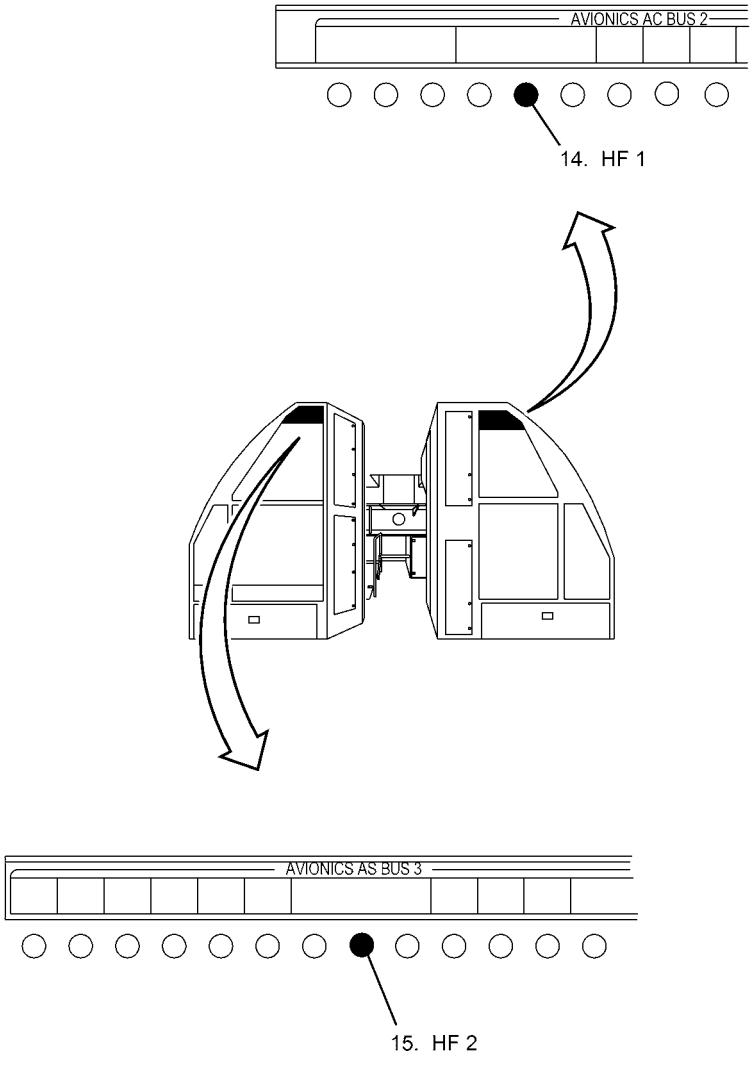
ICN-88277-G1051119-002-01

WARNING

Circuit breakers for the High Frequency (HF) systems, the Fixed Installation Satellite Antenna (FISA) and Ka-Band Fuselage Mount Antenna (Ka FMA) aircraft equipped systems shall be opened prior to entering the vertical stabilizer for deicing to prevent Radio Frequency (RF) transmission of high intensity electromagnetic radiation. Failure to comply may cause injury to personnel.

14. (A) Open **HF 1** circuit breaker on Electrical Power Center (EPC), row **B**, column **44**, attach warning tag.

15. (A) Open **HF 2** circuit breaker on EPC, row **B**, column **34**, attach warning tag.



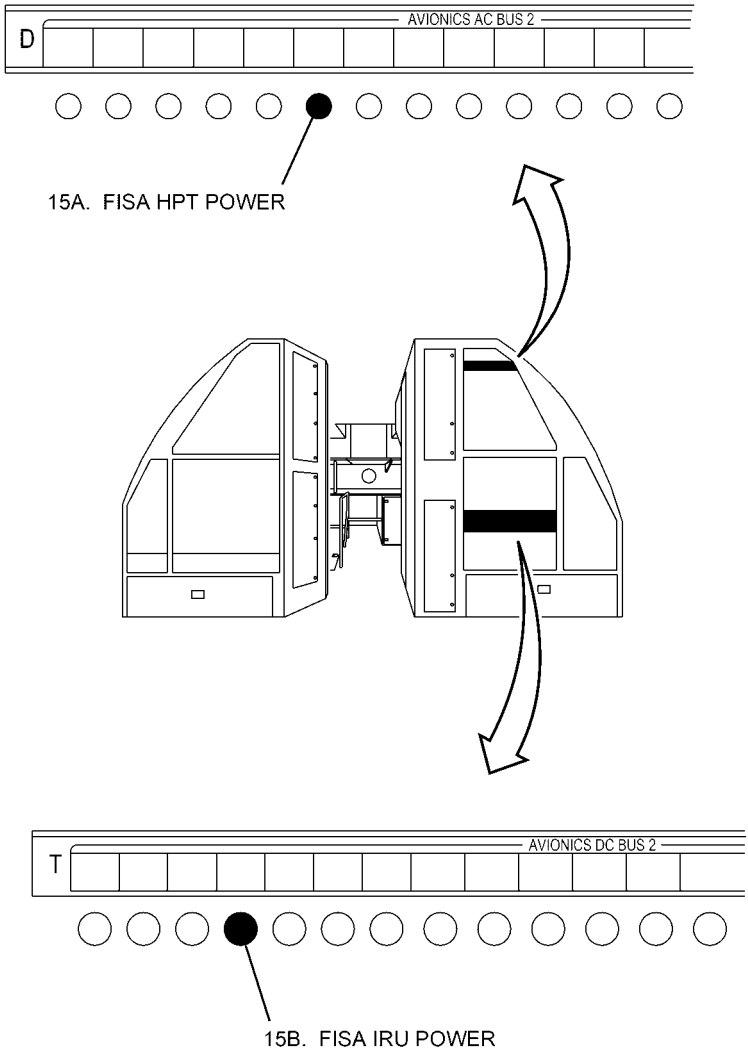
ICN-88277-G1051163-001-01

NOTE

Steps 15A and 15B are only applicable to FISA equipped aircraft.

15A. (A) Open **FISA HPT POWER** circuit breaker on EPC, row **D**, column **45**, and attach warning tag.

15B. (A) Open **FISA IRU POWER** circuit breaker on EPC, row **T**, column **43**, and attach warning tag.



ICN-88277-G1051164-001-01

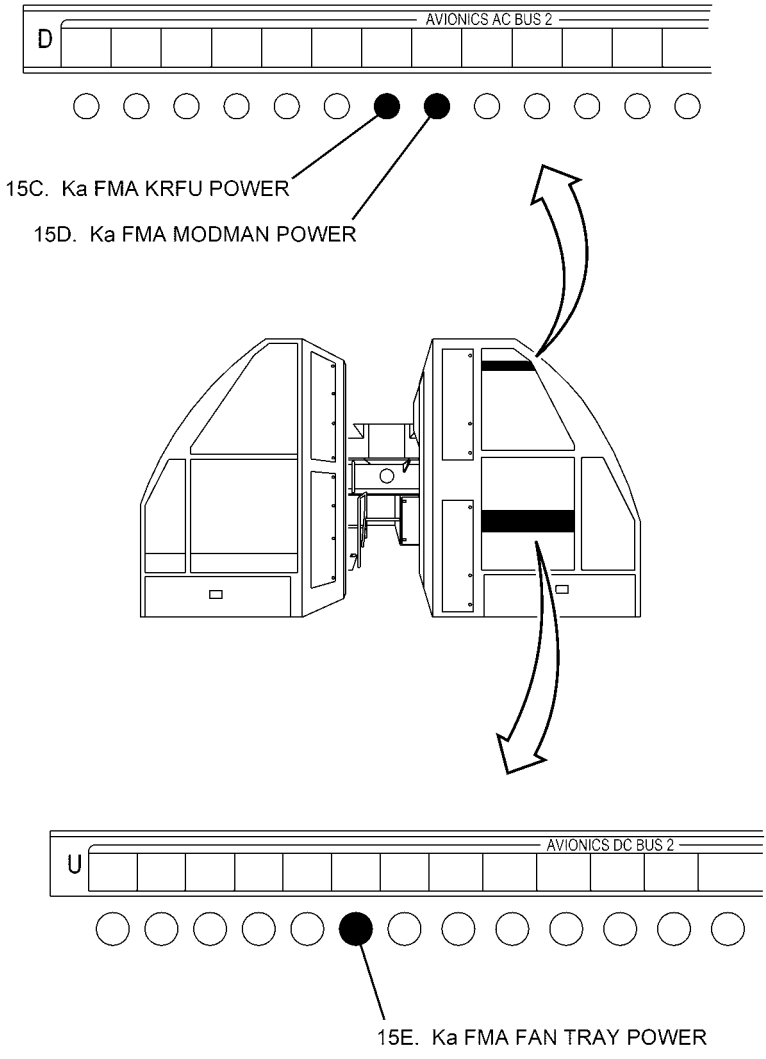
NOTE

Steps 15C, 15D and 15E are only applicable to Ka FMA equipped aircraft.

