

Scandinavian Airlines System

PAGE	DATE	CODE	PAGE	DATE	CODE	PAGE	DATE	CODE
CHAPTER 10 TAB			10-11-02		CONT.			
PARKING AND MOORING			229	APR 22/09	02			
EFFECTIVE PAGES			230	APR 22/09	01			
SEE LAST PAGE OF LIST			231	APR 22/09	02			
FOR NUMBER OF PAGES			232	APR 22/09	01			
10-CONTENTS			233	APR 22/09	02			
1	AUG 22/07	SAS	234	APR 22/09	01			
2	BLANK		235	APR 22/09	02			
10-11-01			236	APR 22/09	02			
201	AUG 22/04	01	237	APR 22/07	01			
202	AUG 22/06	15	238	DEC 22/05	02			
203	APR 22/08	05	239	DEC 22/05	01			
204	DEC 22/05	06	240	DEC 22/05	01			
205	AUG 22/06	06	241	DEC 22/05	02			
206	APR 22/08	05	242	DEC 22/07	01			
207	AUG 22/06	04	243	DEC 22/06	03			
208	AUG 22/06	08	244	DEC 22/07	03			
209	APR 22/99	02	245	AUG 22/06	02			
210	APR 22/99	02	246	AUG 22/06	02			
211	APR 22/99	02	247	APR 22/08	02			
212	AUG 22/06	05	248	DEC 22/08	02			
213	AUG 22/06	06	249	APR 22/08	02			
214	AUG 22/06	03	250	BLANK				
10-11-02			10-11-03					
201	DEC 22/05	01	201	APR 22/08	02			
R 202	AUG 22/09	02.1	202	APR 22/08	02			
203	DEC 22/05	02	203	APR 22/08	02			
204	DEC 22/07	02	204	APR 22/08	02			
R 205	AUG 22/09	02.1	205	APR 22/08	02			
206	APR 22/09	02	206	APR 22/08	02			
207	APR 22/09	02	R 207	AUG 22/09	01.1			
208	APR 22/09	02	R 208	AUG 22/09	01.1			
209	APR 22/09	02	R 209	APR 22/08	04.101			
210	APR 22/09	02	R 210	APR 22/08	02.101			
211	APR 22/09	02	R 211	AUG 22/09	02.101			
212	APR 22/09	02	R 212	BLANK				
213	APR 22/09	02	10-11-04					
214	APR 22/09	02	201	DEC 22/06	01			
215	APR 22/09	02	202	AUG 22/01	01			
216	APR 22/09	02	203	AUG 22/01	01			
217	APR 22/09	02	204	AUG 22/01	01			
218	APR 22/09	02	205	AUG 22/01	01			
219	APR 22/09	02	206	BLANK				
220	APR 22/09	02						
221	APR 22/09	02						
222	APR 22/09	02						
223	APR 22/09	02						
224	APR 22/09	01						
225	APR 22/09	02						
226	APR 22/09	02						
227	APR 22/09	01						
228	APR 22/09	02						

R = REVISED, A = ADDED OR D = DELETED

F = FOLDOUT PAGE

33

AUG 22/09

D633T133

CHAPTER 10

EFFECTIVE PAGES

PAGE 1

LAST PAGE

CHAPTER 10 – PARKING, MOORING, STORAGE & RETURN TO SERVICE
TABLE OF CONTENTS

<u>Subject</u>	<u>Chapter Section Subject</u>	<u>Page</u>	<u>Effectivity</u>
<u>PARKING, MOORING, STORAGE, AND RETURN TO SERVICE</u>	10-00-00		
<u>PARKING</u>	10-10-00		
GENERAL PARKING PROCEDURES	10-11-00		
NORMAL PARKING	10-11-01		
Maintenance Practices		201	ALL
PARK AIRPLANE WITH ENGINES REMOVED	10-11-04		
Maintenance Practices		201	ALL
PARKING IN HIGH WINDS	10-11-03		
Maintenance Practices		201	ALL
PROLONGED PARKING	10-11-02		
Maintenance Practices		201	ALL

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 AMM 10-11-02/201. The procedures for Parking In High Winds are found in AMM 10-11-03/201. The procedures for Parking With Engines Removed are found in AMM 10-11-04/201. For special procedures to park the airplane for engine operation see AMM 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. This does not include when the maintenance steps given below are done (AMM 20-41-00/201).
 - (1) A static ground on the airplane is not necessary when you pressure refuel the airplane. 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. Do this when you use devices such as lights, power tools, and instruments powered from external cords that are attached to grounded electrical power sources.
- 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 coverings from static ports or covers from pitot probes before flight may cause large errors in airspeed-sensing and altitude-sensing signals, which may lead to loss of safe flight.

EFFECTIVITY

ALL

10-11-01

01

Page 201
Aug 22/04

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) Lockpin, Nose Gear Towing Lever - A09003-1

(3) Protective Covers, Pitot Static Probe -
KPC3-825-8 (4 required)

(4) AIRPLANES WITH ICE DETECTION SYSTEM;
Protective Cover, Ice Detector Probe -
0061BN1 (Rosemount Inc.)

