B757 MANUAL SUPPLEMENT - ATP 3510
SECTION 1 CHAPTER 10
CONTROL PAGE - ISSUE 3

A. File the attached Temporary Revision/Alerts in the Manual Supplement in ATA Chapter/Section/Subject/Page sequence

B. File this Control Page in front of the Chapter TRs/Alerts.

C. The following list shows active TRs/Alerts together with TRs/Alerts added by this control page.

Chapter Section Subject	Page	TR/Alert No.
10-11-01	201	Alert 10-509

D. Remove and Destroy the following TRs/Alerts:

10-11-01	201-213	Boe 10-8
10-11-02	Cover Pg 1	Boe 10-40

* Indicates TRs/Alerts issued with this control page

757 MAINTENANCE MANUAL

ALERT No. 10-509

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

G Litchfield For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 10-11-01 Page 201

REASON FOR REVISION

1. This Alert is intended to increase awareness of the possible consequences of not removing protective covers from pitot probes or static ports prior to flight and increase awareness that air data ports are covered by introducing a warning label.

2. To communicate CAA Requirement Detailed in Airworthiness Notice No. 12, Appendix 57, Issue 1.

ACTION

The primary cause of a recent accident where another operators aircraft crashed into the Pacific Ocean was loss of air data sensing, due to blockage of the aircraft's static ports. The ports had been covered with adhesive tape during the aircraft's previous maintenance input, but the tape had inadvertently not been removed prior to service. This accident reaffirmed that it is imperative that aircraft are not returned to service with their pitot or static ports covered. The following warning note applies whenever pitot or static probes or ports are covered during any form of maintenance activity.

WARNING: WHEN PITOT PROBES/ STATIC PORTS ARE COVERED ENSURE THAT THIS CONDITION IS VISIBLE FROM THE GROUND. IN ADDITION, ATTACH A LABEL TO THE LEFT CONTROL WHEEL AS A REMINDER THAT THE PITOT PROBES/ STATIC PORTS ARE COVERED. FAILURE TO REMOVE THESE COVERINGS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED AND ALTITUDE SENSOR OUTPUTS WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

As stated in the above warning note, a red paper label, part number 2000S, must be attached to the left control wheel whenever pitot or static ports are covered. Write on the label PITOT PROBES COVERED and/or STATIC PORTS COVERED as applicable.

ALERT. 10-509 (Cont'd)

Airworthiness Notice 12 , Appendix 57, issue 1, refers to a serious incident where half of an aircraft's primary reference flight instruments were lost during take off. The reason for the malfunction was that 2 of the 4 pitot head blanking covers had not been removed before flight.

The pre-departure check carried out before the aircraft was returned to service occurred at night when it was raining. Two pitot head covers were missed during the check and not removed. It is very probable that weather and darkness contributed to the incident.

Reliance on warning or attention getting flags attached to blanks or covers is not by itself sufficient to ensure the covers are identified and removed before flight, particularly in darkness or adverse weather conditions.

To comply with the requirements of Notice 12 Appendix 57, issue 1, whenever pitot or static ports are covered there must be a clear unambiguous entry in the Technical Log saying that the aircraft's pitot and/or static ports are covered and the aircraft is no longer airworthy as a result of the installation.

GPA Group plc

PAGE	DATE	CODE
CHAPTER 10 TAB		
PARKING AND MOORING		
EFFECTIVE PAGES SEE LAST PAGE OF LIST FOR NUMBER OF PAGES		
10-CONTENTS		
1	SEP 28/02	GUI
2	BLANK	
10-11-01		
201	JAN 28/03	01
202	SEP 28/06	05
203	SEP 28/04	03
204	MAY 28/06	06
205	SEP 28/06	04
206	SEP 28/02	03
207	MAY 28/99	01
208	MAY 28/00	01
209	MAY 20/98	02
210	MAY 20/98	04
211	JAN 28/03	01
212	MAY 20/98	02
213	MAY 20/98	04
214	MAY 28/00	02
215	MAY 28/99	01
216	BLANK	
10-11-02		
201	SEP 28/07	01
202	MAY 20/08	02
203	MAY 20/08	02
204	JAN 20/08	02
205	JAN 20/08	03
206	SEP 28/06	01
207	SEP 28/06	01
208	SEP 28/05	01
209	SEP 28/05	01
210	SEP 28/05	01
211	SEP 28/05	01
R 212	JAN 20/09	01.101
R 213	JAN 20/09	01.101
214	SEP 28/07	01
215	SEP 28/06	01
216	SEP 28/07	01
217	SEP 28/06	01
218	SEP 28/06	01
219	MAY 28/07	01
220	MAY 28/07	01
221	SEP 28/04	03
222	MAR 20/97	03
223	SEP 28/05	03
224	SEP 28/05	02
225	SEP 28/05	02
226	SEP 28/05	01

PAGE	DATE	CODE
10-11-02		CONT.
227	MAY 28/06	02
228	SEP 28/05	02
229	SEP 28/07	06
230	MAR 20/97	02
231	SEP 28/05	02
232	SEP 28/07	02
233	SEP 28/05	02
234	SEP 28/05	02
235	JUN 20/97	02
236	SEP 28/05	02
237	SEP 28/05	02
238	MAY 20/08	02
239	MAY 28/07	02
240	MAY 28/07	02
241	MAY 28/07	02
242	SEP 28/05	02
243	MAY 28/07	02
244	SEP 28/05	02
245	SEP 28/05	01
246	SEP 28/05	02
247	SEP 28/07	02
248	SEP 28/05	02
249	SEP 28/05	03
250	MAY 28/06	02
251	MAY 28/07	04
252	MAY 28/07	02
253	MAY 20/08	01
254	MAY 28/06	02
10-11-03		
201	MAY 28/01	02
202	MAY 20/08	01
203	MAY 20/08	01
204	MAY 20/08	01
205	MAY 20/08	01
206	MAY 20/08	01
207	MAY 20/08	01
208	MAY 20/08	01
209	MAY 20/08	01
210	BLANK	
10-11-04		
201	MAY 28/03	01
202	BLANK	

PAGE	DATE	CODE

CHAPTER 10 - PARKING, MOORING, STORAGE & RETURN TO SERVICE

TABLE OF CONTENTS

NORMAL PARKING - MAINTENANCE PRACTICES

1. General

A. Normal Parking procedures for a short time are included in this section. The procedures for Prolonged Parking are found in 10-11-02. The procedures for Parking in High Winds are found in 10-11-03. The procedures for Parking With Engines Removed are found in 10-11-04. For special procedures to park the airplane for engine operation see 71-00-00/201.

B. A static ground on the airplane is not necessary when the airplane is parked or is serviced during the turnaround operation (AMM 20-41-00/201).

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

(1) A static ground on the airplane is not necessary when you pressure fuel the airplane.
  (a) An electrical bond between the airplane and the refuel vehicle is recommended.
(2) A static ground of the airplane when you fuel over the wing is recommended.
(3) Do a static ground of the airplane when you do maintenance procedures.
(4) Static ground the airplane when you use devices such as those that follow:
  (a) power tools
  (b) lights
  (c) electrical cords
  (d) instruments powered from external cords.

C. In cold weather it is necessary to drain the fuel tank sumps prior to refueling to remove water from the fuel tanks if the airplane has been idle for more than 45 minutes prior to refueling. Drain the fuel tank sumps again after refueling if the airplane has been idle for 2 hours or more after refueling, prior to departure. In cold weather water can freeze, and not let the drain valves open.

D. Keep a distance of not less than 25 feet between the airplanes when they are parked. This is to give sufficient clearances to turn an airplane and to give it protection from an airplane's jet blast.

E. Keep a distance of not less than 50 feet between an APU exhaust port and a wingtip fuel vent of an adjacent airplane.

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

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

TASK 10-11-01-582-001

2. Park the Airplane (Normal Parking)

A. General

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

B. Equipment

(1) Wheel Chocks

(a) PF10-010 Chocks - wheel, hi-density rubber (recommended)
06714 PF Industries INC.
11200 Kirkland Way
Kirkland, WA 98033

(b) W88 Chocks-Wheel, rubber 7"W X 5.5"H X 24"L, Weight: 24 lbs. (Alternative)
9L752 Scientific Developments INC.
175 S Danebo
PO Box 2522
Eugene, OR 97402

(2) Tow Lever Lockpin - A09003-1

(3) Plug - Exhaust, RB211-535E4- LJ16357 (Rolls Royce)

(4) Plug Assembly - Engine Inlet, RB211-535E4 - LJ34924 (Rolls Royce)

(5) Protective Cover, Pitot Probe - KPC3-480-325

(6) Protective Cover, Ice Detection Probe - 0061BN1 (Rosemount Inc.) if ice detection probe is installed.

(7) Protective Cover, Angle of Attack Sensor - R/C-AOAC-2 (Sesame Technologies)

(8) Protective Cover, Total Air Temperature Probe - FTC102 (Sesame Technologies)

(9) Installation and Removal Pole, Protective Covers - A10002-1

C. Consumable Materials

(1) B00316 Solvent - Aliphatic Naphtha, TT-N-95, Type I

(2) G02443 Orange barricade tape, 3 inches wide, 4 mils thick, non-adhesive, with "REMOVE BEFORE FLIGHT" printed on it in black letters.

(3) GO2219 3M Scotch Brand No. 471 vinyl adhesive tape (1.5 inches wide) bright yellow color.
(4) GO2444 Red paper tag (3 inches wide, 6 inches long) with attaching wire that has "STATIC PORTS COVERED" printed on it in black letters - P/N 2000S.
(5) GO2447 Red paper tag (3 inches long, 6 inches wide) with attaching wire that has "PITOT PROBES COVERED" printed on it in black letters - P/N 1000P.

D. References
(1) AMM 09-11-00/201, Towing
(2) AMM 12-33-01/301, Cold Weather Maintenance
(3) AMM 20-41-00/201, Static Grounding
(4) AMM 27-11-00, Ailerons
(5) AMM 27-21-00, Rudder Trim and Rudder Trim Control System
(6) AMM 27-41-00, Horizontal Stabilizer
(7) AMM 27-51-00, Trailing Edge Flaps
(8) AMM 29-11-00/201, Main (Left, Right, and Center) Hydraulic Systems
(9) AMM 32-00-20/201, Landing Gear Downlocks
(10) AMM 32-44-00/001, Parking Brake System

E. Procedure

S 582-002
(1) Tow or taxi the airplane into a position that is specified to park an airplane (AMM 09-11-00/201).
(a) Make sure you move the airplane not less than 12 feet in a straight line before it is parked.

NOTE: This procedure will make sure that the torsional loads (side load pressures) applied to the landing gear, and tires, are released before it is parked.

S 582-003
(2) When you park the airplane in an area that has ice, or frozen snow, do one of the steps that follow:
(a) Put a mat below the tires during a freeze condition or the tires will freeze to the ground.
(b) Put a layer of coarse sand below the tires during a freeze condition or the tires will freeze to the ground.
(c) Put some other applicable material below the tires during a freeze condition or the tires will freeze to the ground.

S 492-004
(3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

S 492-005
(4) Put an electrical ground on the airplane (AMM 20-41-00/201).

S 582-006
(5) When you think very high winds will come, refer to 10-11-03.

S 232-007
(6) For cold weather maintenance, refer to (AMM 12-33-01/301).

S 862-008
(7) To apply the parking brake, refer to AMM 32-44-00/001.

S 492-039

WARNING: MAKE SURE WHEEL CHOCKS ARE PROPERLY SET. IF WHEEL CHOCKS ARE NOT PROPERLY SET, THE PARKING BRAKE CAN BLEED DOWN OR BE INADVERTANTLY RELEASED. IF THE PARKING BRAKES RELEASES AND THE CHOCKS ARE NOT PROPERLY SET, THE AIRPLANE CAN MOVE WITHOUT WARNING. IF THE AIRPLANE MOVES INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(8) Put wheel chocks in front, and behind not less than one tandem pair of wheels (the inboard or outboard pair) of the two trucks of the main landing gear. Place wheel chocks about 3 inches away from the tires.

S 042-011
(9) Turn the battery switch to OFF when the battery is not necessary.

S 862-012
(10) Put the aileron trim controls to zero degrees, as shown on the indicator (Ref 27-11-00).

S 862-013
(11) Put the rudder trim controls to zero degrees, as shown on the indicator (Ref 27-21-00).

S 862-014

CAUTION: PUT THE STABILIZER TO 4 UNITS, AS SHOWN ON THE INDICATOR. IF YOU DO NOT PUT THE STABILIZER TO 4 UNITS, ICE CAN COLLECT. THIS CAN CAUSE DAMAGE TO THE BODY SEALS AND TO THE SKIN.

(12) Put the horizontal stabilizer to 4 units, as shown on the indicator (neutral) (AMM 27-41-00).

S 862-015
(13) Put the trailing edge flaps to the full up position (Ref 27-51-00).

S 492-016
(14) Install the protective covers and plugs to the engines.

S 842-040

WARNING: INSTALL PITOT PROBE COVERS AND STATIC PORT COVERS WHEN YOU PARK FOR MORE THAN A STANDARD TURNAROUND. ALSO, INSTALL COVERS WHEN INSECT ACTIVITY, DUST STORMS, OR VOLCANIC ASH INCREASE THE RISK OF PITOT PROBE AND STATIC PORT CONTAMINATION. IF A PITOT PROBE OR STATIC PORT IS BLOCKED, IT CAN CAUSE LARGE ERRORS IN AIRSPEED- AND ALTIUDE-SENSING SIGNALS. THIS IS DANGEROUS DURING FLIGHT.

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

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

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

(15) Put the covers on the pitot probes (see Fig. 201 for locations of the pitot probes).

S 842-024
(16) Attach a red paper tag that has "PITOT PROBES COVERED" printed on it in black letters, to the top of the left control wheel in the flight deck.

S 842-025

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

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

(17) Use 3M No. 471 yellow vinyl adhesive tape and orange barricade tape that has "REMOVE BEFORE FLIGHT" printed on it in black letters to cover the static ports in the following manner (see Fig. 201 for the locations of the static ports).

S 842-030

(18) For the alternate static ports and the elevator feel static ports use the following static port cover procedure (see Fig. 202 Sheets 1 and 2 for illustrations of the static port cover placement procedure).

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

(a) Clean the area around each static port with aliphatic naphtha or equivalent, and a clean dry rag where you will put the 3M No. 471 yellow vinyl adhesive tape (see Fig. 202 Sheet 1).

(b) Place one end of approximately a 4-foot piece of the orange barricade tape over the holes of the static port and secure the upper edge with 5 inches of 3M No. 471 yellow vinyl adhesive tape (see Fig. 202 Sheet 1, Steps 1 and 2).

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

1) Do not put vinyl adhesive tape over the holes of the static ports.

(c) Put a 5-inch piece of 3M No. 471 vinyl adhesive tape on each vertical edge of the barricade tape overlapping the first strip of adhesive tape (see Fig. 202 Sheet 1, Step 3).

(d) Put an 8-inch piece of 3M No. 471 vinyl adhesive tape horizontally over the barricade tape below the static port holes, overlapping the two vertical strips of adhesive tape (see Fig. 202 Sheet 1, Step 4)

(e) Carefully grasp the free section of the barricade tape and fold it back up against the surface of the airplane. Place an 8-inch strip of the No. 471 vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first 8-inch strip of No. 471 vinyl adhesive tape (see Fig. 202 Sheet 2, Steps 5 and 6).