15C. (A) Open **Ka FMA KRFU POWER** circuit breaker on EPC, row **D**, column **46**, and attach warning tag.

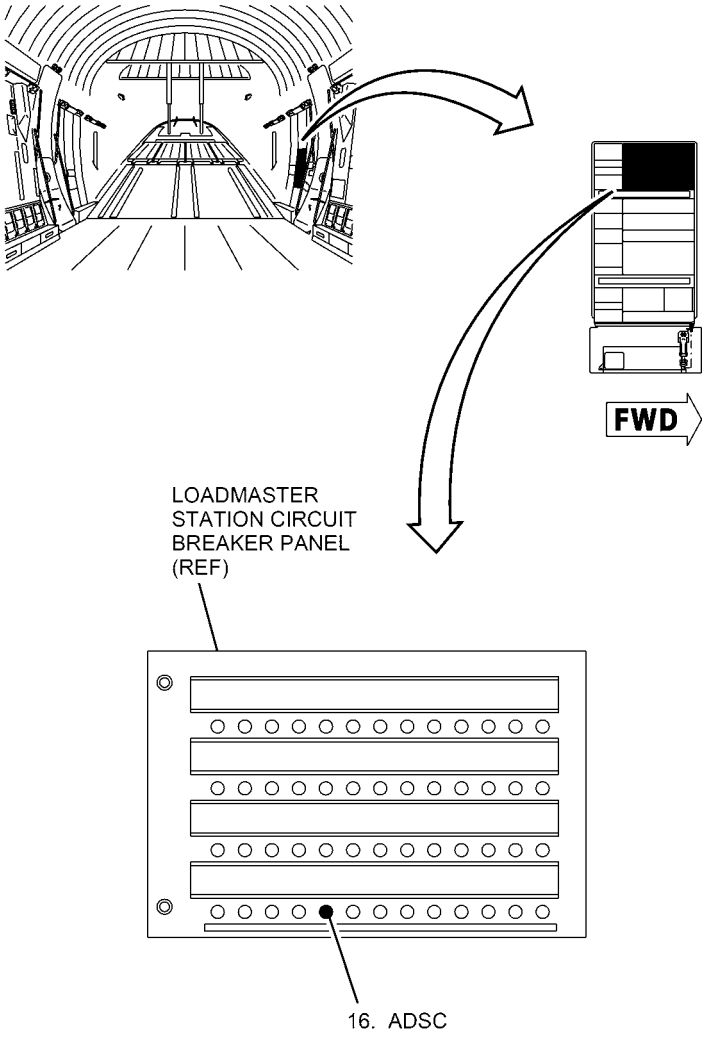
15D. (A) Open **Ka FMA MODMAN POWER** circuit breaker on EPC, row **D**, column **47**, and attach warning tag.

15E. (A) Open **Ka FMA FAN TRAY POWER** circuit breaker on EPC, row **U**, column **45**, and attach warning tag.



ICN-88277-G1051165-001-01

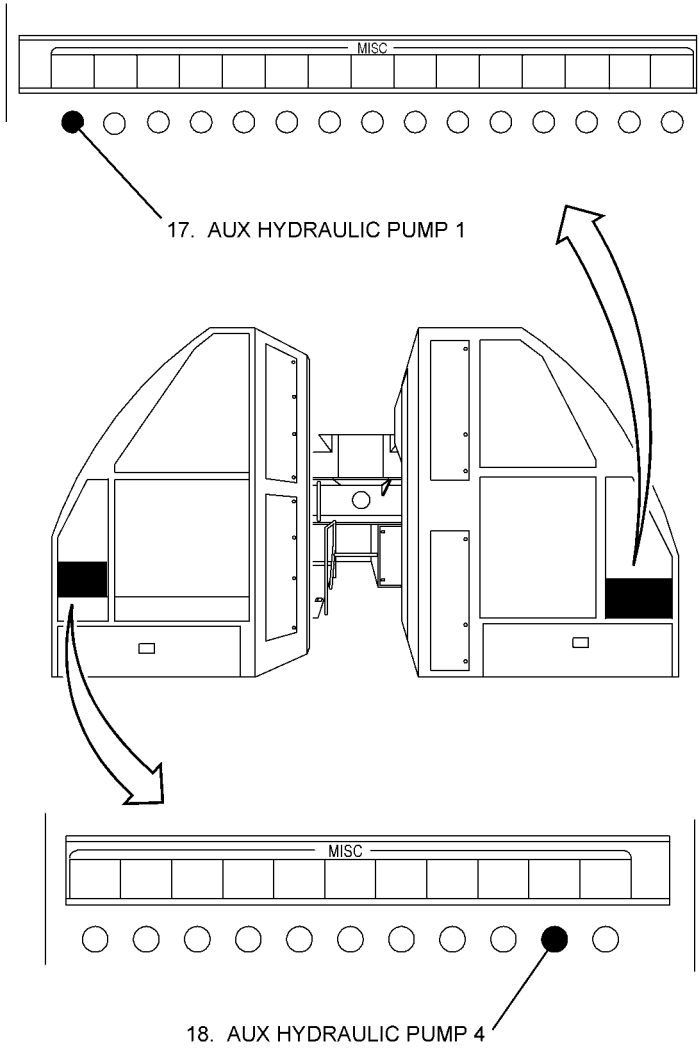
16. (A) Open **ADSC** circuit breaker on loadmaster circuit breaker panel, row **D**, column **5**, attach warning tag.



ICN-88277-G1051120-003-01

17. (A) Open **AUX HYDRAULIC PUMP 1** circuit breaker on EPC, row **LL**, column **68**, attach warning tag.

18. (A) Open **AUX HYDRAULIC PUMP 4** circuit breaker on EPC, row **LL**, column **10**, attach warning tag.