(f) Allowing the barricade tape to stream down, place an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape half way down the length of the barricade tape (see Fig. 202 Sheet 2, Step 7).

(g) Place an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape (see Fig. 202 Sheet 2, Step 8).

S 842-032

(19) For the primary static ports use the following static port cover procedure (see Fig. 203 Sheets 1 and 2 for illustrations of the static port cover placement procedure for the primary static ports).

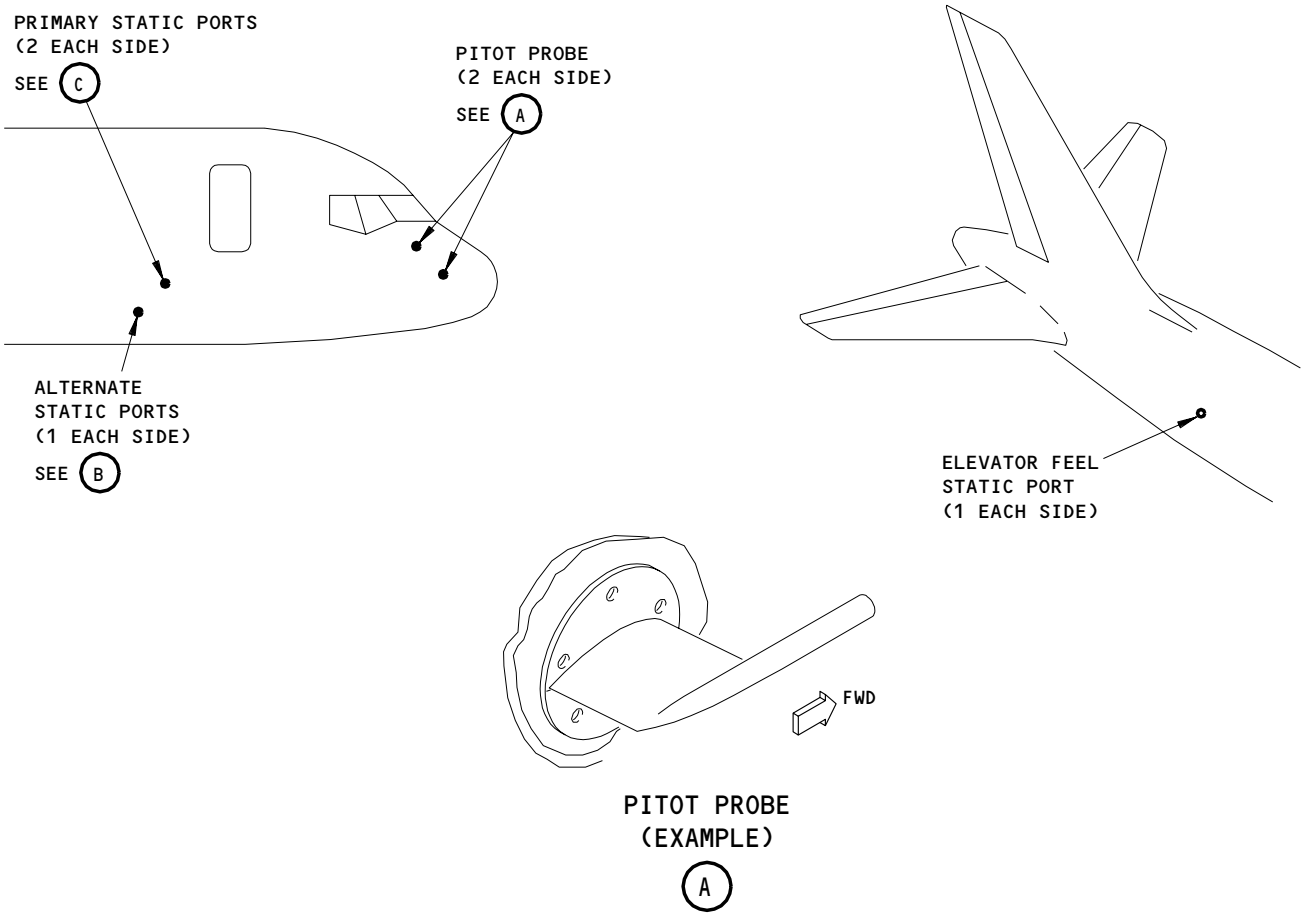
WARNING: DO NOT PLACE 3M NO. 471 YELLOW VINYL ADHESIVE TAPE OVER THE HOLES OF THE STATIC PORTS.

(a) Clean the area around each primary static port with aliphatic naphtha or equivalent, and a clean dry rag where you will put the 3M No. 471 yellow vinyl adhesive tape (see Fig. 203 Sheet 1).

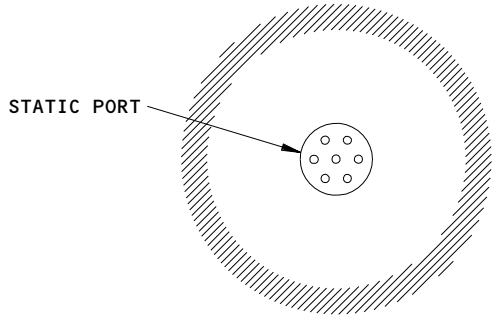
(b) Place one end of a 3-foot piece of the orange barricade tape over the holes of the upper primary static port and secure the upper edge with 5 inches of 3M No. 471 yellow vinyl adhesive tape (see Fig. 203 Sheet 1, Steps 1 and 2).

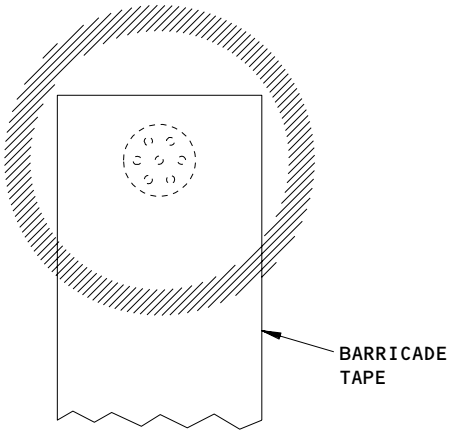
NOTE: Smooth the 3M No. 471 yellow vinyl adhesive tape on the airplane surface to make sure the bond is satisfactory.

1) Do not put vinyl adhesive tape over the holes of the static ports.



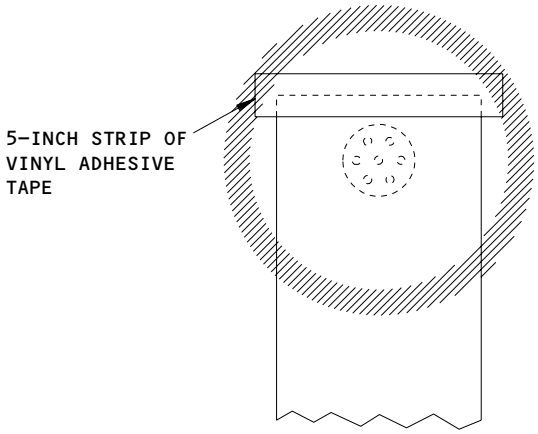
Pitot-Static System - Component Location
Figure 201





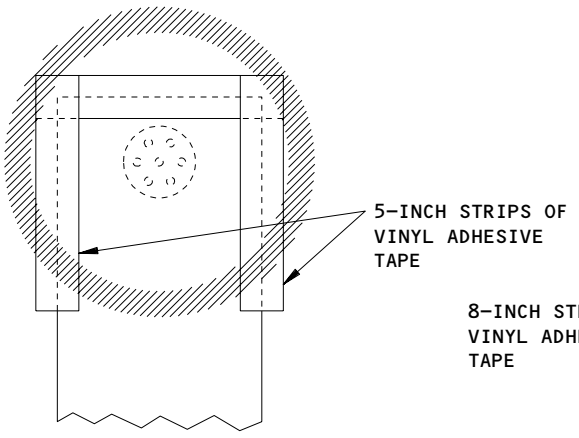
STEP 1

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



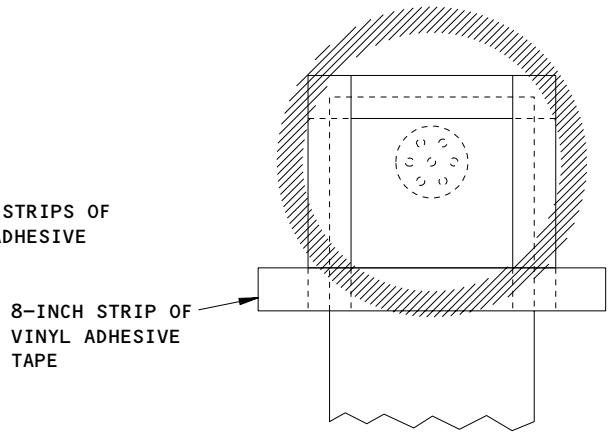
STEP 2

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



STEP 3

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

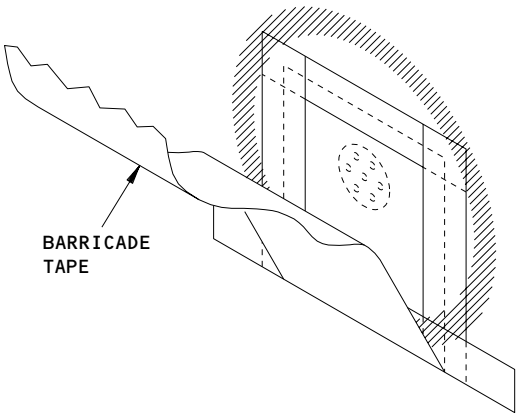


STEP 4

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

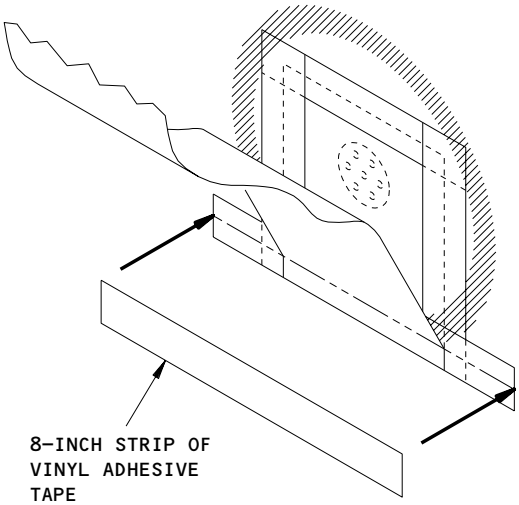
Alternate and Elevator Feel Static Port Covers Procedure
Figure 202 (Sheet 1)

H23753



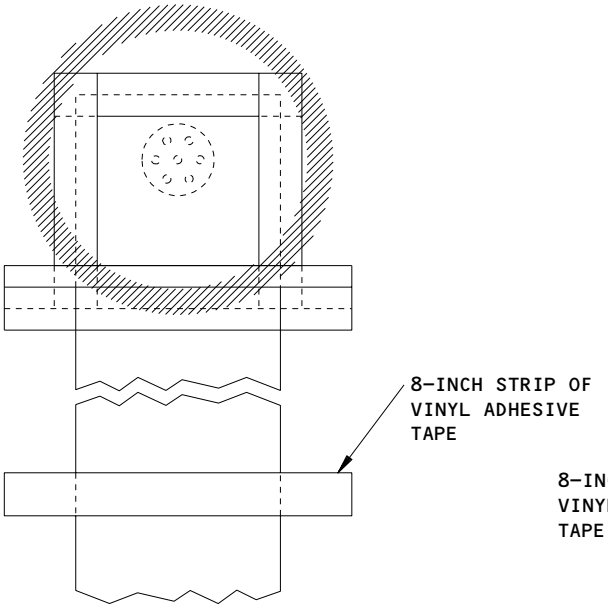
STEP 5

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



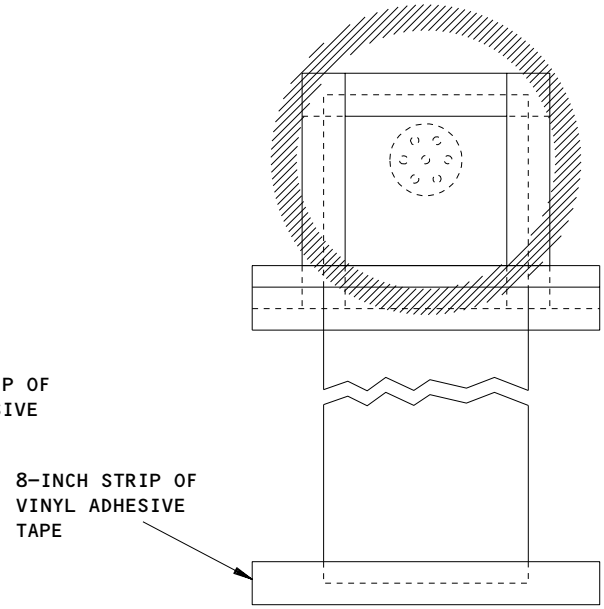
STEP 6

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



STEP 7

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



STEP 8

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

Alternate and Elevator Feel Static Ports Cover Procedure
Figure 202 (Sheet 2)

(c) Put an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape on each vertical edge of the barricade tape overlapping the first strip of adhesive tape (see Fig. 203 Sheet 1, Step 3).
(d) Put an 8-inch strip of 3M No. 471 vinyl adhesive tape horizontally over the barricade tape below the lower static port holes, overlapping the two vertical strips of adhesive tape (see Fig. 203 Sheet 1, Step 4).
(e) Carefully grasp the free section of the barricade tape and fold it back up against the surface of the airplane. Place an 8-inch strip of 3M No. 471 vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first horizontal strip of 8-inch 3M No. 471 vinyl adhesive tape (see Fig. 203 Sheet 2, Steps 5 and 6).
(f) Allowing the baricade tape to stream down, place an 8-inch strip of 3M No. 471 yellow vinyl adhesive tape horizontally over the barricade tape half way down the length of the barricade tape (see Fig. 203 Sheet 2, Step 7).
(g) Place an 8-inch strip of the 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape (see Fig. 203 Sheet 2, Step 8).

S 842-031

(20) Attach a red paper tag that has "STATIC PORTS COVERED" printed on it in black letters, to the left control wheel in the flight deck with wire.

S 492-021

(21) Place the cover on the angle of attack sensor.

S 492-034

(22) Place a cover on the ice detector probe if installed

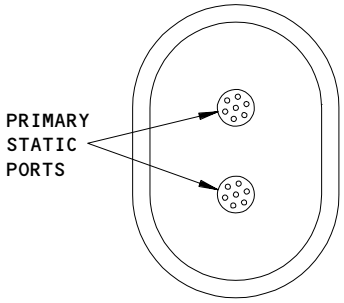
S 492-036

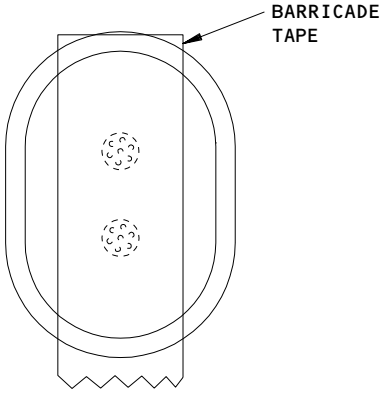
(23) Place a cover on the total air temperature (TAT) probe.