ICN-88277-G1051121-002-01

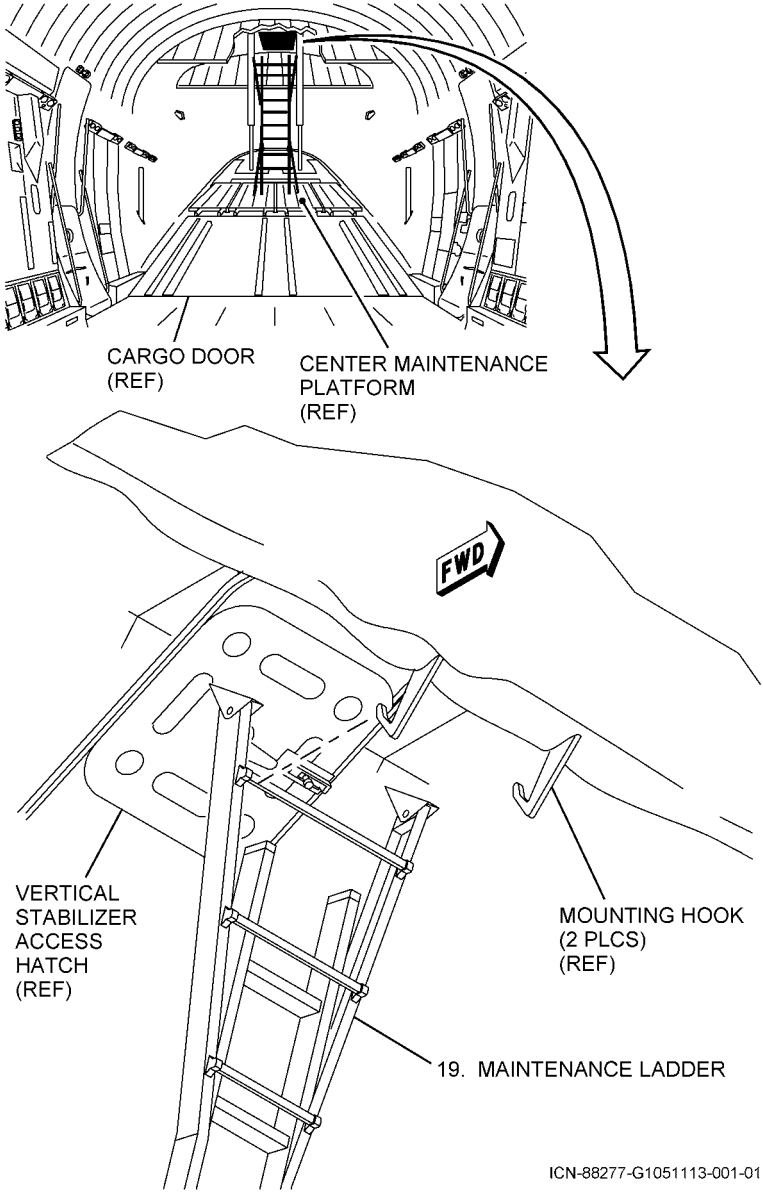
WARNING

Ladder shall be positioned on mounting hooks and legs shall be flush with cargo door. Failure to comply may cause death or injury to personnel and damage to aircraft.

CAUTION

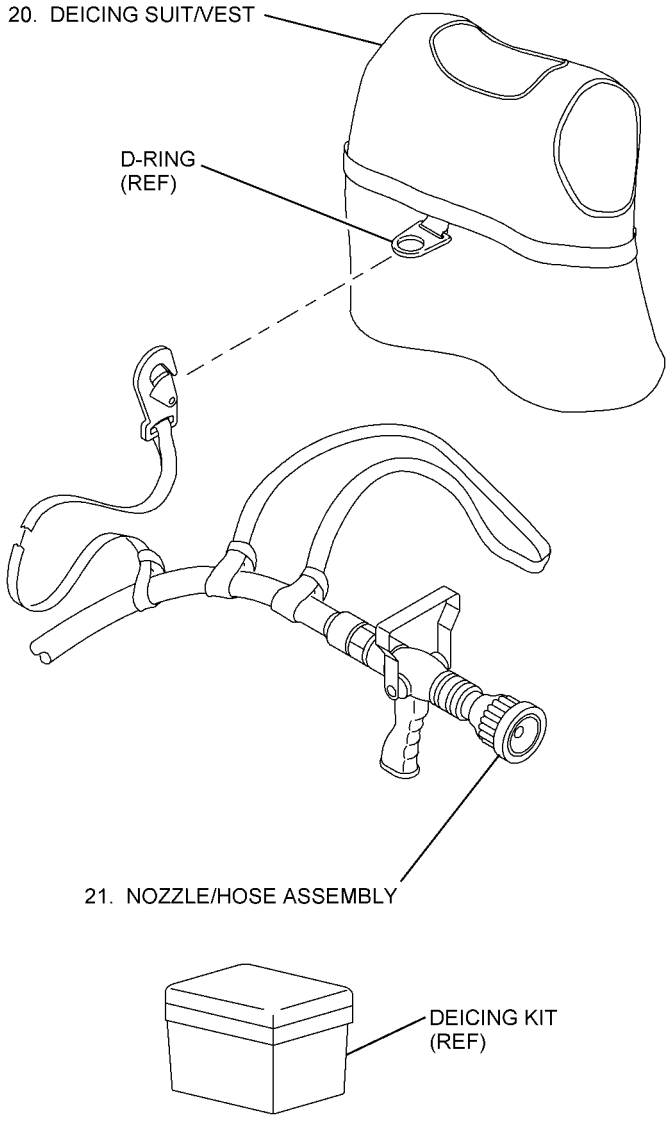
Ensure rubber pad is not missing from ladder. Failure to comply may cause damage to aircraft.

19. (B) Unfold maintenance ladder and position on mounting hooks under the vertical stabilizer access hatch.


CARGO DOOR
(REF)
CENTER MAINTENANCE
PLATFORM
(REF)
FWD
VERTICAL
STABILIZER
ACCESS
HATCH
(REF)
MOUNTING HOOK
(2 PLCS)
(REF)
19. MAINTENANCE LADDER
ICN-88277-G1051113-001-01

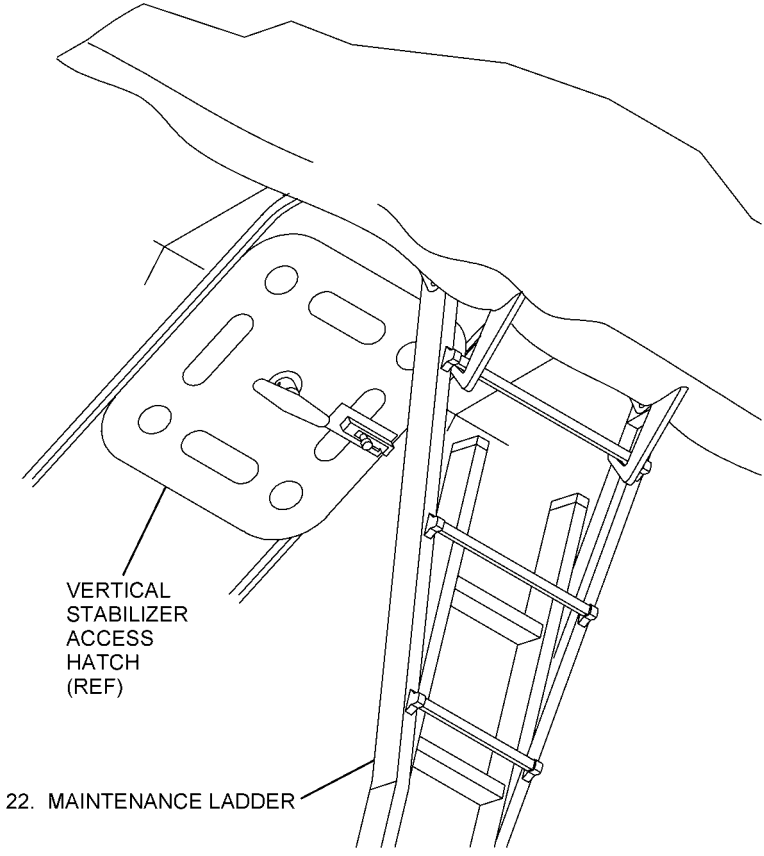
20. (C) Don deicing suit, goggles, vest/web belt, and gloves from deicing kit.

21. (C) Attach nozzle/hose assembly to D-Ring on vest/web belt.



ICN-88277-G1051114-002-01

22. (C) Climb maintenance ladder to vertical stabilizer access hatch (281AZD).