S 582-018

(24) Make sure that the airplane center of gravity is forward of 59.8% MAC.

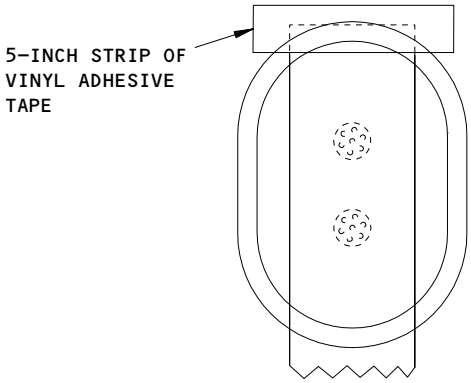
F. Put the Airplane Back In Its Usual Condition for Return to Service





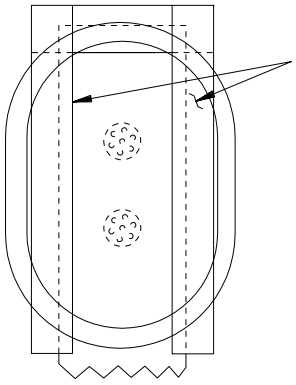
STEP 1

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



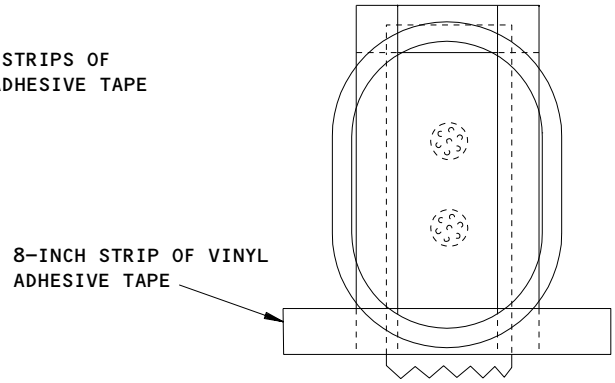
STEP 2

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



STEP 3

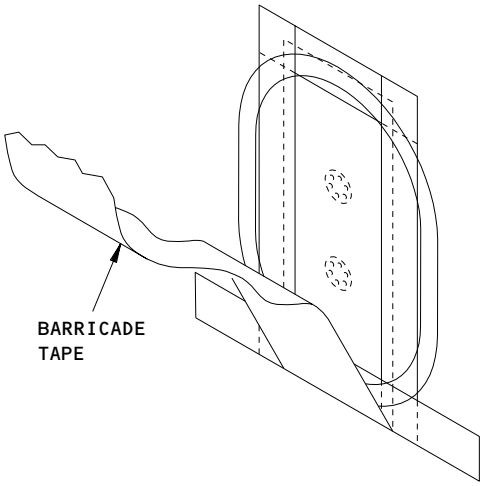
PUT TWO STRIPS OF VINYL ADHESIVE TAPE, EACH A MINIMUM OF 8 INCHES IN LENGTH, OVER THE SIDES OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE



STEP 4

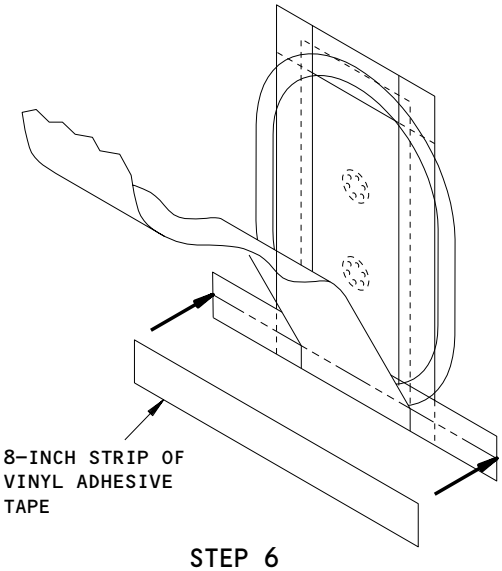
PUT AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BARRICADE TAPE BELOW THE STATIC PORT HOLES, OVERLAPPING THE TWO VERTICAL STRIPS

Primary Static Ports Cover Procedure
Figure 203 (Sheet 1)



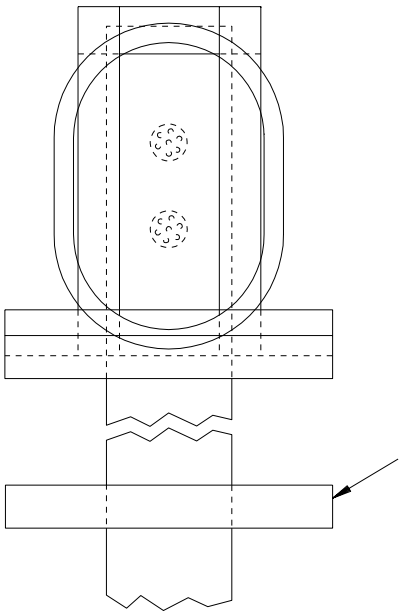
STEP 5

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



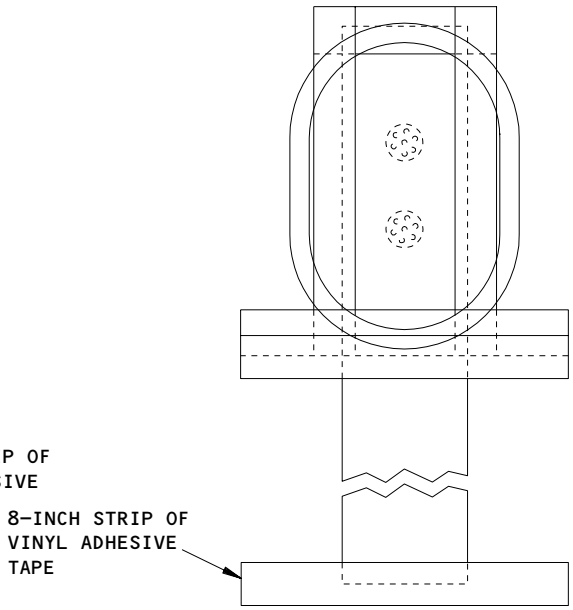
STEP 6

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



STEP 7

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



STEP 8

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

Primary Static Ports Cover Procedure
Figure 203 (Sheet 2)

S 842-028

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

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

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

(1) Remove the covers from the following components:
    (a) Pitot probes
    (b) Engine inlet, fan exhaust, and turbine exhaust
    (c) Angle of attack sensor
    (d) If an ice detector probe is installed, remove the cover on the ice detector probe.
    (e) Total air temperature (TAT) probe

S 842-029

(2) Remove the "PITOT PROBES COVERED" tag from the left control in the flight deck.

S 842-027

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

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

(3) Remove all barricade tape and vinyl adhesive tape from the static ports.
    (a) Inspect each static port and if necessary use naphtha or equivalent to remove all tape residue, dirt and other contaminants around the port.

S 842-026

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

PROLONGED PARKING - MAINTENANCE PRACTICES

1. General
   A. When an airplane is not operated for 7 days or more, the airplane must be protected. The procedures that follow will help prevent deterioration of the airplane structure, finish, or system components. There are different procedures to prepare some systems for storage. These procedures are calculated by the length of time the airplane is in storage. The storage times are as follows:
      (1) Short Term Storage - Applies to times that are 0-60 days unless specified differently.
      (2) Long Term Storage - Applies to times that are more than 60 days unless specified differently.
   B. The procedures necessary for the protection of a parked airplane are given in this section. These procedures are the task named "Airplane Storage Procedures".
   C. The procedures necessary to put the airplane back to a serviceable condition are also found in this section. These procedures are the task named "Put the Airplane Back to a Serviceable Condition After Storage".
   D. Use the applicable procedure for the length of time, and conditions that you park the airplane:
      (1) Normal parking procedures for less than 7 days (AMM 10-11-01/201)
      (2) Parking in high winds (AMM 10-11-03/201)
      (3) Parking with the engines removed (AMM 10-11-04/201
      (4) Special procedures to park the airplane for engine operation (AMM 71-00-00/201)

TASK 10-11-02-622-001

2. Airplane Storage Procedures
   A. Consumable Materials
      (1) C00174 Corrosion Preventive Compound - MIL-C-16173, Grade 2
      (2) G00087 Insulation Covering - BMS 8-142, Type 1, Class 3
          Alternates: Type I, Class 4 or Type 2, Class 3
      (3) D00633 Grease - BMS 3-33 (preferred)
          D00015 Grease - BMS 3-24 (alternative)
      (4) D00012 Grease - Aeroshell No. 5
      (5) G00009 Corrosion Preventive Compound - BMS 3-23, Type II
      (6) D00057 Grease - MIL-G-3545

(7) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
(8) D00126 Grease - MIL-G-25013
(9) D00148 Hydraulic Fluid Assembly Lubricant - BMS 3-11
(10) D00054 Hydraulic Assembly Lubricant - MCS-352B
(11) Biocide - Use one of these fuel additives:

NOTE: The two fuel additives noted below, are certified by the airframe and engine manufacturers. They may not have been approved in some geographic areas. Local regulatory agencies should be consulted with respect to approval status.

(a) G00452 - Biobor JF, Biocide
(b) G02347 - Kathon FP 1.5 Biocide,
Rohm and Hass Company
Pennsylvania, USA (215) 592-3000
Distributor for KathonFP 1.5,
Fuel Quality Services, Inc.
Georgia, USA
(770) 967-9790
(770) 967-9982 (Fax number)##

(12) D00071 Oil, Lubricating - MIL-L-7808
(13) D00068 Oil, Lubricating - MIL-L-23699
(14) C00000 Protective Coating - Ardrox 306-N (alkaline removable)
(15) G50267 Remover - Ardrox 7050M (water base)
(16) G00119 Tape - Aluminum Foil
(17) G02219 Tape - 3M No. 471 or Permacel SVP 224
(18) G02444 Red paper tag (3 inches wide, 6 inches long) with attaching wire that has "STATIC PORTS COVERED" printed on it in black letters - P/N 2000S.
(19) G02447 Red paper tag (3 inches wide, 6 inches long) with attaching wire that has "PITOT PROBES COVERED" printed on it in black letters - P/N 1000P.

B. References

(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 07-11-03/201, Jacking Airplane Axle
(3) AMM 09-11-00/201, Towing
(4) AMM 10-11-01/201, Normal Parking
(5) AMM 10-11-03/201, Parking in High Winds
(6) AMM 12-11-01/301, Fuel Tank Pressure Fueling
(7) AMM 12-11-02/301, Fuel Tank Overwing Fueling
(8) AMM 12-12-01/301, Hydraulic Systems - Servicing
(9) AMM 12-14-01/301, Potable Water System
(10) AMM 12-15-01/301, Main Gear Shock Strut
(11) AMM 12-15-02/301, Nose Gear Shock Strut
(12) AMM 12-15-03/301, Landing Gear Tires
(13) AMM 12-15-04/301, Parking Brake Accumulator
(14) AMM 12-15-08/301, Oxygen - Servicing
(15) AMM 12-16-01/301, Rain Repellant Container
(16) AMM 12-17-01/301, Waste Tank
(17) AMM 12-21-00/301, Airplane Servicing (Lubrication)
(18) AMM 12-21-06/301, Rudder and Rudder Trim Control System
(19) AMM 12-21-07/301, Aileron and Aileron Trim Control Sytem
(20) AMM 12-21-08/301, Leading Edge Flap System
(21) AMM 12-21-09/301, Trailing Edge Flap System
(22) AMM 12-21-10/301, Spoiler/Speedbrake Control System
(23) AMM 12-21-12/301, Nose Gear and Actuating Mechanisms
(24) AMM 12-21-13/301, Nose Gear Doors and Operating Mechanism
(25) AMM 12-21-14/301, Main Gear and Actuating Mechanism
(26) AMM 12-21-15/301, Main Gear Doors and Operating Mechanism
(27) AMM 12-21-18/301, No. 1, 2, and 4 Passenger Door L and R.
(28) AMM 12-21-21/301, No. 3 Emergency Exit
(29) AMM 12-21-22/301, No. 1 and No. 2 Cargo Door
(30) AMM 12-21-24/301, No. 3 Cargo Door
(31) AMM 12-21-31/301, Control Cables
(32) AMM 12-25-01/301, Airplane Servicing (Washing and Cleaning)
(33) AMM 20-10-03/401, Control Cables
(34) AMM 20-10-21/401, Bonding Jumpers and Ground Leads
(35) AMM 20-20-02/601, Control Cables
(36) AMM 20-30-04/201, Specifications and Materials
(37) AMM 21-00-00/201, Air Conditioning
(38) AMM 21-51-04/401, Water Extractor
(39) AMM 24-31-01/401, Main Battery
(40) AMM 24-31-03/401, APU Battery
(41) AMM 24-31-04/401, APU Battery Charger
(42) AMM 26-10-00/601, Fire Protection
(43) AMM 26-21-00/501, Engine Fire Extinguishing
(44) AMM 26-22-00/501, APU Fire Extinguishing
(45) AMM 26-23-00/501, Cargo Compartment Fire Extinguishing
(46) AMM 27-00-01/201, Flight Control Systems
(47) AMM 27-11-00/501, Aileron and Aileron Trim Control Unit

(48) AMM 27-18-00/501, Aileron Position Indicating System
(49) AMM 27-21-00/501, Rudder and Rudder Trim Control System
(50) AMM 27-23-00/501, Rudder and Elevator Shutoff Valves
(51) AMM 27-28-00/501, Rudder Position Indicating System
(52) AMM 27-32-00/501, Elevator Control System
(53) AMM 27-38-00/501, Elevator Position Indicating System
(54) AMM 27-41-00/501, Horizontal Stabilizer Trim Control System
(55) AMM 27-48-00/501, Stabilizer Trim Position Indicating System
(56) AMM 27-51-00/501, Trailing Edge Flap System
(57) AMM 27-58-00/501, TE Flap Position Indicating System
(58) AMM 27-61-00/501, Spoiler/Speedbrake Control System
(59) AMM 27-62-00/501, Auto-Speedbrake Control System
(60) AMM 27-81-00/501, Leading Edge Slat System
(61) AMM 27-88-00/501, Leading Edge Slat Position Indicating System
(62) AMM 28-21-00/501, Pressure Fueling System
(63) AMM 28-22-07/601, Fuel Lines and Fittings
(64) AMM 28-26-00/201, Defueling
(65) AMM 29-00-00/601, Hydraulic Power
(66) AMM 29-11-00/201, Main Hydraulic System
(67) AMM 29-11-00/601, Main (Left, Right, and Center) Hydraulic Systems
(68) AMM 29-11-15/401, System L and R Return Filter Module
(69) AMM 29-11-17/401, System L and R EDP Pressure/Case Drain Filter Module
(70) AMM 29-11-18/401, System L and R ACMP Pressure/Case Drain Filter Module
(71) AMM 29-11-19/401, System C ACMP Pressure/Case Drain Filter Module
(72) AMM 29-21-00/501, Ram Air Turbine (RAT) System
(73) AMM 29-22-00/501, Power Transfer Unit System
(74) AMM 29-31-00/501, Hydraulic Pressure Indicating System
(75) AMM 29-32-00/501, Hydraulic Fluid Temperature Indicating System
(76) AMM 29-33-00/501, Hydraulic Fluid Quantity Indicating System
(77) AMM 29-35-00/501, Hydraulic Reservoir Pressure Indication System
(78) AMM 30-31-00/501, Pitot Static Probe Anti-icing
(79) AMM 30-42-03/401, Windshield Wiper System
(80) AMM 30-43-00/201, Windshield Rain Repellant System
(81) AMM 32-00-15/201, Landing Gear Door Ground Operations and Locking Procedures
(82) AMM 32-00-20/201, Landing Gear Downlocks
(83) AMM 32-12-00/501, Main Gear Door
(84) FIM 32-20-00/101, Nose Landing Gear and Doors
(85) AMM 32-21-09/401, Nose Gear Torsion Links
(86) AMM 33-51-07/201, Emergency Light Batteries
(87) AMM 34-11-00/501, Pitot Static System
(88) AMM 35-11-00/201, Crew Oxygen System
(89) AMM 35-11-51/401, Crew Oxygen Mask/Stowage Box
(90) AMM 38-32-00/501, Toilet System
(91) AMM 49-11-00/201, Auxiliary Power Units
(92) AMM 52-11-30/601, Emergency Power Reservoir
(93) AMM 71-00-00/201, Power Plant

C. Procedure

S 552-086

(1) Use the applicable procedure for the length of time, and conditions that you park the airplane:
   (a) Normal parking procedures for less than 7 days (AMM 10-11-01/201)
   (b) Parking in high winds (AMM 10-11-03/201)
   (c) Parking with the engines removed (AMM 10-11-04/201
   (d) Special procedures to park the airplane for engine operation (AMM 71-00-00/201)

S 862-082

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

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

(2) The procedure for attaching static port covers to the airplane and the locations of the static ports and pitot probes are given in Normal Parking - Maintenance Practices (AMM 10-11-01/201).

S 552-073

(3) Use the tables that follow to store the airplane.

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
EXTERNAL SURFACE PROTECTION								
Inspection Criteria								
1. Remove the dirt and contamination you can see on the surfaces that are not painted. The maximum time recommended between the contamination and the cleaning is 24 hours (AMM 12-25-01/301). NOTE: When the airplane skin becomes discolored, or stained, or the blending of adjacent surfaces for appearance is necessary, refer to the operators standard procedures.								X
Short Term								
1. Wash the airplane at each 7- to 14-day cycle (AMM 12-25-01/301).		X	X					
2. Apply wax to the areas that are not painted at each 28-day cycle. Do this after the complete airplane has been washed (AMM 12-25-01/301).				X				
3. Apply a temporary layer of Protective Coating to all metal that is not painted. Do not include the engine tail cones or other components that operate at high temperatures (the paint would burn off). Apply a layer of Protective Coating as follows:	X							
A. Procedure								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
(1) Apply with a spray gun (air or airless) to get a uniform dry film thickness of 1.5 ±0.5 mils. The applied layer must be smooth, transparent, and continuous.								
B. Cure								
(1) Before you touch - let the Protective Coating cure at room temperature for 20 minutes (minimum).								
(2) Before you stack - let the Protective Coating cure at room temperature for 4 hours (minimum).								
4. Each 180-day cycle, remove the Protective Coating and apply it again.							X	

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
Long Term								
1. Apply the Protective Coating to all metal that is not painted. Follow the instructions in the Short Term procedures of the External Surface Protection paragraphs.	X							
2. Make an inspection of all external surfaces each 14-day cycle. Make sure the Protective Coating has not worn off.	X		X					
3. Examine all painted surfaces each 14-day cycle. Look for stains. To remove the stains, wash the airplane (AMM 12-25-01/301). NOTE: Stains are the discoloration of the finish because of the the collection of oil or other liquids. When the oil and other liquids are mixed together with dust or other particles, the airplane finish can be permanently deteriorated. The collection of rain streaked dust will not cause damage unless the dust contains corrosive industrial or chemical pollutants.	X		X					
E. Look for coating damage and/or corrosion of the substrate each 14-day cycle.	X		X					

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
4. Wash the painted surfaces each 28-day cycle (AMM 12-25-01/301) or at intervals per Corrosion Prevention Manual (CPM Part 1, 20-30-00 & 20-60-00). NOTE: For certain weather conditions the CPM can allow washing intervals of up to 90 days.	X			X				
5. Apply 3M #471, or equivalent, around all external opening doors, upper half of nose radome, and hatches on external surface of the airplane. This is to cover the open areas and cracks to keep the water out of the airplane.	X							
6. Make sure all doors and hatches are closed when they are not used.	X							X
7. Put aluminum foil tape or other reflective material (such as aluminized mylar) over the outside of the control cabin windows and windshields. Do not put material that will permit heat to build up on the windshield.	X							
8. Examine the structural drain holes each 90-day cycle (AMM 51-41-00/201). Make sure they are open.	X					X		
WING LEADING EDGE, TRAILING EDGE, AND EMPENNAGE								
1. Lubricate all flap tracks, carriages and rollers with MIL-C-16173, Grade 2. Do it again each 90-day cycle (AMM 12-21-09/301).	X					X		
2. Put a layer of MIL-C-16173, Grade 2 on all steel parts that are not painted.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
3. Lower (or open) all of the flaps (both leading and trailing edge) and the spoilers, and examine them for corrosion. When completed, put all of the flaps in the up (closed) position. Do this each 90-day cycle.	X					X		
4. Examine the structural drain holes and make sure they are open. Do this again each 90-day cycle.	X					X		
5. Before the airplane goes into storage, spray the front and rear spar cavities with corrosion preventative compound.	X							
6. Put a layer of MIL-L-7870 on the fuel pump parts that are external to the fuel tanks. Examine the fuel pump parts each 30-day cycle and apply a new layer (AMM 28-21-00/501).	X			X				
7. Make a visual spot check of the front and rear spars for corrosion. (You will have to remove some access panels in Zones 512, 524, 525, 612, 624, and 625 (AMM 06-44-00/201) which are aft of the slats, to examine the front spar.)						x		
EQUIPMENT/FURNISHINGS								
Short Term								
To give protection for a maximum of 30 days, do the procedures that follow:								
1. Put dust covers on the seats.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
2. Carpets and seats can stay in the airplane for 30 days after the storage starts. Humidity control is not necessary for short term parking. *[1]								
3. If the toilet waste systems are serviced and activated, do the step that follow:								
A. Flush each toilet.	X							
B. Drain the waste tanks (AMM 12-17-01/301).	X							
C. Put the water supply override shutoff valve to the closed position and flush the toilet twice.	X							
4. Clean as necessary all tray carriers, storage compartments waste containers, and dispenser compartments in the lavatories and galleys.	X							
5. Examine the lavatories and galleys. Look for unusual conditions and correct as necessary.	X							
6. Close the window shades and put a cover on the main entry and service door windows. Use an opaque material to prevent the fading of the seats and carpet materials because of the sun's ultraviolet rays. If the seats and carpets are removed, the window shades can be put to the up position. *[1]	X							
7. Make sure that all main entry doors are in the manual mode.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
8. Open the closet, galley, and lavatory doors. This will permit the air to flow.	X							
Long Term								
To give protection for a maximum of 2 years, do the procedures that follow:								
1. Examine the upholstery and carpets for moisture and mildew. Do this after the start of the storage and each 60-day cycle. Correct as necessary. *[1]	X				X			
2. When the seats and carpets remain in the airplane longer than 30 days, the cabin humidity must be controlled to a maximum of 70%. If the humidity cannot be controlled properly, remove the seats and carpets. Put them in a storage area where the humidity can be properly controlled. *[1]	X							
3. Disconnect and disassemble the attendant's flashlights and put them in storage.	X							
INCLEMENT WEATHER CONDITIONS								
1. When the snow on the airplane gets to a depth of 8 to 10 inches, remove the snow.								X

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
2. To make sure the airplane stays in its position when the wind is up to 65 knots, do the steps that follow (AMM 10-11-03/201):								X
A. Make sure the engines or an equivalent weight are installed on the airplane.								
B. Put the flaps to the full up position and set the control surfaces to the neutral position.								
C. Put wheel chocks in a position forward and aft of the nose and main landing gear wheels. Place wheel chocks about 3 inches away from the tires.								
D. Put two tiedown straps around the attach lugs of the lower drag strut on the nose landing gear. (AMM 10-11-03/201). NOTE: Make sure you do not damage the hydraulic lines and the electrical wires that are found in the area of the attach lugs.								
LANDING GEAR								
Short Term								
1. Put wheel chocks on all landing gear wheels. Place wheel chocks about 3 inches away from the tires.	X							
2. Release the parking brake.	X							
3. Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT. 4. Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).	x							
5. Do not deflate the shock struts of the landing gear.								
6. Lubricate all joints that have lubrication fittings, with grease (AMM 12-21-14/301)	x						x	
7. Turn the wheels one-third revolution each 14-day cycle. You can do this by one of the procedures that follow:	X		X					
A. Lift the wheels with an axle jack at the specified jack point (AMM 07-11-03/201), or								
B. Tow (move) the airplane (AMM 09-11-00/201), or								
C. Lift the airplane on jacks (AMM 07-11-01/201).								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
Wheel rotation is necessary when the airplane is stored with rejectable tires because the rotation minimizes the risk of wheel bearing fretting. NOTE: As an option, you do not have to rotate the wheels with rejectable tires when the airplane is being reactivated from storage. All of the wheel bearings and bearing inserts must be examined and replaced individually when there are signs of fretting.								
8. Do a check of the tire pressure every 14 days cycle. Make sure to keep the tire pressure at the specified level (AMM 12-15-03/301).	X		X					
9. When you think the weather will freeze for a long time, put coarse sand or a coarse fiber mat between tires and the ground surface. NOTE: This is not necessary if the airplane will not to be moved during this time, and if the tires will be discarded.								
Long Term								
Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also do the short term storage procedures.								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
CAUTION: DO NOT LET THE GREASE TOUCH THE ADJACENT AREAS. THE GREASE CAN CAUSE CONTAMINATION OF OTHER COMPONENTS. OF OTHER COMPONENTS. 1. Inflate the shock struts of the main landing gear until they are extended 6 inches. Lubricate the bare inner cylinder area that is chrome, with MIL-G-3545 grease and put the shock struts back to their specified condition (AMM 12-15-01/301).	X							
2. Inflate the shock strut of the nose landing gear until it is extended 6 inches. Lubricate the bare inner cylinder area that is chrome, with MIL-G-3545 grease and put the shock strut back to its specified condition (AMM 12-15-02/301).	X							
3. Foam clean the unpainted, cadmium plated landing gear surfaces each 60 day cycle. Then, lubricate them with grease.					X			
4. Examine the shock struts for leaks within the first 15 days of the initial storage, and examine them at 30-day cycle and repair as necessary.	X		X	X				
5. Lubricate all of the joints on the nose landing gear that have lubrication fittings with grease	X						X	
6. Lubricate all of the joints on the main landing gear that have lubrication fittings with grease	X						X	

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
7. Lubricate the wheel bearings with MIL-G-3545 grease.							X	
8. Put a cover on the tires. Use an opaque material which will keep the weather wear to a minimum.	X							
9. Do a check of the pressures of the landing gear shock struts each 90-day cycle. If you find a decrease in pressure, look for leaks and repair the shock strut as necessary.						X		
Short and Long Term								
1. Use the ground release levers and and operate the landing gear doors one time each 30-day cycle.				X				
2. On the nose landing gear, disconnect the torsion link and operate the steering actuators each 30-day cycle. Lubricate the bare surfaces of the torsion link with MIL-G-25013 grease and keep the link disconnected (AMM 32-21-09/401) (AMM 32-21-00/001).				X				
3. After the initial lubrication (when the storage started), and at each 90-day cycle, do the servicing of all the lubrication fittings (AMM 12-21-12/301).	X					X		
5. After the initial lubrication at the start of the storage and at each 90 day cycle, lubricate all control cables (AMM 12-21-31/301). Note: This does not include the cables in the body of airplane.	X					X		

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
6. Lubricate the cables in the body of the airplane one time each year after the initial lubrication (AMM 12-21-31/301).	X							yr
FUEL SYSTEM								
Short and Long Term								
The procedures that follow are for protection of the fuel system for a time up to 2 years.								
1. Fill all fuel tanks to a minimum of 600-gallon capacity, and keep the fuel at that capacity (AMM 12-11-02/301).	X							
2. After the first 24 hours, after you fuel the airplane, and once each 7-day cycle, drain all of the water. Do this through the sump drain valves from the fuel tanks and surge tanks. This will prevent corrosion because of water accumulation.	X	X						
3. After 1-year, apply BMS 3-23 Type II corrosion inhibiting compound to areas of the fuel system that are exposed to corrosion, as required.	X							yr

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
WARNING: DO NOT BREATH OR TOUCH THE BIOCIDE FUEL ADDITIVE. IF YOU BREATH THE FUMES OR TOUCH THE BIOCIDE FUEL ADDITIVE, IT COULD CAUSE INJURY OR DEATH TO PERSONNEL. CAUTION: DO NOT ADD A LARGE CONCENTRATION OF THE BIOCIDE FUEL ADDITIVE TO THE FUEL TANKS. A LARGE CONCENTRATION OF THE FUEL ADDITIVE CAN MAKE SALT DEPOSITS IN THE FUEL TANKS. 4. Put the fuel additive in the fuel tanks. Add to the fuel, 135 to 270 parts per million of Biobor JF, or 0.05% to 0.15% by volume of PFA55MB (MIL-I-17686). Mix the additive fully, in an open area away from airplane before it is fueled. This will prevent high local concentrations of biocide. NOTE: The fuel additive will prevent sealant deterioration in the fuel tanks.	X							
5. Put a screen, mesh cloth, or an equivalent material over each vent opening and cavity vent opening. Use 3M tape No. 471 or an equivalent to prevent the entry of insects into the lines. Attach red flags to the material on each opening.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
6. For long term storage, examine the material on each opening, each 6 to 8 weeks.								*
CONTROL CABIN								
Short Term								
To give protection for a maximum of 30 days, do the procedures that follow:								
1. Install the pitot probe covers (KPC3-480-325) on all pitot probes.	X							
2. Put the static port covers an all of the static ports. The procedure to attach the static port covers to the airplane is given in Normal Parking (AMM 10-11-01/201).	X							
3. Put covers on the temperature probes, angle of attack sensors, and ice detector (when installed).	X							
4. Keep the main and APU fire extinguishing systems full and in a serviceable condition (AMM 26-21-00/501, AMM 26-22-00/501).	X							X
5. Weigh the portable fire extinguishers. If the weight has decreased below the specified weight on the nameplate, remove the extinguishers and fill them.	X							x

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
6. Install the dust covers on the seats.	X							
Long Term								
Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also do the short term storage procedures.								
1. When the seats and carpets remain in the airplane longer than 30 days, the cabin humidity must be controlled to a maximum of 70%. If the humidity cannot be controlled properly, remove the seats and carpet. Put them in a storage area where the humidity can be properly controlled. *[1]	X							
2. Remove the rain repellent bottle from the rain repellent system (AMM 12-16-01/301). NOTE: The rain repellent bottle can stay installed on airplane. This is if the maximum storage is less than 60 days and the temperature inside the airplane stays less than 160°F.	X							
3. Purge the rain repellent fluid from the two rain repellent lines with dry, filtered air (AMM 30-43-00/201).	X							
4. Pitot and static system may remain intact and the drain valve assemblies drained every 60-65 days (AMM 34-11-00/301).					X			