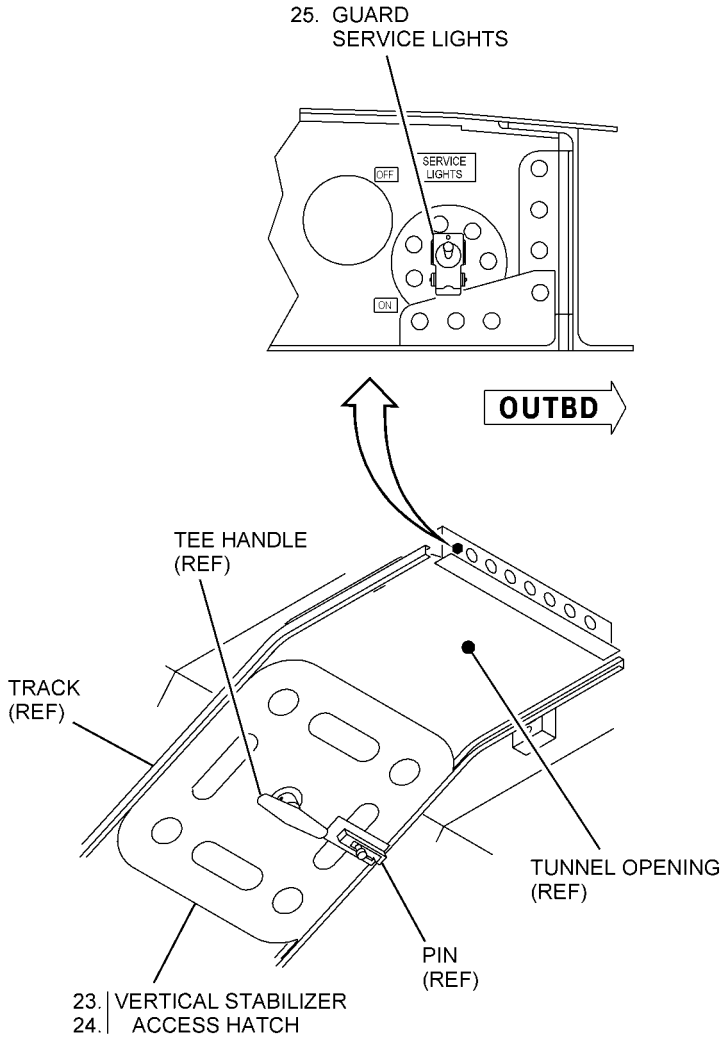


ICN-88277-G1051116-001-01

23. (C) Open vertical stabilizer access hatch by unlocking hatch pin then rotate tee handle to lower hatch from opening.

24. (C) Slide hatch forward on track to clear tunnel opening.

25. (C) Open guard on vertical stabilizer **SERVICE LIGHTS** switch and set switch to **ON** position.



ICN-88277-G1051115-001-01

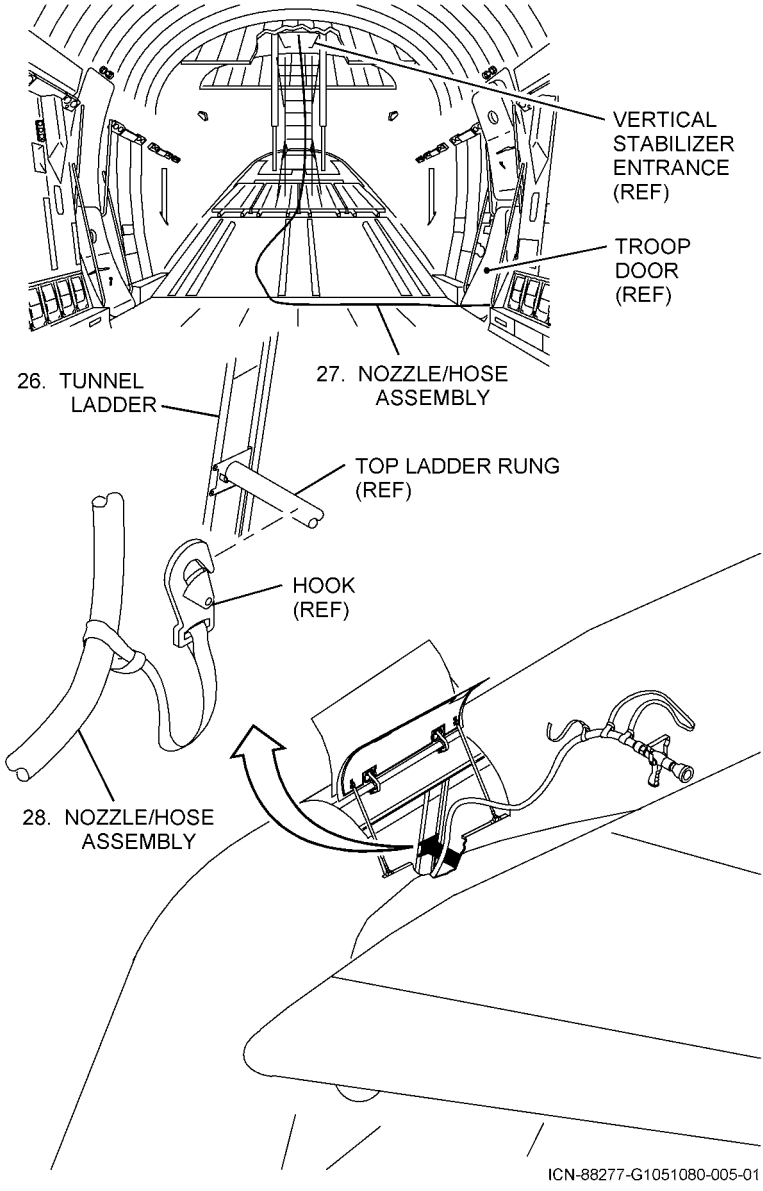
WARNING

Both hands shall be free when ascending or descending ladder. Use authorized deicing nozzle/hose assembly strap, belt, and pouch to carry tools/objects. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

26. (C) Climb tunnel ladder to top of vertical stabilizer.

27. (A,C) Feed combination nozzle/hose assembly through troop door and up vertical stabilizer entrance.

28. (C) Attach combination nozzle/hose assembly to top ladder rung with hook provided.

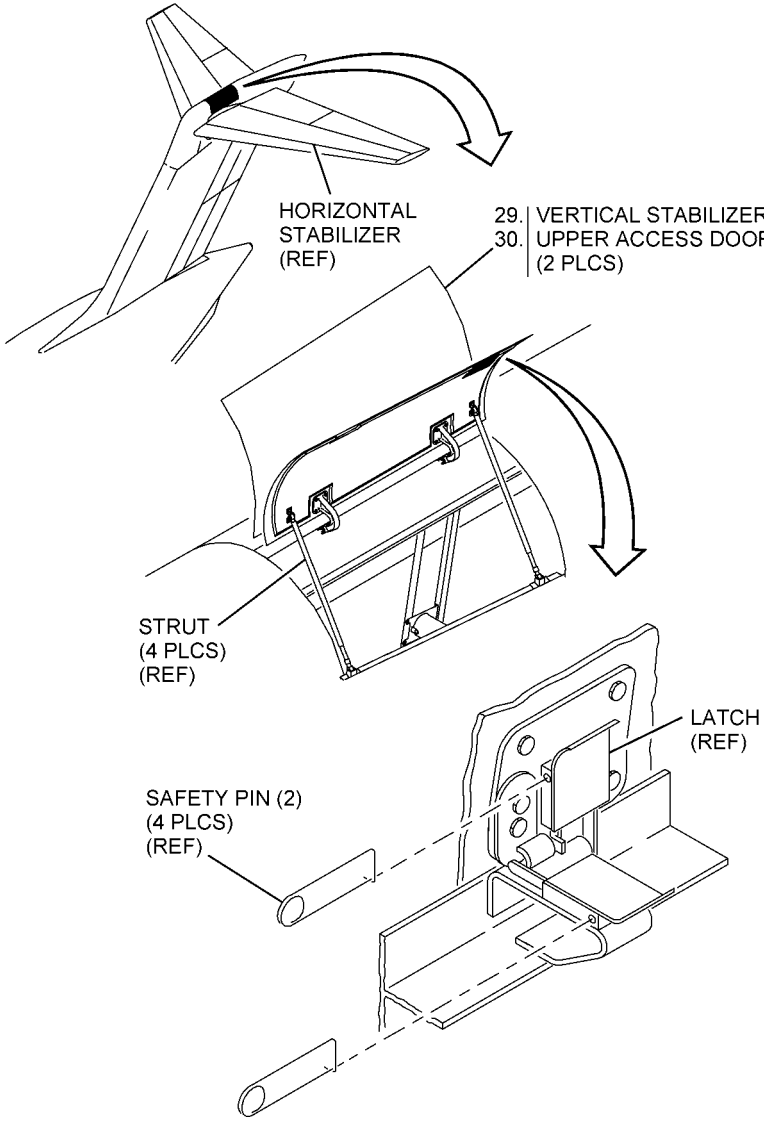

VERTICAL STABILIZER ENTRANCE (REF)
TROOP DOOR (REF)
26. TUNNEL LADDER
27. NOZZLE/HOSE ASSEMBLY
TOP LADDER RUNG (REF)
HOOK (REF)
28. NOZZLE/HOSE ASSEMBLY
ICN-88277-G1051080-005-01

WARNING

Do not exit on to horizontal stabilizer. Failure to comply may result in injury or death to personnel.