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. Remove and store windshield wiper arms and blades (AMM 30-42-03). NOTE: The windshield wipers can stay installed on airplane. This is if the maximum storage is less than 60 days and the temperature inside the airplane stays less than 160°F.	X							
6. If necessary, remove and return to stores equipment the clocks, handsets, oxygen masks, and portable oxygen bottles.	X							
ELECTRICAL/ELECTRONIC SYSTEMS								
Short Term (5 to 30 days)								
To give protection for a maximum of 30 days, do the procedures that follow.								
1. Put an electrical ground on the airplane (AMM 20-41-00/201).	X							
2. Put all switches to the OFF position. This does not include the switches used to deactivate the systems.	X							
3. Open the circuit breakers for all electrical/electronic components that have been removed from the airplane.	X							
4. Each 7-day cycle, apply power to all installed electrical/electronic systems. Keep the power on for 2 hours. Make sure the main battery stays in a fully charged condition. You can use ground electrical power for this step.		X						

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. Disconnect the main battery (AMM 24-31-01/401).	X							
6. Disconnect the APU battery (AMM 24-31-03/401).	X							
Long Term (30 days to 2 years)								
The procedures that follow are for protection of the airplane for a time up to 2 years. Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also do the short term storage procedures, steps 1 through 3.								
1. Put an electrical ground on the airplane (AMM 20-10-21/401).	X							
2. Do not remove the main battery from the airplane. It must stay on the airplane to operate the fire detection and the fire extinguishing systems.	X							
3. Remove the APU battery from the airplane. Examine, clean, and put the battery in a storage area. The battery must be in a discharged condition. The storage area humidity must be less than 90% and the temperatures must not be more than 120°F (49°C) (AMM 24-31-04/401). NOTE: If some electrical components will stay on the airplane, as shown in the subsequent steps, do not remove the battery.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
4. Remove all of the batteries (wet and dry) that follow, from the airplane: NOTE: When applicable, the batteries that are in the emergency radio beacons, and are found in the slide/raft covers and the slide raft do not have to be removed. These batteries operate only when they touch water.	X							
A. The Emergency Light Battery Pack (AMM 33-51-07/201)								
B. The Emergency Light Power Supply (AMM 33-51-07/201)								
C. The batteries in the customer variable equipment on the airplane.								
D. Power Megaphone Batteries								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
CAUTION: REMOVAL OF THE RACK-MOUNTED ELECTRONIC PACKAGES WILL CAUSE A DECREASE OF THE COOLING AIR TO THE EQUIPMENT THAT IS USUALLY COOLED BY THE THE ELECTRONICS COOLING SYSTEM. THE EQUIPMENT NOT REMOVED FROM THE AIRPLANE WILL BECOME TOO HOT IF THE SPECIFIED PRECAUTIONS ARE NOT FOLLOWED.								
5. If the relative humidity is not controlled below 70% during storage, remove all rack-mounted electronic packages and make an inspection of their condition, cleanliness, and signs of corrosion. After the inspection, pack the components in moisture-resistant containers or plastic bags, and store them in a bonded area. These electronic packages are found in the Main Equipment Center, E1, E2, E3, E4, and E5 racks. They are also found in the E6 Aft Equipment Center, and the Voice and Flight Recorder Shelf. Remove also the Warning Electronic Unit Modules from the chassis, which found in the P51 rack. After the removal of anequipment item, put plugs in the cooling air orifices and the input vents for components that were removed. NOTE: This is to make sure that an adequate cooling air flow will get to the components that stay in the airplane.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
A. The electrical equipment that follows can stay installed during the time of storage. This is to supply electrical power for regular system tests, engine operations, or other installed system tests. Generator Control Units Bus Power Control Units Main Battery Charger APU Battery Charger Static Inverter Transformer-Rectifier Units EICAS Computers (if applicable) Spoiler Control Modules Equip. Cooling System Controller CSEU Power Supply Modules Electronic Engine Control (EEC) (If the EEC is installed and the engines are on the wings.) When this equipment stays installed, the electrical power must be supplied, and the equipment operated, each 14-day. Do this for a minimum of two hours NOTE: External electrical power is satisfactory. Make sure that the batteries stay in a fully charged condition. Open all switches and circuit breakers, and disconnect the batteries after the electrical power is removed.			X					

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
6. The instructions in the FLIGHT CONTROLS storage procedures make it necessary to operate the flight controls each 90-day cycle. To do this, the Spoiler Control Modules and the CSEU Power Supply Modules must be installed in the airplane. Remove or install these modules as specified in the ELECTRICAL/ELECTRONIC Long Term procedures.	X					X		
AIR CONDITIONING SYSTEM								
Short and Long Term								
1. Open and ventilate the air conditioning mix bay. Keep open for the storage period.	X							
2. Drain the water extractor tubing (AMM 21-51-04/401).	X							
3. If the engine storage option of operating the engine to control the engine total acid number and water (Refer to POWER PLANT AND APU STORAGE) has been selected, operate the air conditioning systems (except the air flow multiplier) in conjunction with the engine run as follows:								X
A. Operate each air conditioning system with its related engine for the entire period of the engine run.								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
4. If the engine is removed for preservation storage and the APU is preserved by periodic operation (Refer to POWER PLANT AND APU STORAGE) do the procedures that follow:	X							X
A. Cap the engine bleed ducts at the engine disconnect with the correct pressure type plugs.								
B. Operate the air conditioning systems for a minimum of 10 minutes during each APU run (two packs at the same time).								
HYDRAULIC SYSTEM								
Short Term								
1. Make a check of the total hydraulic system for hydraulic fluid leakage. Repair the leakage as necessary. Do this check each 14-day cycle (AMM 29-11-00/601).	X		X					
2. Make sure the hydraulic system is filled with BMS 3-11 hydraulic fluid to the specified level (AMM 12-12-01/301).	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
3. Clean and apply a layer of MCS-532 Hyd Assy Lube or BMS 3-11 hydraulic fluid to the bare finished surfaces on all actuator piston rods, valve slides, and other hydraulic components (AMM 12-21-00/301, AMM 12-21-04/301, AMM 12-21-05/301, AMM 12-21-06/301, AMM 12-21-07/301, AMM 12-21-08/301, AMM 12-21-09/301, AMM 12-21-10/301, AMM 12-21-12/301, AMM 12-21-10/301, AMM 12-21-12/301, AMM 12-21-13/301, AMM 12-21-14/301, AMM 12-21-15/301, AMM 12-21-35-301). NOTE: Do not use BMS 3-11 or MCS-352B on compontents that contain MIL-H-5606 or MIL-H-6083 (i.e., landing gear shock struts). MCS-352B contains SKYDROL and will cause damage to the seals that are used in the MIL oil systems.	X							
4. Apply a layer of MIL-C-16173, Grade 2 preservative compound to all aluminum actuator, valve, and equipment housings. Make sure the compound does not spill on the piston rods and valve slides (this does not include components that contain MIL-H-5606).	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. Apply a layer of MIL-C-16173, Grade 2 preservative compound to all hydraulic system plumbing that is not painted. NOTE: It is not necessary to apply a protective layer to all hydraulic system plumbing. It is not necessary if it is found in the areas which have the humidity and temperature controlled as specified in INTERIORS storage requirements.	X							
Long Term								
1. When the storage is more than 30 days the procedures that follow are for protection of the airplane for a time up to 2 years. Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also do the short term storage procedures.								
A. Each 60-day cycle, make a check of the hydraulic system components that were cleaned and lubricated with BMS 3-11 assembly lubricant. Make sure the specified components have a full layer of lubricant and do not have corrosion (AMM 12-12-01/301). NOTE: When the lubrication is not complete and some components are corroded, clean the area fully and do the preservation procedure. Refer to the Boeing Corrosion Manual for the necessary procedures.					X			

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
B. Each 180-day cycle, release the pressure in the hydraulic reservoirs and pressurize them with dry nitrogen (AMM 29-11-00/201).	X						X	
C. Each 180-day cycle, release the pressure in the hydraulic accumulators that follow and pressurize them with dry nitrogen. The Parking Brake Accumulator (AMM 12-15-04/301).	X						X	
FLIGHT CONTROLS								
Short and Long Term								
The procedures that follow are for protection of the airplane for a time up to 2 years. Do the procedures that follow at the start of the storage cycle and at the specified intervals.								
1. Initially and at each 90-day cycle, operate the flight controls that follow. Do this for the complete cycles specified below:								
A. The leading edge slats (one cycle) (AMM 27-81-00/501)	X					X		
B. The trailing edge flaps (one cycle) (AMM 27-51-00/501)	X					X		
C. The spoilers (three cycles) (AMM 27-61-00/501)	X					X		
D. The ailerons (three cycles) (AMM 27-11-00/501)	X					X		
E. The elevators (three cycles) (AMM 27-31-00/5501)	X					X		

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
F. The rudder (three cycles) (AMM 27-21-00/501)	X					X		
G. The horizontal stabilizer (three cycles).	X					X		
2. After the flight controls have been cycled, put the flaps and slats to the retracted position. Also put the control surfaces to the neutral position.	X					X		
3. Initially and at each 90-day cycle, operate the stabilizer trim, the rudder trim and the aileron trim for one complete cycle. Put the stabilizer trim, the rudder trim, and aileron trim to a different position than it was set during the last cycle. NOTE: You can use external electrical and hydraulic power when the airplane power is not available.	X					X		
4. Initially and at each 90-day cycle, lubricate the flap jackscrew and ballnut assemblies with MIL-PRF-23827 (AMM 12-21-09/301).	X					X		
5. Visually examine the condition of all control cables (AMM 20-20-02/601) Lubricate the control cables in the trailing edge and wheel wells (AMM 12-21-31/301).	X					X		
6. Lubricate all control cables if they were lubricated within 60 days before the start of storage. Note: This does not include the cables in the body of the airplane. Do this at 180 day intervals (AMM 12-21-31/301).	X						X	

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
7. Apply a layer of MIL-C-16173, Grade 2 corrosion preventive compound to all not painted steel fittings, flap tracks, linkages to the flaps, and inside the flap track fairings, as follows, (AMM 27-51-00/001):	X					X		
A. Do not apply the corrosion preventative compound to areas which will be subsequently painted or sealed.								
B. Shield or protect the control cables, pulleys, wire bundles, etc., to prevent the direct application of corrosion preventative compound to them.								
C. Apply masking tape to the electrical connectors to prevent the application of the compound to electrical contacts.								
D. Apply the compound before the installation of equipment (if applicable).								
E. Do not apply corrosion preventative compound to teflon bearings, surfaces or joints, which are lubricated in other procedures.								
F. The finished application of the corrosion preventive compound must be a continuous film, with no puddles.								
G. Inspect the application each 30-day cycle.				X				

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
OXYGEN SYSTEM								
Short Term								
When an airplane is put in storage for time that is not more than 60 days, no special precautions are necessary. But, you must make sure that the high pressure valves on the oxygen supply cylinders are closed. These oxygen cylinders are for the crew and the passenger systems (AMM 12-15-08/301, AMM 35-11-00/201).								
Long Term								
The procedures that follow are for protection of the airplane for a time up to 2 years. Do the procedures that follow at the start of the storage cycle and at the specified intervals.								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
WARNING: OBEY THE PRECAUTIONS IN AMM 12-15-08 WHEN YOU REMOVE AND INSTALL OXYGEN CYLINDERS. IF YOU DO NOT OBEY THE PRECAUTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. 1. Remove the portable oxygen cylinders and the crew oxygen cylinders (this includes the regulator). Follow the operator's standard procedures and put them in a spares storage. NOTE: Attach a tag that identifies each cylinder as a serviceable part when the pressure is above 50 psi. Also do this if the hydrostatic test date has not expired. When the the hydrostatic test date has expired, follow the operator's standard procedures.	X							
2. Put a cap on the cylinder end of the oxygen distribution lines. Also, put a cap on the connector end of the hoses that are in the oxygen mask stowage boxes. Put clean polyethylene bags on the lines and hoses that have the caps. Attach red flags to the bags (AMM 35-11-51/401).	X							
3. Remove the crew system oxygen masks. Put the masks in clean polyethylene bags for storage. Seal the oxygen hose connector on the stowage box assembly with a cap.	X							

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
POTABLE WATER SYSTEM								
Short and Long Term								
1. Drain all of the water system. This includes the galley and the lavatory tanks. Do a purge of the complete potable water system, using a low pressure source (45 PSI maximum), of dry air or nitrogen (AMM 12-14-01/301). NOTE: Do not close and seal the drains. Put screens on them to prevent the entrance of insects.	X							
2. Remove the water filters and do not install them during the storage time, (AMM 38-10-00/201).	X							
3. Remove all of the coffeemakers and water boilers from airplane. Store them at temperatures that do not freeze.	X							
FIRE EXTINGUISHING SYSTEMS								
Short and Long Term								
The procedure that follows is for protection of the airplane for a time up to 2 years. Do the procedure that follows at the start of the storage cycle, and at the specified intervals (AMM 26-21-00/501).								

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
1. Make sure that the discharge squibs stay installed on all fire extinguisher bottles. Also make sure the squibs are connected to their correct electrical supply. NOTE: The fire extinguisher bottles must stay in the airplane in a charged, and in a serviceable condition.	X							
POWER PLANT AND APU								
1. Refer to AMM 71-00-03/201 for the maintenance procedures that are applicable to engine storage.								
2. Store the airplane with the engines removed:								
A. Make sure protective caps are installed on all tube ends, ducts, electrical connectors, fuel fittings and hydraulic fittings (AMM 71-00-02/402).								
B. Install a moisture barrier over exposed metal surfaces on the pylon.								
C. Make drains in the moisture barrier to allow water to get out.								
D. Add a dessicant inside the moisture barrier to keep humidity near the exposed metal surface ## low.								
2. Refer to AMM 49-11-00/201 for the procedures that are applicable to APU storage.								