29. (C) Open vertical stabilizer upper access doors (352BLD) and (352CRD) by removing safety pins securing each latch in locked position and unlock latches.

30. (C) Push open vertical stabilizer doors and position hold open struts to support doors in open position.



ICN-88277-G1051117-001-01

31. (C) Position combination nozzle outside of vertical stabilizer (left or right) opening.

32. (B) Connect combination nozzle/hose assembly to deicing connection on deicing truck.

33. (B) Pressurize combination nozzle/hose assembly.

34. (B,C) Ensure no leakage is present in vertical stabilizer and cargo compartment.

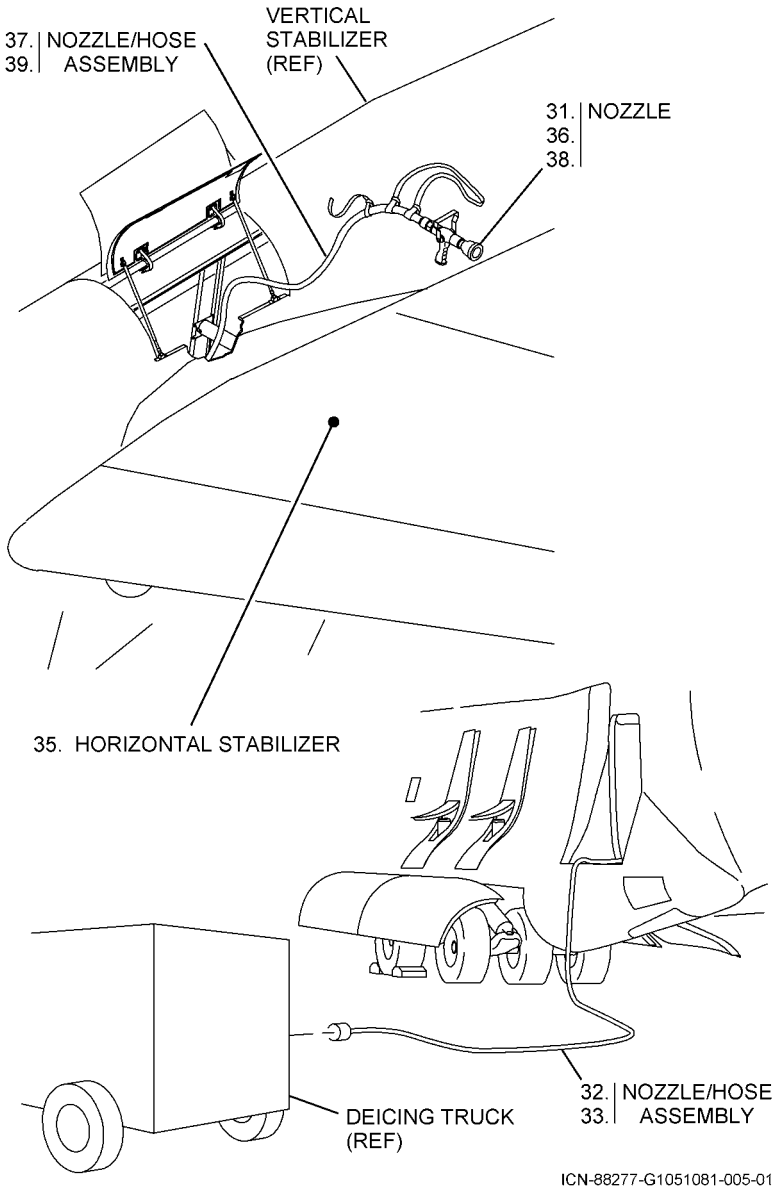
35. (C) Spray (left or right) horizontal stabilizer until all snow and ice is removed.

36. (C) Close combination nozzle.

37. (C) Position combination nozzle/hose assembly to opposite side.

38. (C) Open combination nozzle and spray horizontal stabilizer until all snow and ice is removed.

39. (B) Depressurize combination nozzle/hose assembly.



ICN-88277-G1051081-005-01

40. (B) Disconnect combination nozzle/hose assembly from deicing truck quick disconnect.

NOTE

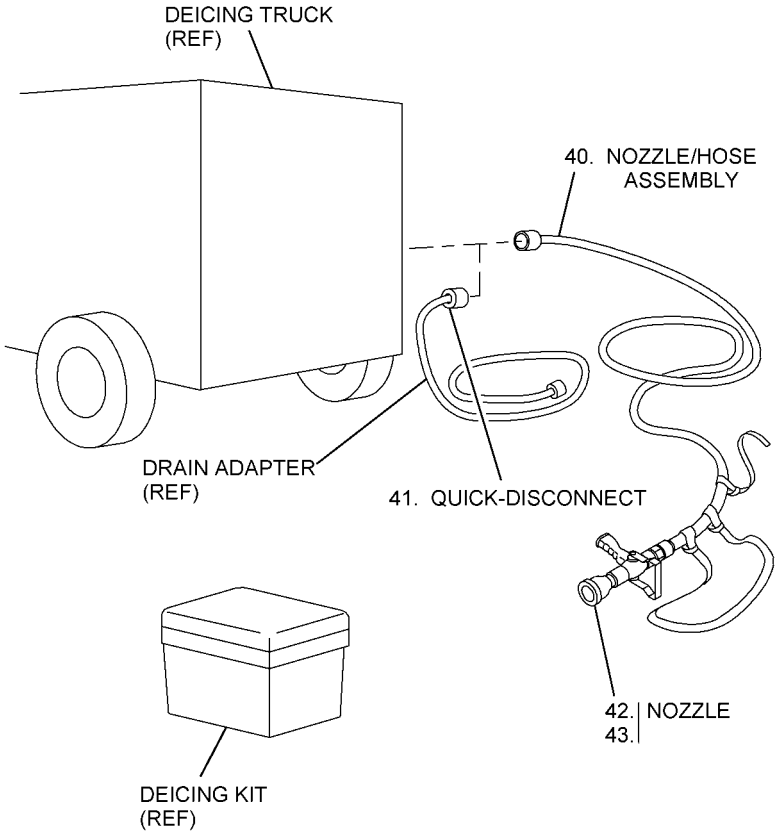
- During active precipitation and in order to prevent further accumulations of snow, frost, slush, and/or ice on clean aircraft surfaces, anti-icing procedure (10-51-02, task 02-3) must immediately commence beginning with step 32.

- Combination nozzle/hose assembly contains approximately three gallons of deicing fluid.

41. (B,C) Install hose drain fitting into combination nozzle/hose assembly quick disconnect and completely drain fluid into an approved container by squeezing trigger.

42. (A,B) Keep combination nozzle in open position, allowing hose to drain until flow of fluid stops.