*[1] PASSENGER/COMBI AIRPLANES

TASK 10-11-02-632-002

3. Put the Airplane Back to a Serviceable Condition After Storage

A. Consumable Materials

(1) C00174 Corrosion Preventive Compound - MIL-C-16173, Grade 2
(2) G00087 Insulation Covering - BMS 8-142, Type 1, Class 3
Alternates: Type I, Class 4 or Type 2, Class 3
(3) D00633 Grease - BMS 3-33 (preferred)
D00015 Grease - BMS 3-24 (alternative)
(4) D00012 Grease - Aeroshell No. 5
(5) G00009 Corrosion Preventive Compound - BMS 3-23, Type II
(6) D00057 Grease - MIL-G-3545
(7) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
(8) D00126 Grease - MIL-G-25013
(9) D00148 Hydraulic Fluid Assembly Lubricant - BMS 3-11
(10) D00054 Hydraulic System Lubricant - MCS-352B
(11) D00100 Jet Fuel Additive - Biobar JF
(12) G01994 Jet Fuel Additive - PFA55MB (MIL-I-17686)
(13) D00071 Oil, Lubricating - MIL-L-7808
(14) D00068 Oil, Lubricating - MIL-L-23699
(15) C00000 Protective Coating - Ardrox 306-N (alkaline removable)
(16) G50267 Remover - Ardrox 7050M (water base)
(17) G00119 Tape - Aluminum Foil
(18) G02219 Tape - 3M No. 471 or Permacel SVP 224

B. References

(1) AMM 07-11-01/201, Jacking Airplane
(2) AMM 07-11-03/201, Jacking Airplane Axle
(3) AMM 09-11-00/201, Towing
(4) AMM 12-11-01/301, Pressure Fueling
(5) AMM 12-12-01/301, Hydraulic System
(6) AMM 12-14-01/301, Potable Water System

(7) AMM 12-15-01/301, Main Gear Shock Strut
(8) AMM 12-15-02/301, Nose Gear Shock Strut
(9) AMM 12-15-03/301, Landing Gear Tires
(10) AMM 12-15-04/301, Parking Brake Accumulator
(11) AMM 12-15-08/301, Oxygen
(12) AMM 12-16-01/301, Rain Repellant Container
(13) AMM 12-17-01/301, Waste Tank
(14) AMM 12-21-00/301, Airplane Servicing (Lubrication)
(15) AMM 12-21-06/301, Rudder and Rudder Trim Control System
(16) AMM 12-21-07/301, Aileron and Aileron Trim Control Sytem
(17) AMM 12-21-08/301, Leading Edge Flap System
(18) AMM 12-21-09/301, Trailing Edge Flap System
(19) AMM 12-21-10/301, Spoiler/Speedbrake Control System
(20) AMM 12-21-12/301, Nose Gear and Actuating Mechanisms
(21) AMM 12-21-13/301, Nose Gear Doors and Operating Mechanism
(22) AMM 12-21-14/301, Main Gear and Actuating Mechanism
(23) AMM 12-21-15/301, Main Gear Doors and Operating Mechanism
(24) AMM 12-21-18/301, No. 1, 2, and 4 Passenger Door L and R.
(25) AMM 12-21-21/301, No. 3 Emergency Exit
(26) AMM 12-21-22/301, No. 1 and No. 2 Cargo Door
(27) AMM 12-21-24/301, No. 3 Cargo Door
(28) AMM 12-25-01/301, Airplane Servicing (Washing and Cleaning)
(29) AMM 20-10-03/401, Control Cables
(30) AMM 20-10-21/401, Bonding Jumpers and Ground Leads
(31) AMM 20-30-04/201, Specifications and Materials
(32) AMM 21-00-00/201, Air Conditioning
(33) AMM 24-31-01/401, Main Battery
(34) AMM 24-31-03/401, APU Battery
(35) AMM 26-10-00/601, Fire Protection
(36) AMM 26-23-00/501, Cargo Compartment Fire Extinguishing
(37) AMM 27-00-00/001, Flight Control Systems
(38) AMM 27-11-00/501, Aileron and Aileron Trim Control Unit
(39) AMM 27-18-00/501, Aileron Position Indicating System
(40) AMM 27-21-00/501, Rudder and Rudder Trim Control System
(41) AMM 27-23-00/501, Rudder and Elevator Shutoff Valves

(42) AMM 27-28-00/501, Rudder Position Indicating System
(43) AMM 27-32-00/501, Elevator Control System
(44) AMM 27-38-00/501, Elevator Position Indicating System
(45) AMM 27-41-00/501, Horizontal Stabilizer Trim Control System
(46) AMM 27-48-00/501, Stabilizer Trim Position Indicating System
(47) AMM 27-51-00/501, Trailing Edge Flap System
(48) AMM 27-58-00/501, TE Flap Position Indicating System
(49) AMM 27-61-00/501, Spoiler/Speedbrake Control System
(50) AMM 27-62-00/501, Auto-Speedbrake Control System
(51) AMM 27-81-00/501, Leading Edge Slat System
(52) AMM 27-88-00/501, Leading Edge Slat Position Indicating System
(53) AMM 28-22-07/601, Fuel Lines and Fittings
(54) AMM 28-26-00/201, Defueling
(55) AMM 29-00-00/601, Hydraulic Power
(56) AMM 29-11-00/201, Main Hydraulic System
(57) AMM 29-11-00/601, Main (Left, Right, and Center) Hydraulic Systems
(58) AMM 29-11-15/401, System L and R Return Filter Module
(59) AMM 29-11-17/401, System L and R EDP Pressure/Case Drain Filter Module
(60) AMM 29-11-18/401, System L and R ACMP Pressure/Case Drain Filter Module
(61) AMM 29-11-19/401, System C ACMP Pressure/Case Drain Filter Module
(62) AMM 29-21-00/501, Ram Air Turbine (RAT) System
(63) AMM 29-22-00/501, Power Transfer Unit System
(64) AMM 29-31-00/501, Hydraulic Pressure Indicating System
(65) AMM 29-32-00/501, Hydraulic Fluid Temperature Indicating System
(66) AMM 29-33-00/501, Hydraulic Fluid Quantity Indicating System
(67) AMM 29-35-00/501, Hydraulic Reservoir Pressure Indication System
(68) AMM 30-31-00/501, Pitot Static Probe Anti-icing
(69) AMM 30-42-03/401, Windshield Wiper System
(70) AMM 30-43-00/201, Windshield Rain Repellant System
(71) AMM 32-00-15/201, Landing Gear Door Ground Operations and Locking Procedures
(72) AMM 32-00-20/201, Landing Gear Downlocks
(73) AMM 32-12-00/501, Main Gear Door
(74) FIM 32-20-00/101, Nose Landing Gear and Doors
(75) AMM 33-51-07/201, Emergency Light Batteries
(76) AMM 34-11-00/501, Pitot Static System
(77) AMM 35-11-00/201, Crew Oxygen System
(78) AMM 38-10-00/201, Potable Water System
(79) AMM 38-32-00/501, Toilet System

(80) AMM 49-11-00/201, Auxiliary Power Units
(81) AMM 52-11-30/601, Emergency Power Reservoir
(82) AMM 71-00-00/201, Power Plant
(83) AMM 34-23-00/201, Magnetic Standby Compass

C. Clean the Airplane

S 612-003

(1) Remove the temporary layer of protective coating that was installed in the EXTERNAL SURFACE PROTECTION procedure of the Long Term storage. Do the steps that follow:

CAUTION: OBEY THE PRECAUTIONS FOR THE ARDROX 7050M REMOVER. DO NOT PERMIT THE REMOVER TO DRY. DO NOT PERMIT THE REMOVER TO TOUCH AN ACRYLIC SURFACE FOR MORE THAN 60 MINUTES. DO NOT PERMIT THE REMOVER TO TOUCH HIGH-STRENGTH STEEL PARTS (180,000 PSI AND OVER). IF YOU DO NOT OBEY THESE INSTRUCTIONS, DAMAGE TO THE COMPONENTS CAN OCCUR.

(a) Apply Ardrox 7050M remover. Put the remover on approximately 20 mils thick, and for a dwell time of not less than 10 minutes.
1) Pressure flush the area with water.

NOTE: Make sure the water temperature is not more than 140°F (60°C).

(b) Remove the tape from the control cabin windows and windshields, external openings, doors, hatches, and the nose radome.

S 712-004

(2) Make sure the structural drain holes are open (AMM 51-41-00/201).

S 642-005

(3) Lubricate the external doors that follow:
(a) The Number 1, 2, and 4 Passenger Door L and R (AMM 12-21-18/301).
(b) The Number 3 Emergency Exit (AMM 12-21-21/301).
(c) The Number 1 and 2 Cargo Door (AMM 12-21-22/301).
(d) The Number 3 Cargo Door (AMM 12-21-24/301).

S 212-006

(4) Examine the door seals visually for areas that are flat, and for deterioration.

S 212-007

(5) Examine the internal and external door handles, on the entry and service doors. Make sure they have the specified torque loads.

S 712-008

(6) Operate the internal and external door handles, two or three times.
(a) Make sure they operate correctly and move freely.

S 212-009

(7) Examine the mechanisms that follow for the passenger entry doors, and make sure they operate correctly:
  (a) The Number 1, 2, and 4 Passenger Door Emergency Mechanism (AMM 52-11-20).
  (b) The Number 1, 2, and 4 Passenger Door Girt Bar Mechanism (AMM 52-11-25).

S 612-010

(8) Make sure the pressure of the emergency power reservoir bottle is correct (AMM 52-11-30/601).

S 612-011

(9) Clean the airplane (AMM 12-25-01/301).

D. Landing Gear

S 632-012

(1) Make sure you put the landing gear back to a serviceable condition. Do the steps that follow:
  (a) Before you pressurize the landing gear, do the steps that follow:
    1) Make sure that all landing gear are locked in the down position (AMM 32-00-20/201).
    2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
    3) Make sure the landing gear control handle, on the first officer's instrument panel, is in the DOWN position.
    4) Make sure the main landing gear doors are closed.
    5) Make sure the ground door release handles for the main landing gear doors, are in the DOOR CLOSE position.
    6) Make sure the forward doors of the nose landing are open.
    7) Make sure the torsion link of the nose landing gear is connected.

S 642-013

(2) Lubricate the landing gear:
  (a) Lubricate the nose landing gear doors (AMM 12-21-13/301).
  (b) Lubricate the main landing gear doors and uplock hooks (AMM 12-21-15/301).
  (c) Lubricate the nose landing gear and actuator mechanisms (AMM 12-21-12/301).
  (d) Lubricate the main landing gear and actuator mechanisms (AMM 12-21-14/301).

S 212-076

WARNING: BE CAREFUL WHEN YOU OPERATE THE DOORS OF THE NOSE AND MAIN LANDING GEAR. THE LANDING GEAR DOORS CAN MOVE QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Examine the door areas of the nose and main landing gear. Make sure that there are no persons or equipment in the area.

S 862-015
(4) Energize the airplane's electrical system (AMM 24-22-00/201).

S 862-016
(5) Pressurize the airplane's hydraulic systems (AMM 29-11-00/201).

S 862-017
(6) Operate the doors of the nose and main landing gear 2 or 3 times (32-00-15/201).

NOTE: This is to make sure they move freely when you use the release handles.

S 212-018
(7) Examine the main landing gear door seals visually for areas that are flat, and for deterioration (AMM 32-12-00/501).

S 212-019
(8) Examine the nose landing gear door seals visually for areas that are flat, and for deterioration (FIM 32-20-00/101).

S 612-020
(9) Do the servicing of the shock struts for the main landing gear (AMM 12-15-01/301).

S 612-021
(10) Do the servicing of the shock strut for the nose landing gear (AMM 12-15-02/301).

S 612-022
(11) When there is too much grease on the inner cylinders of the shock struts, clean it off.

S 092-023
(12) Remove the tiedown straps and the wheel chocks.

S 582-024
(13) Lift the airplane on jacks to remove the wheels (AMM 07-11-01/201).

S 642-083
(14) If the aiplane was in storage for more than 30 days or if the wheel assemblies were pressure washed during storage, remove the wheels to apply lubricant (AMM 32-45-01/401), and do the steps that follow (AMM 12-21-00/301):
   (a) Do an inspection of the wheel bearings (this includes the cups in the wheels) (AMM 32-45-03/601).
   (b) Fill the wheel bearings with Aeroshell No. 5 grease.

(c) Install the wheel bearings in the wheels.
(d) Install the wheels on the airplane.

S 212-075
(15) Examine the condition and serviceability of the tires (AMM 32-45-04/601).

S 612-026
(16) Make sure the tires are inflated to the specified pressure with nitrogen (AMM 12-15-03/301).

S 582-027
(17) Tow or taxi the airplane sufficiently before flight to prevent tire flat spots.

E. Fuel System

S 632-028
(1) Remove the items that follow from each vent opening and each cavity opening:
(a) The screen
(b) The mesh cloth
(c) All other equivalent material
(d) The red flags
(e) The 3M tape.

S 652-029
(2) Do the servicing of the fuel tanks as follows:
(a) Defuel the fuel tanks (AMM 28-26-00/201).
(b) Do the leakage test for the fuel system tubing (AMM 28-22-07/601).
(c) When the airplane is in storage for more than 60 days, go into the fuel tanks (AMM 28-11-00/201).
1) Examine the fuel tanks for microbial growth and structural corrosion.
(d) Apply BMS 3-23 Type II, Corrosion Preventive Compound to the engine dry bays and center wing cavity.

NOTE: This will remove the moisture that collects.

(e) Refuel the airplane (fill all serviceable fuel tanks to full) (AMM 12-11-01/301).

NOTE: When it is possible, do not operate the airplane for 24 hours. After 24 hours, examine it for external fuel leaks.

F. Electrical/Electronics Systems

S 632-031

(1) To make sure the Electrical/Electronic systems are serviceable, do the steps that follow:
(a) Make sure the electrical ground is installed on the airplane.
(b) Make sure the Electrical/Electronic systems circuit breakers are open or closed when it is necessary.
(c) Make sure the Electrical/Electronic systems switches are in the OFF position.
(d) Make sure the equipment racks are clean, dry, and have no corrosion.
(e) Install all of the rack-mounted electronic packages when it is necessary.
1) These were the components that were removed in the Electrical/Electronic System procedures for Long Term storage.

S 712-032

(2) Do an operational test of the Electrical/Electronic components that are installed.

S 422-033

(3) Install all of the batteries that were removed for storage.

S 762-034

(4) Make sure the batteries that follow are fully charged:
(a) The main battery (AMM 24-31-01/401).

(b) The APU battery (AMM 24-31-03/401).

S 722-035

(5) Do a functional test of the batteries that follow:
(a) The main battery (AMM 24-31-01/401).
(b) The APU battery (AMM 24-31-03/401).

S 862-036

(6) If the batteries were not removed at the start of the storage, close all circuit breakers.

G. Control Cabin Equipment

S 632-037

(1) To make the flight compartment equipment serviceable, do the steps that follow:

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

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

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

(a) Remove the covers from the Pitot Probes and tubes.
(b) Remove the "PITOT PROBES COVERED" tag from the left control wheel in the flight deck.

(c) Check for ice or snow in the pitot probes.
    1) If necessary, apply warm air to melt the ice or snow.
(d) Do the steps that follow if it is necessary:
    1) Replace the quick-opening drain valve assembly to the pitot and static drain tubes (AMM 34-11-00/501).
    2) Replace the drain plug to the pitot and static drain tubes. (AMM 34-11-00/501).
(e) Remove the tape or covers from the items that follow:
    1) The temperature probes
    2) The angle of attack sensors
    3) The ice detector (when installed)

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

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

(f) Remove all barricade tape and vinyl adhesive tape from the static ports.
    1) Inspect each static port and if necessary use naphtha or equivalent to remove all tape residue, dirt and other contaminants around the port.
    2) Check the static ports for ice or snow.
        a) If necessary, apply warm air to melt the ice or snow.
(g) Remove the "STATIC PORTS COVERED" tag from the left control wheel in the flight deck.
(h) Weigh the portable fire extinguishers.
    1) If the weight has decreased below the specified weight on the bottle, remove the extinguishers and fill them.
(i) Install the pressurized rain repellent bottle (AMM 12-16-01/301).
(j) Install the windshield wipers (AMM 30-42-03/401).
(k) Make a check of the windshield wiper system (AMM 30-42-00/501, AMM 30-42-00/601).

S 632-038
(2) Make the Pitot-Static system serviceable.
(a) Drain all of the pitot and static systems (AMM 34-11-00/301).
1) You can find the drain fittings in the areas that follow:
a) In the nose wheel well,
b) In the electronic equipment bay,
c) In the aft cargo compartment.
(b) Flush the pitot static system (AMM 34-11-00/301).
(c) Do the full range pitot-static system test (AMM 34-11-00/501).
(d) Do a test of the Pitot-Static System Heaters (AMM 30-31-00/501).