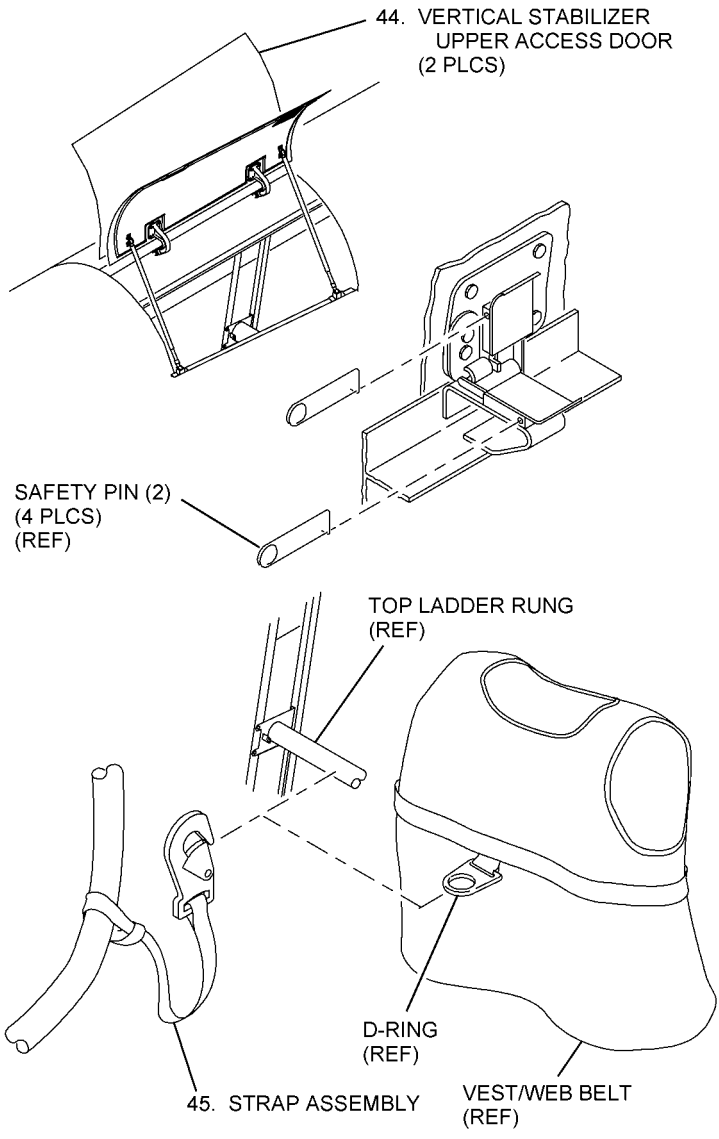
43. (C) Close combination nozzle.



ICN-88277-G1051082-005-01

44. (C) Close and latch vertical stabilizer upper access doors (352BLD, 352CRD); install safety pins.

45. (C) Unhook strap assembly from top rung of ladder rung and attach to D-Ring on vest/web belt.



ICN-88277-G1051083-004-01

WARNING

Both hands shall be free when ascending or descending ladder. Use authorized combination nozzle/hose assembly strap, belt, and pouch to carry tools/objects. Failure to comply may cause injury to personnel and damage to aircraft and equipment.

46. (C) Exit vertical stabilizer with combination nozzle/hose assembly.

47. (A,C) Guide combination nozzle/hose assembly through troop door to exterior of aircraft.

48. (C) Close vertical stabilizer access hatch (281AZD) and turn handle clockwise: slide locking pin to locked position.

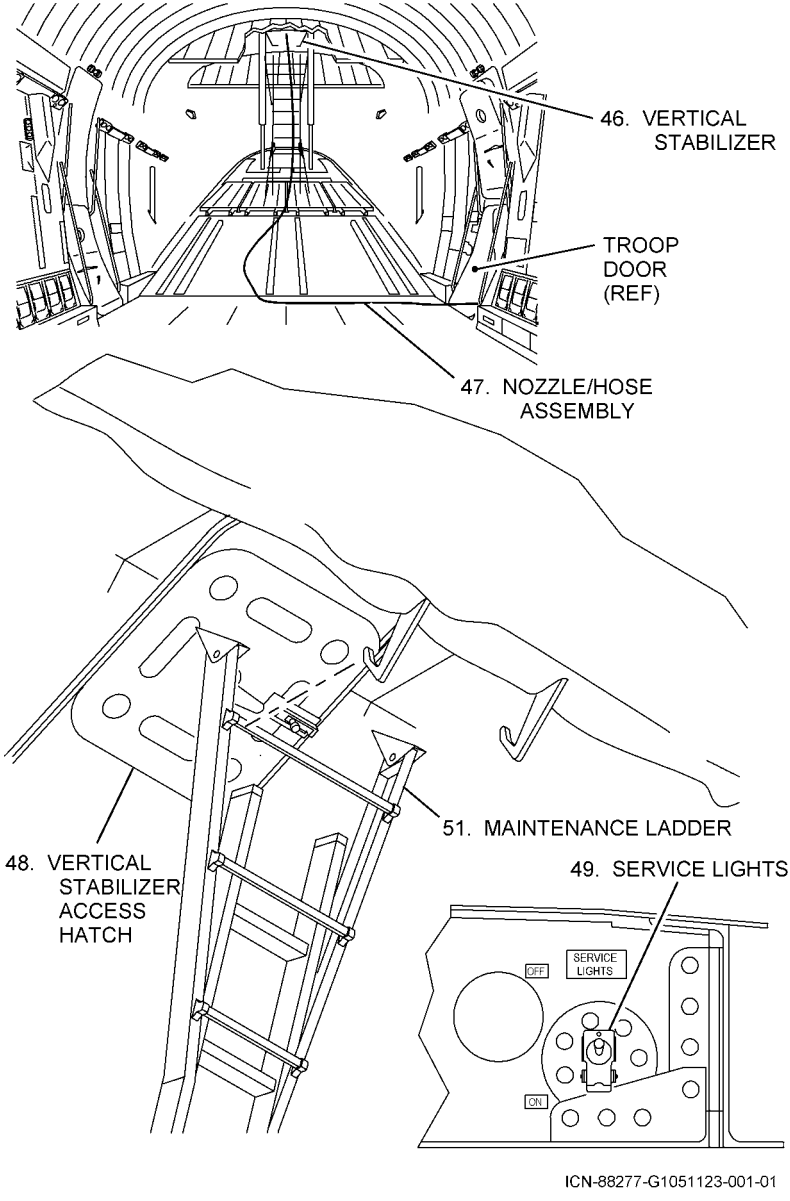
49. (C) Position vertical stabilizer **SERVICE LIGHTS** switch to **OFF**.

50. Perform maintenance interphone shutdown (23-41-02, task 02-4).

WARNING

Ditching locks shall not be moved from outboard position while ladder is on mounting hooks. Failure to comply may cause death or injury to personnel and damage to aircraft.

51. (B,C) Remove and stow maintenance ladder.



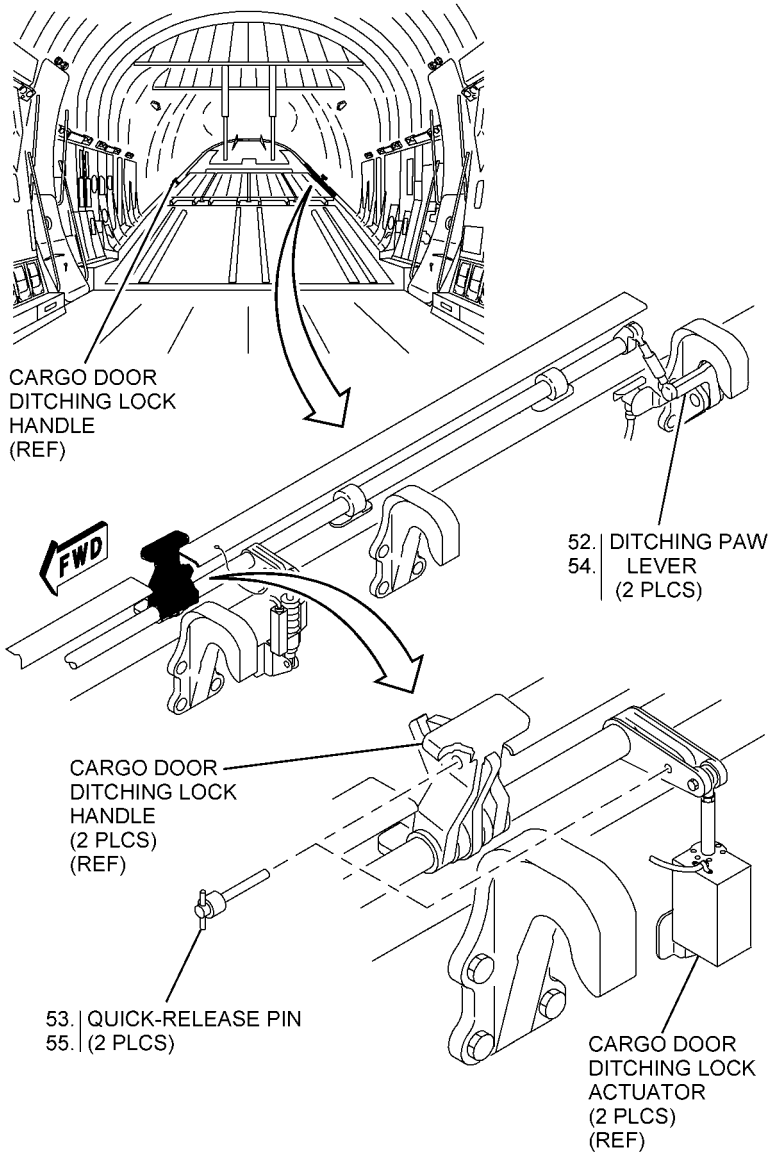
ICN-88277-G1051123-001-01

52. (B) Activate left and right ditching pawls levers to unlock cargo door in open position.

53. (B) Remove quick-release pins from cargo door ditching lock handles.

54. (A) Return ditching pawls levers to open position.

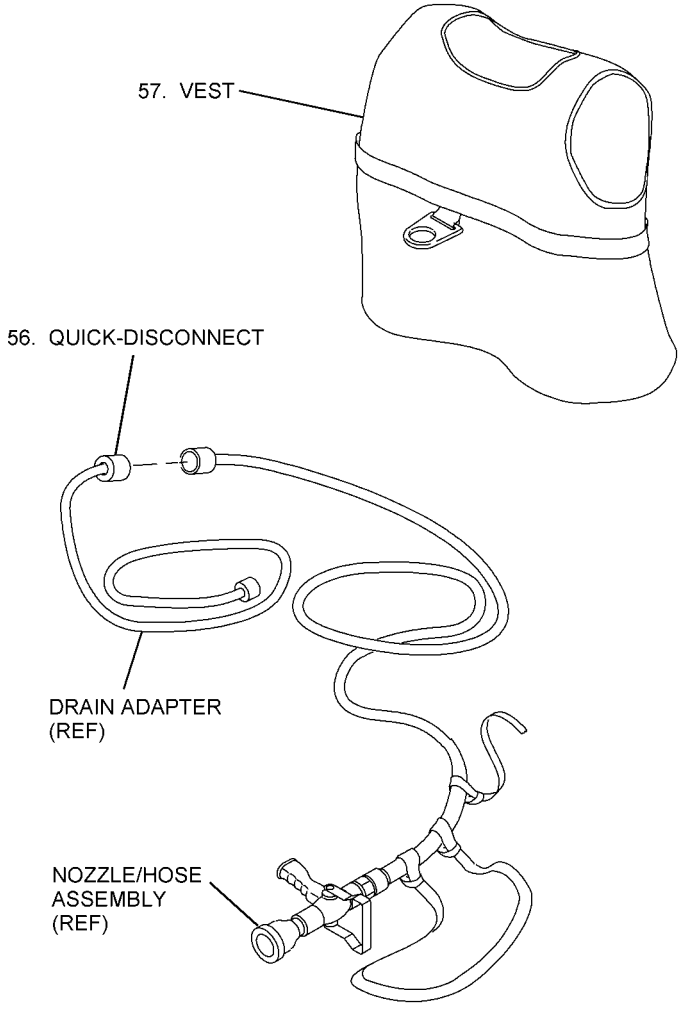
55. (B) Install quick-release pins in cargo door ditching lock actuators.



ICN-88277-G1051124-001-01

56. (B) Remove quick disconnect drain adapter from combination nozzle/hose assembly.

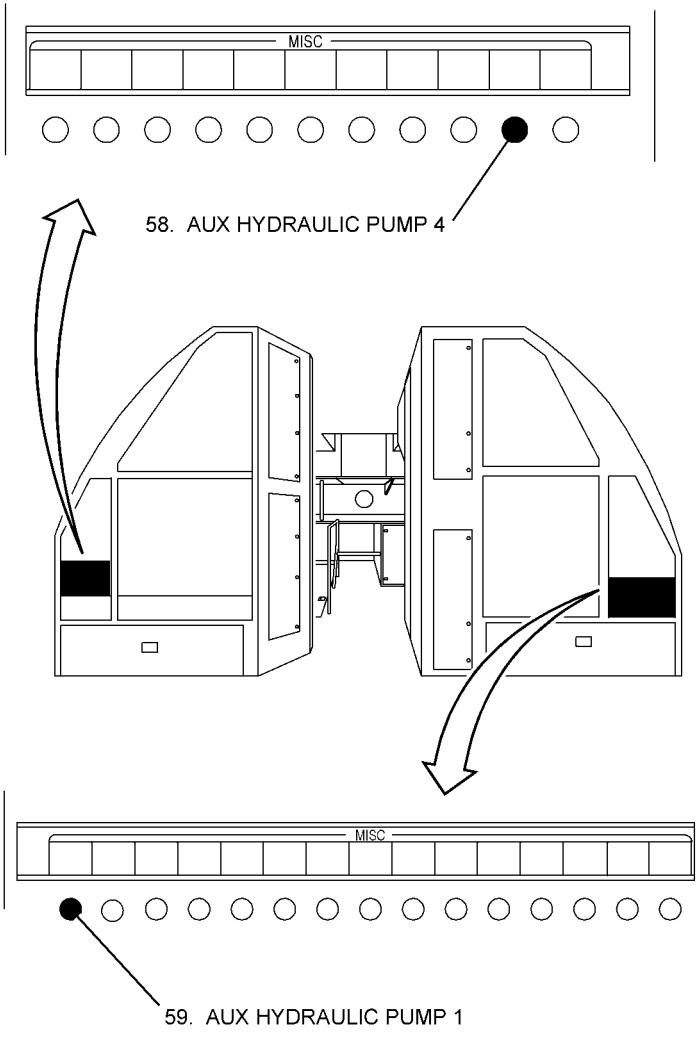
57. (C) Remove vest, deicing suit, goggles and gloves.



ICN-88277-G1051125-002-01

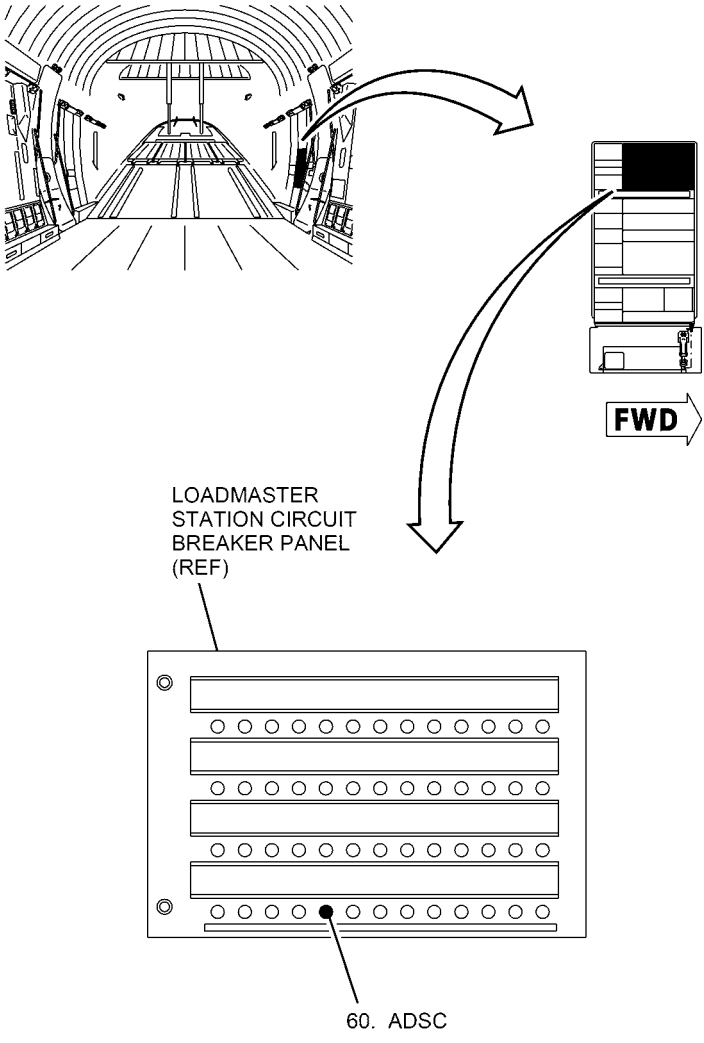
58. (A) Remove warning tag and close **AUX HYDRAULIC PUMP 4** circuit breaker on EPC, row **LL**, column **10**.