H. Air Conditioning System

S 632-040
(1) Make the air conditioning system serviceable after Short and Long Term storage.
(a) Examine the water separator bags to make sure they are clean (replace the bags if they are dirty) (AMM 21-00-00).
(b) Close the air conditioning mix bay.

S 712-041
(2) Do an operational test of the air conditioning system. (AMM 21-00-00/201).

I. Hydraulic Systems

S 632-044
(1) Make the hydraulic system serviceable after a Short Term (0 - 60 days) storage.
(a) If lubricant was applied during the HYDRAULIC SYSTEM procedures for Short Term storage, remove the lubricant.

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

1) Remove the lubricant with solvent, Series 80 (SOPM 20-30-80) .

S 632-045

(2) Make the hydraulic system serviceable after a Long Term (more than 60 days) storage (AMM 29-00-00/601).

NOTE: Do the following steps in addition to the servicing steps of the Short Term storage procedures.

(a) Do a check of all of the hydraulic system components to make sure they are serviceable.
1) Examine all hydraulic systems for leakage (AMM 29-11-00/601).

(b) Remove the layer of lubricant that was applied to all bare finished surfaces during the Short Term storage procedures.

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIREMENTS FOR PROPER HANDLING PROCEDURES.

1) Remove the lubricant with solvent, Series 81 (SOPM 20-30-81) .

(c) Do the servicing of the hydraulic reservoirs (AMM 12-12-01/301).

(d) Do the servicing of the parking brake accumulator (AMM 12-15-04/301).

S 712-046

(3) Do a test of the hydraulic systems that follow:
(a) The main (left, right and center) hydraulic systems (AMM 29-11-00/201).
(b) The Ram Air Turbine (RAT) system (AMM 29-21-00/501).

(c) The Hydraulic Fluid Quantity Indicating system (AMM 29-33-00/501).
(d) The Hydraulic Pressure Indicating System (AMM 29-31-00/501).
(e) The Hydraulic Fluid Temperature Indicating System (AMM 29-32-00/501).
(f) Power Transfer Unit System (AMM 29-22-00/501).
(g) Hydraulic Reservoir Pressure Indication System (AMM 29-35-00/501).

S 962-047
(4) Replace the hydraulic system filters that follow:
(a) The System L and R EDP Pressure/Case Drain Filter Module (AMM 29-11-17/401).
(b) The Center System Pressure/Case Drain Filter Module (AMM 29-11-19/401).
(c) The System L and R Return Filter Module (AMM 29-11-15/401).
(d) The Center Return Filter Module (AMM 29-11-13/401).
(e) The PTU Pressure Filter (AMM 29-22-02/401).
(f) The PTU Case Drain Filter Module (AMM 29-22-05/401).

J. Flight Controls

S 632-048
(1) Make the flight control system serviceable after a Short Term (0 - 30 days) storage (AMM 27-00-00/001).

NOTE: The flight control system operational tests are identified in the Long Term (more than 30 days) storage procedure given below.

(a) Make sure the cable tension loads are correct in all primary control systems (AMM 27-00-01/201).
(b) Make sure the cable tension loads are correct in all secondary control systems (AMM 27-00-01/201).

S 632-049
(2) Make the flight control system serviceable after a Long Term (more than 30 days) storage.
(a) Examine all of the cables you can see visually, and lubricate them (AMM 20-10-03/401).

NOTE: When the last control cable lubrication was more than 30 days, examine the cables (AMM 20-20-02/601). If it is necessary, replace the defective cables that you find.

(b) Extend all of the flaps (both leading edge [AMM 27-81-00/1] and trailing edge [AMM 27-51-00/1]) and the spoilers, and examine them for corrosion.

(c) Lubricate all of the flap tracks (AMM 12-21-09/301).

S 712-050

(3) Do an operational test of the primary and secondary control systems that follow:
(a) The Control System Electronics Unit (CSEU) (AMM 27-09-00/201).
(b) The Aileron and Aileron Trim Control System (AMM 27-11-00/501).
(c) The Aileron Position Indicating System (AMM 27-18-00/501).
(d) The Rudder and Rudder Trim Control System (AMM 27-21-00/501).
(e) The Rudder and Elevator Hydraulic Supply Shutoff (AMM 27-23-00/501).
(f) The Rudder Position Indicating System (AMM 27-28-00/501).
(g) The Elevator Control System (AMM 27-31-00/501).
(h) The Stall Warning System (AMM 27-32-00/501).
(i) The Elevator Position Indicating System (AMM 27-38-00/501).
(j) The Horizontal Stabilizer Trim Control System (AMM 27-41-00/501).
(k) The Stabilizer Trim Indicating System (AMM 27-48-00/501).
(l) The Trailing Edge Flap System (AMM 27-51-00/501).
(m) The Trailing Edge Flap Position Indicating System (AMM 27-58-00/501).
(n) The Spoiler/Speedbrake Control System (AMM 27-61-00/501).
(o) The Auto-Speed Brake Control System (AMM 27-62-00/501).
(p) The Leading Edge Slat System (AMM 27-81-00/501).
(q) The Leading Edge Slat Position Indicating System (AMM 27-88-00/501).

K. Equipment/Furnishings

S 612-051

(1) Do the servicing of the toilet tanks and the flush systems (AMM 12-17-01/301).

S 712-052

(2) Do an operational test of the toilet system (AMM 38-32-00/501).

S 632-053

(3) Remove the covers from the main entry and service door windows.

S 792-054

(4) Make a check of the galley and lavatory plumbing and drains.
(a) Look for airlocks and leakage.

S 212-058
(5) Make sure the pressure of the escape slide bottle is at the specified level (AMM 52-11-30/601).

S 212-059
(6) Make sure that all of the escape slides are armed (AMM 52-11-00/201).

S 422-060
(7) Install the attendants' flashlights.

S 632-055
(8) Remove the dust covers (when installed) from the seats.

S 212-056
(9) PASSENGER/COMBI AIRPLANES ONLY;
Examine the upholstery, carpet and tapestries for moisture and mildew (AMM 25-00-00/701).
(a) If you find moisture or mildew, correct it when it is necessary.

S 412-061
(10) PASSENGER/COMBI AIRPLANES ONLY;
Install the seats and carpets that were removed in the EQUIPMENT/FURNISHING procedures for Long Term storage.

L. Oxygen System

S 612-062

WARNING: OBEY THE PRECAUTIONS IN AMM 12-15-08/301 WHEN YOU REMOVE AND INSTALL OXYGEN CYLINDERS. IF YOU DO NOT OBEY THE PRECAUTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) To make sure the oxygen system is serviceable, do the steps that follow (AMM 35-11-00/201):
(a) Make a visual check of the oxygen system and look for signs of corrosion.
1) If you find corrosion, remove it.
(b) Flush the crew oxygen system plumbing with dry nitrogen or clean air.
(c) Prepare to install the portable oxygen bottle and crew oxygen bottle as follows:
1) Remove the red flags from the polyethylene bags.
2) Remove the polyethylene bags from the lines and hoses that have the caps.
3) Remove the cap from the connector end of the hoses that are in the stowage boxes for the oxygen masks.
4) Remove the cap from the cylinder end of the oxygen distribution lines.
(d) Install the oxygen bottles (this includes the regulator).

(e) Open the high pressure valves on the oxygen supply cylinders.
(f) Install the oxygen masks for the crew oxygen system..

NOTE: If the crew oxygen masks were in storage for more than 90 days, they must be examined. Look for deterioration of the rubber and plastic parts.

1) Make sure the oxygen masks operate correctly.
(g) Make sure the passenger oxygen system operates correctly.
(h) Make sure the drop system for the passengers oxygen masks operates correctly.

M. Potable Water System

S 612-063
(1) To make sure the potable water system is serviceable, do the steps that follow (AMM 38-10-00/201):
(a) Remove the plugs and seals from all of the drains.
(b) Do the disinfectant procedure to the potable water system (AMM 12-14-01/301).
(c) Install new filters in the potable water system (AMM 12-14-01/301).
(d) Do the servicing of the water tanks (AMM 12-14-01/301).
(e) Install the coffeemakers.
(f) Install the water boilers.

N. Cargo Compartment Fire Extinguisher System

S 612-064
(1) To make sure the fire extinguisher system for the cargo compartment is serviceable, do the steps that follow (AMM 26-23-00/501):
(a) Make sure the fire extinghisher bottles are pressurized to the specified pressure.
(b) Examine the fire extinguisher bottles as follows:
1) Make sure the test dates for the fire extinguisher bottle life, have not expired.
2) Make sure the test dates of the discharge squibs are not expired.

O. Power Plant

S 612-065
(1) Make sure the power plants are serviceable (AMM 71-00-00/201).

P. APU

S 612-066
(1) Make sure the APU is serviceable (AMM 49-11-00/201).

Q. Compass

S 822-085

(1) If the airplane has been parked for over one year on the same heading perform a compass swing (AMM 34-23-00/201).

PARKING IN HIGH WINDS - MAINTENANCE PRACTICES

1. General
   A. This section gives the instructions to make sure the airplane stays in its position while it is parked in high wind conditions. These instructions are to be done along with the normal parking procedure (Ref 10-11-01).
   B. When the airplane is in the correct configuration, it will be resistant to 135-knot winds. This is when the airplane is pointed directly into the wind.
   C. On a dry surface, the airplane will be resistant to 100 knot side winds.
   D. On a wet surface, the airplane will be resistant to 90 knot side winds.
   E. This procedure is for an airplane that has all of its weight on the landing gear (not lifted on jacks).
   F. The nose of the airplane must be held both vertically and laterally. The vertical tiedown must be applied to the upper shock strut. The lateral tiedown can be applied to either the upper or lower shock strut. The recommended location is at the tow fitting on the lower shock strut.

TASK 10-11-03-582-001

2. Park the Airplane In High Winds
   A. Equipment
      (1) Tow Bar - B09001
      (2) Nose Gear Tie-Down Straps - designed for 18,000 pound strap loads (necessary for wind gusts over 60 knots).
      (3) Main Gear Tie-Down Straps - designed for 18,000 pound strap loads (necessary for wind gusts over 70 knots).
   B. References
      (1) 10-11-01/201, Normal Parking
   C. Prepare to Park the Airplane in High Winds

      S 582-002
      (1) Do the Normal Parking procedure steps (Ref 10-11-01).

      S 842-011
      (2) Refer to Fig 203, Airplane Stability-Maximum Wind for parking, for the applicable conditions and aircraft configuration.

S 442-014

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

(3) Apply the parking brakes.

S 422-017

(4) Install the wheel chocks.

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

NOTE: If the ramp does not slope: Move the aft NLG chocks away from the tires. During the refuel, the NLG tires roll aft as the MLG shock absorber compresses. Make sure that the chocks do not touch the MLG tires. The weight of the fuel can lower the aircraft and cause the tires to catch the chocks.

NOTE: If the ramp slopes: Make sure that the chocks down from the tires touch the NLG and MLG tires. Make sure that the chocks up from the tires do not touch the NLG and MLG tires.

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

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

S 042-015

(5) Release the parking brakes.

S 862-013

(6) Make sure the airplane gross weight and center of gravity (cg) is correct for the anticipated wind gust velocity and ramp surface condition (Fig. 203):

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

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

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

(b) Interpolate between the two CG's to determine the wind speed for a maximum weight airplane at your CG, friction coefficient and brake conditions.
(c) Locate points on the graph for a minimum weight airplane at maximum and minimum CG for your tire-to-ground friction conditions.
(d) Interpolate between the two CG's to determine the wind speed for a minimum weight airplane at your CG, friction coefficient and brake conditions.
(e) Use the weight of your airplane to interpolate wind speed between maximum and minimum airplane weight wind speeds at your CG, friction coefficient and brake conditions.
(f) Wind speeds above the one you identify will require the airplane to be moored or the parking brake to be set. Wind speeds below the one you identify do not require the airplane to be moored.

S 582-003

CAUTION: DO ALL OF THE STEPS THROUGH THE PARAGRAPH FOR WIND GUST THAT ARE 70 KNOTS OR HIGHER. THIS IS WHEN WHEN THE AIRPLANE IS PARKED WITH ITS TAIL IN THE HANGAR. WHEN THESE STEPS ARE NOT DONE, THE AIRPLANE CAN MOVE AND CAUSE DAMAGE TO THE AIRPLANE AND THE HANGAR.

(7) When the airplane is parked with its tail in the hangar, do the step that follows:
(a) Do all of the steps through the paragraph for wind gusts that are 70 knots or higher.

D. Wind Gusts That Are Between 34 Knots and 40 Knots

S 582-004

(1) When the wind gusts are 34 knots or higher, do the steps that follow:
   (a) Put the flaps to fully up (do this unless the airplane is in maintenance).
   (b) Put the stabilizer at 1.5 units of trim (do this unless the airplane is in maintenance).
   (c) When workstands are necessary, do the steps that follow:
      1) Apply the workstand brakes
      2) Put the workstand pads down
      3) Put wheel chocks around the workstand wheels when it is necessary.
   (d) Remove all workstands that are not necessary.
   (e) Remove all ladders that are not necessary.

E. Wind Gusts That Are Between 40 Knots and 50 Knots

S 582-005

(1) When the wind gusts are more than 40 knots, do the steps that follow:

NOTE: Also do the steps for wind gusts that are greater than 34 knots.

   (a) Make sure the airplane gross weight is correct.
   (b) Make sure that the brake pressure is not less than 1500 psi (the brake pressure gage is found on the first officer's panel).
   (c) Make sure the parking brake is set.
   (d) Make sure the torsion links of the nose landing gear are connected.
   (e) Make sure the towing lever lockpin is removed.

F. Wind Gusts That Are Between 50 Knots and 60 Knots

S 582-006

(1) When the wind gusts are more than 50 knots, do the steps that follow:
   (a) Make sure the flaps are fully up.
   (b) Make sure the stabilizer has 1.5 units of stabilizer trim.
   (c) Put all hydraulic hoses away.
   (d) Put all electrical cables away.
   (e) Close and latch:
      1) All windows
      2) All external doors
      3) All access panels.
   (f) Move all of the support equipment away from the airplane. This includes:
      1) The work stands
      2) The ladders
      3) All other objects you can move.

G. Wind Gusts That Are Between 60 Knots and 70 Knots

S 582-007

(1) When the wind gusts are more than 60 knots, do the steps that follow (see Figure 201):

NOTE: Also do to the steps for wind gusts that are greater than 40 knots.

(a) Install the tiedowns on the nose landing gear as follows:

NOTE: The straps and ground anchors must be made for an 18,000 pound strap load.

1) Put a single tiedown strap laterally across the top of the nose gear steering attach lug at the shock strut (see Figure 201) .

NOTE: Make sure the strap does not apply a load to the support bracket of the nose gear steering.

a) Make sure the straps make an angle of approximately 30-degrees to the ground.
b) Attach the straps to the ground anchors on each side of the airplane.

2) Put two tiedown straps around the tow fitting of the nose landing gear.
a) Make sure the straps make an angle of approximately 30-degrees to the airplane centerline and with the ground.
b) Attach the straps to the ground anchors.

H. Wind Gusts That Are More Than 70 Knots

S 582-008

CAUTION: OBEY THE PROCEDURES FOR WIND GUST HIGHER THAN 70 KNOTS. WIND GUSTS THAT ARE 70 KNOTS OR HIGHER ARE SUFFICIENT TO CAUSE THE AIRPLANE TO OVERTURN.