59. (A) Remove warning tag and close **AUX HYDRAULIC PUMP 1** circuit breaker on EPC, row **LL**, column **68**.



ICN-88277-G1051126-001-01

60. (A) Remove warning tag and close **ADSC** circuit breaker on loadmaster circuit breaker panel, row **D**, column **5**.



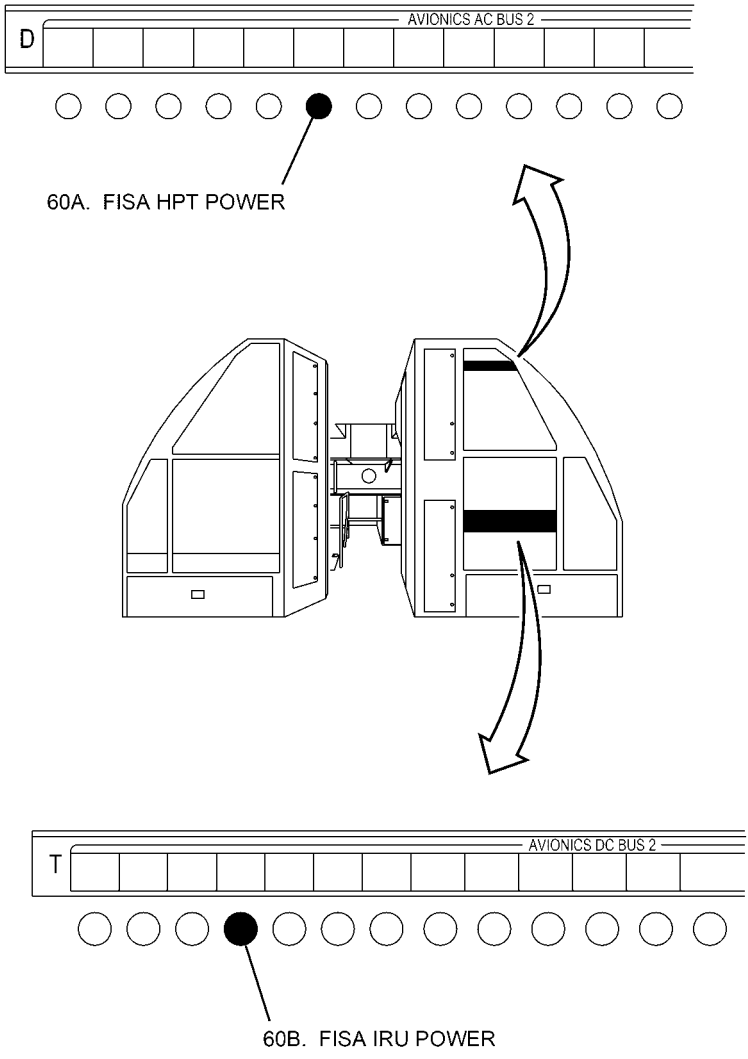
ICN-88277-G1051127-002-01

NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the FISA circuit breakers are opened and collared to disable the system for non-FISA operational missions.
- The FISA HPT POWER and FISA IRU POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 60A and 60B are only applicable to FISA equipped aircraft.

60A. (A) Remove warning tag from **FISA HPT POWER** circuit breaker on EPC, row **D**, column **45**, and install circuit breaker collar.

60B. (A) Remove warning tag from **FISA IRU POWER** circuit breaker on EPC, row **T**, column **43**, and install circuit breaker collar.



ICN-88277-G1051166-001-01

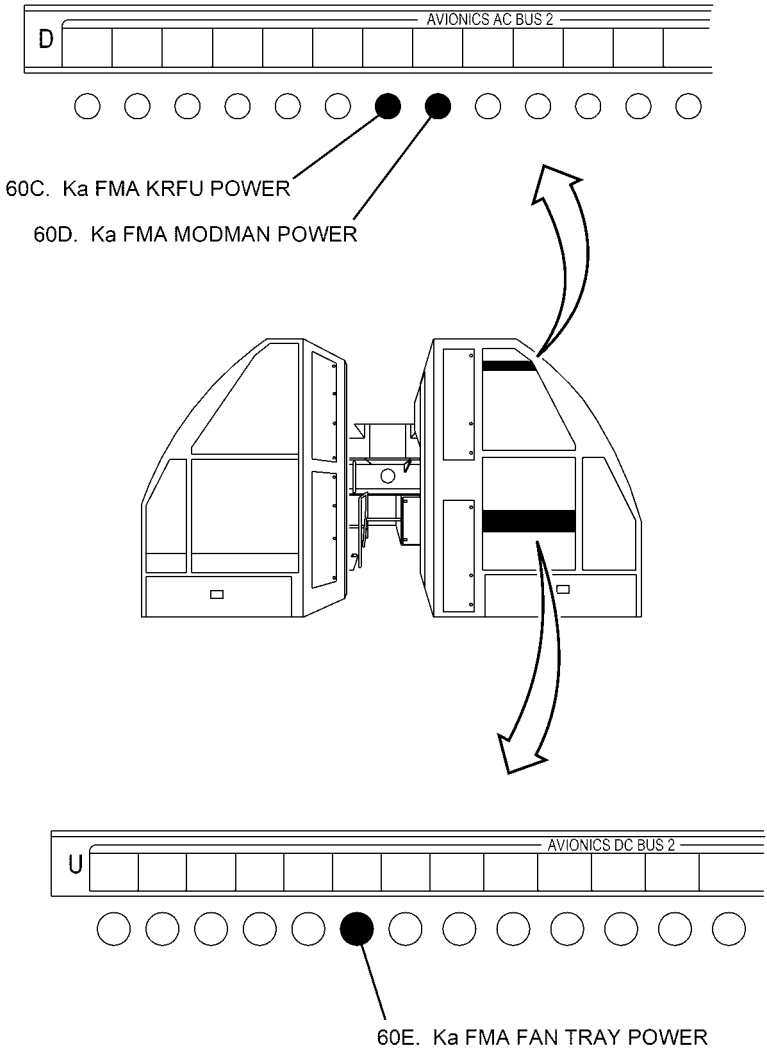
NOTE

- Ensure an information statement is entered in the AFTO Form/IMT 781A that the Ka FMA circuit breakers are opened and collared to disable the system for non-Ka FMA operational missions.
- The Ka FMA KRFU POWER, Ka FMA MODMAN POWER and Ka FMA FAN TRAY POWER circuit breakers will remain open and collared for deactivation of the system when not in use. When the reactivation of the system is required, refer to TO 1300i-2-23GS-00-1-1.
- Steps 60C, 60D and 60E are only applicable to Ka FMA equipped aircraft.

60C. (A) Remove warning tag from **Ka FMA KRFU POWER** circuit breaker on EPC, row **D**, column **46**, and install circuit breaker collar.

60D. (A) Remove warning tag from **Ka FMA MODMAN POWER** circuit breaker on EPC, row **D**, column **47**, and install circuit breaker collar.

60E. (A) Remove warning tag from **Ka FMA FAN TRAY POWER** circuit breaker on EPC, row **U**, column **45**, and install circuit breaker collar.



ICN-88277-G1051167-001-01

61. (A) Remove warning tag and close **HF 2** circuit breaker on EPC, row **B**, column **34**.

62. (A) Remove warning tag and close **HF 1** circuit breaker on EPC, row **B**, column **44**.