(1) When the wind gusts are 70 knots or higher, do the steps that follow:
(a) Put the airplane in a hangar.
(b) When a hangar is not available, do the step that follows:
1) Ferry the airplane out of the area until the winds decrease.

S 582-009

(2) When a hangar is not available, and the airplane cannot be ferried from the area, do the steps that follow:

NOTE: Do all of the steps for all wind gust conditions. This includes wind gusts that are 34 knots or higher, and wind gusts that are more than 40 knots. Also, wind gust that are more than 60 knots, and those that are higher than 70 knots.

(a) Park the airplane with the nose pointed into the wind.
(b) To install the tiedown straps for the main landing gear, do the steps that follow (see Figure 202):

NOTE: The straps and the ground anchors must be made for a 18,000 pound strap load.

1) Install four straps at each main gear. Attach two straps to the forward tow lug and two straps to the aft tow lug.

NOTE: Two straps are used at each tow lug to decrease the torsion load on the shock strut.

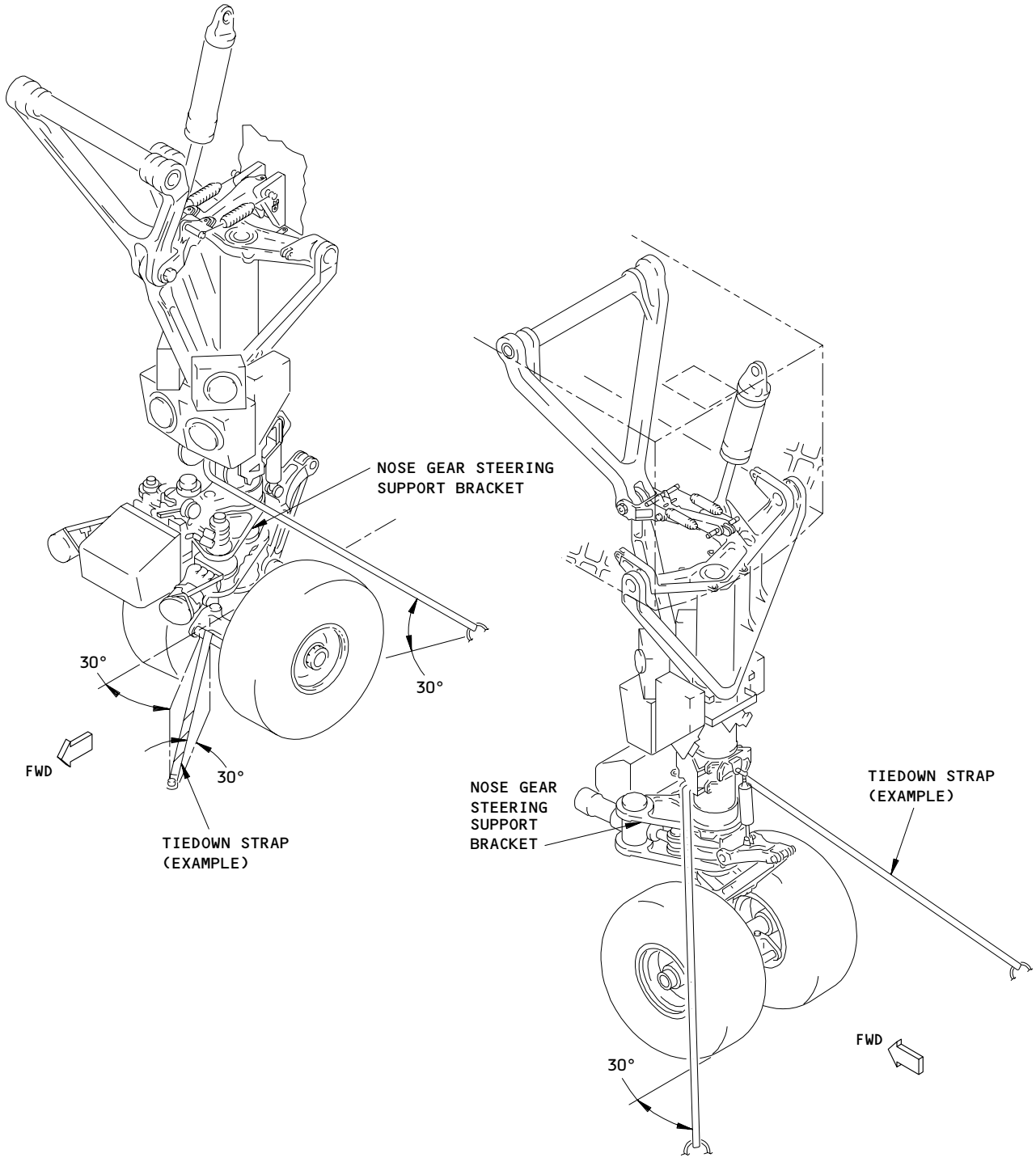
2) Put the straps at a 30 degree angle to the ground , and to a longitudinal line through the center of the landing gear.

(c) Make sure that all the fuel tanks are not less than 40 percent full.
(d) Make sure the airplane gross weight is not less than 150,000 pounds.
(e) Make sure the airplane center of gravity is at the forward limit of 23 percent MAC (mean aerodynamic chord).
(f) When one or two engines are not installed, make sure the airplane center of gravity is correct.
(g) When the airplane is parked on the ice or hard snow, do the steps that follow:

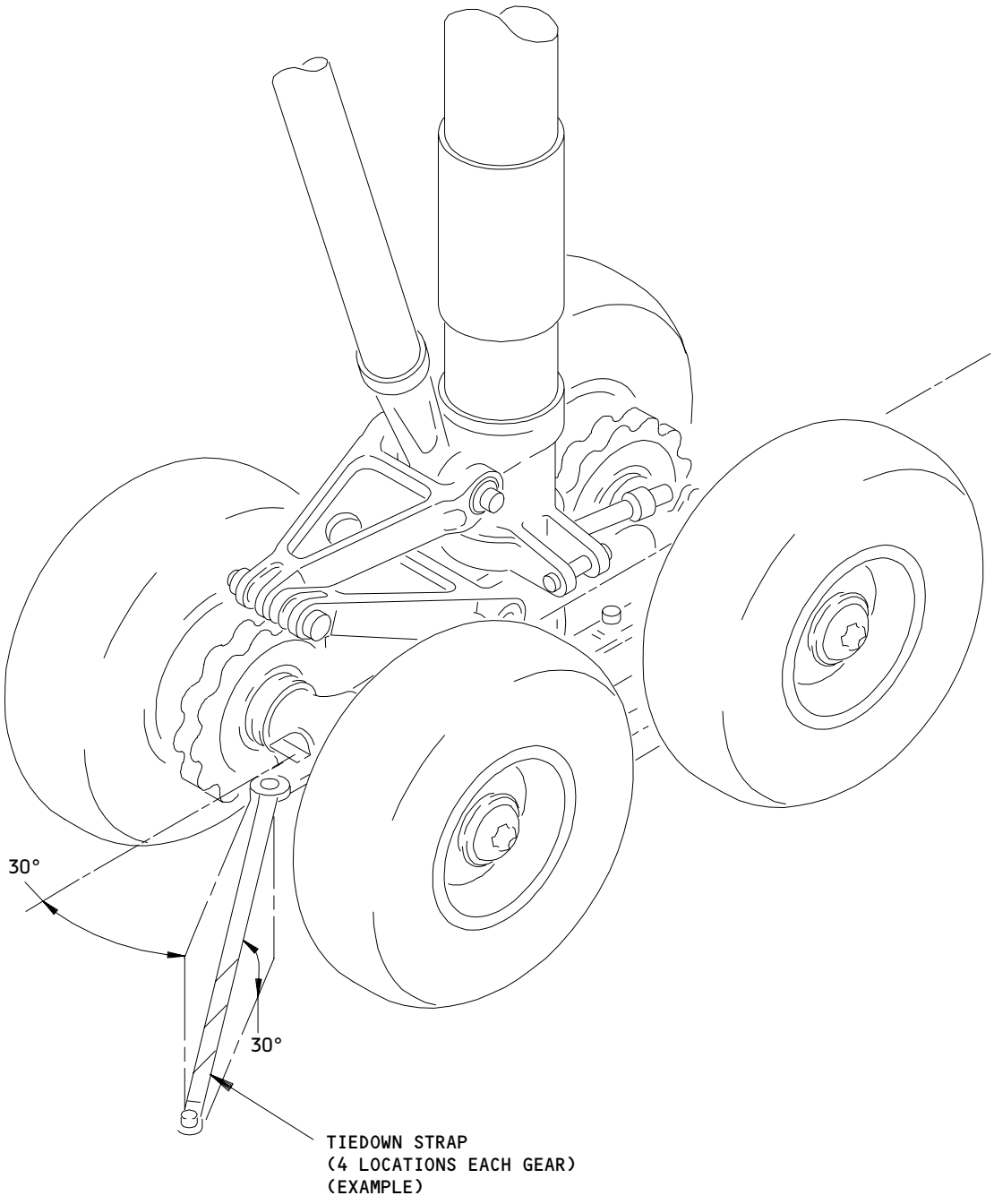
1) Put two tiedown cables on the tow lug of the nose landing gear to the ground anchors.

NOTE: Add these cables to the tiedown straps that were necessary in the steps for winds more than 60 knots. Each cable must be specified at not less than 18,000 pounds.

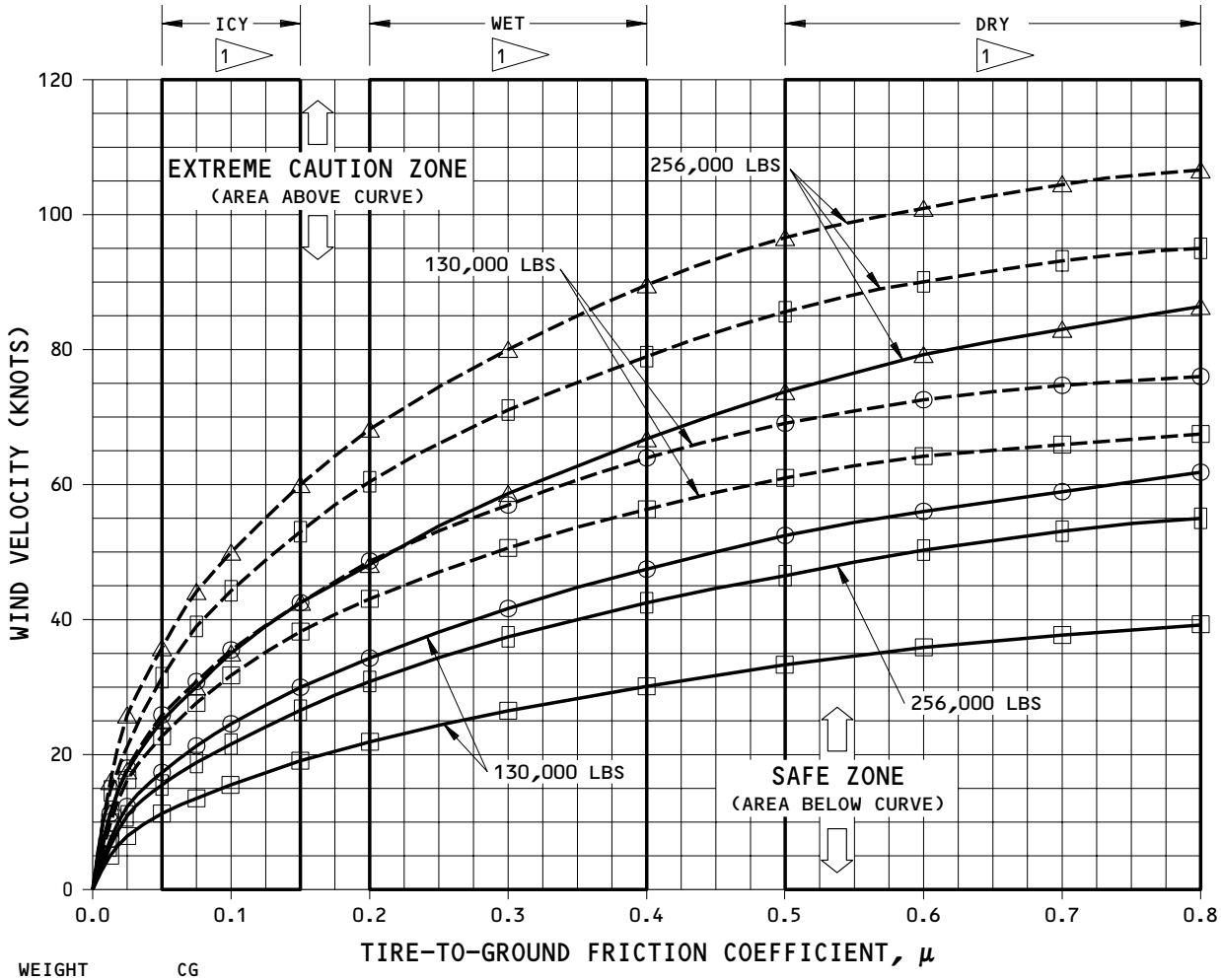
2) Put the cables at 30 degrees to the airplane centerline.



Nose Landing Gear Tiedowns
Figure 201



Main Landing Gear Tiedowns
Figure 202



	WEIGHT (LBS)	CG %MAC
○	130,000	0.09
□	130,000	0.39
△	256,000	0.09
▯	256,000	0.39

——— PARKING WITHOUT PARKING BRAKE BEING SET FOR PARKING

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

NOTE:
A. FLAPS UP, STAB = 4 PILOT UNITS
B. WIND FROM ANY DIRECTION
C. WIND GUST SHALL BE ADDED TO STEADY WIND VELOCITY FOR MAXIMUM WIND SPEED.
D. USE ACTUAL AIRPLANE WEIGHT, CG POSITION, AND TIRE-TO-GROUD FRICTION COEFFICIENT FOR INTERPOLATION.
E. IF NO MEASURED VALUE FOR TIRE-TO-GROUND FRICTION COEFFICIENT IS AVAILABLE, USE THE LOWER LIMIT OF THE APPROPRIATE BOUNDED FRICTION BAND.
F. FOR TOWING AND MANEUVERING IN CLOSE PROXIMITY TO BUILDINGS OR OTHER AIRPLANES, THE ALLOWABLE WIND VELOCITY SHOULD BE REDUCED BY ONE-THIRD.
G. REDUCE THE WIND LIMITS TO ACCOUNT FOR OPERATIONAL CONSIDERATIONS SUCH AS HIGH-SPEED TOWING OR CONTAMINATED RUNWAYS.
H. BASED ON ZERO PERCENT GROUND SLOPE

1 APPROXIMATE NORMAL RANGES SHOWN

2 AFTER 8 HOURS, THE HYDRAULIC SYSTEM MUST BE REPRESSURIZED

757-200

Airplane Stability - Maximum Winds for Parking
Figure 203

H36796

PARKING WITH ENGINES REMOVED - MAINTENANCE PRACTICES

TASK 10-11-04-602-001

1. Parking with Engines Removed

A. General

(1) Refer to the instructions given in 10-11-01, Normal Parking - Maintenance Practices when you park the airplane with the engines removed. It is not necessary to add ballast to replace the weight of the engines that are removed in normal parking conditions.

(2) Refer to instructions given in 10-11-03, Parking in High Wind and 09-11-01, Tow The Airplane With Engines Removed to detemine aircraft stability in high wind and towing conditions.