(5) Protective Cover, Angle of Attack Sensor -
R/C-A0AC-2 (Sesame Technologies)

(6) Removal/Installation Pole, Protective Covers -
A10002-1 (Preferred)

(7) Cover, Turbine Exhaust, PW4000 - LMC17M87
(Langdon Protective Covers)

(8) Cover, Engine Inlet, PW4000 - LMC16M87 (Langdon
Protective Covers)

(9) Plug, Fan Reverser, PW4000 - LMC18M87 (Langdon
Protective Covers)

(10) Warning Equipment, ATC, DME, and VHF Antenna -
A34001-1

(11) Cover, Total Air Temperature (TAT) Probe - FTC102 (Sesame
Technologies, Inc.)

C. Consumable Materials

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

EFFECTIVITY

ALL

10-11-01

- (2) G02443 Orange barricade tape, 3 inches wide, 4 mils thick, non-adhesive, with "REMOVE BEFORE FLIGHT" printed on it in black letters.
- (3) G02219 3M Scotch Brand No. 471 vinyl adhesive tape (1.5 inches wide), bright yellow color.
- (4) 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, or equivalent.
- (5) G02447 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, or equivalent.

D. References

- (1) AMM 09-11-00/201, Towing
- (2) AMM 10-11-02/201, Prolonged Parking
- (3) AMM 10-11-03/201, Parking In High Winds
- (4) AMM 12-11-03/301, Fuel Sump - Draining
- (5) AMM 12-33-01/301, Cold Weather Maintenance
- (6) AMM 12-33-02/301, Extreme Cold Weather Maintenance
- (7) AMM 20-41-00/201, Static Grounding
- (8) AMM 27-11-00/501, Aileron and Aileron Trim Control System
- (9) AMM 27-21-00/501, Rudder and Rudder Trim Control System
- (10) AMM 27-41-00/501, Horizontal Stabilizer
- (11) AMM 27-51-00/201, Trailing Edge Flap System
- (12) AMM 32-00-20/201, Landing Gear Downlocks
- (13) AMM 32-44-00/001, Parking Brake System
- (14) AMM 32-44-00/001, Parking Brake Control

E. Procedure

S 582-002

- (1) Tow or taxi the airplane into a position that is specified for parking (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, are released before it is parked.

S 582-003

- (2) When you park the airplane in an area that has ice or packed snow, do one of the steps that follow:
 - (a) Put a mat below the tires during a freeze condition so the tires will not freeze to the ground.
 - (b) Put a layer of coarse sand below the tires during a freeze condition so the tires will not freeze to the ground.
 - (c) Put some other applicable material below the tires during a freeze condition so the tires will not freeze to the ground.

EFFECTIVITY

ALL

10-11-01

05

Page 203
Apr 22/08

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 AMM 10-11-03/201.

S 582-007

- (6) When you think cold weather will come, refer to AMM 12-33-01/301.

S 862-048

CAUTION: DO NOT TWIST THE PARKING BRAKE HANDLE WHEN YOU SET THE PARKING BRAKE. WHEN YOU TWIST THE HANDLE, DAMAGE TO THE PARKING BRAKE HANDLE, OR TO THE LINKAGE CAN OCCUR.

- (7) Do these steps to set the parking brake:
- (a) Turn the battery switch to ON.
 - (b) Push the top of the rudder pedals to the stops, to apply the brake.
 - (c) Pull up on the parking brake handle to keep pressure on the brake linkage.
 - (d) Release the pressure from the top of the two rudder pedals.

NOTE: The pressure on the rudder pedals must be released before you release the parking brake handle. When you do not release the pressure, the parking brake will not be applied.

- (e) Release the parking brake handle.
- (f) Make sure the PARK BRAKE indicator light on the P10 control stand panel comes on.

S 042-018

- (8) When you park the airplane for 24 hours, pull the circuit breakers that follow on the hot battery bus.

NOTE: This will prevent a drain on the battery.

NOTE: The circuit breakers for the Antiskid/Autobrake Control Unit must be opened first. This will prevent error messages.

- (a) Open these circuit breakers on the overhead circuit breaker, P11, panel:
 - 1) 11U12, AUTOBKS/ANTISKID TEST/IND 1
 - 2) 11U21, AUTOBKS/ANTISKID TEST/IND 2

EFFECTIVITY

ALL

10-11-01

06

Page 204
Dec 22/05

- (b) Open this circuit breaker on the main power distribution, P6, panel:
1) 6F4, PARKING BRAKE VLV

S 492-044

WARNING: MAKE SURE WHEEL CHOCKS ARE PROPERLY SET. IF WHEEL CHOCKS ARE NOT PROPERLY SET, THE PARKING BRAKE CAN BLEED DOWN OR BE INADVERTENTLY RELEASED. IF THE PARKING BRAKES RELEASE 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.

- (9) Put chocks in front of one forward and behind one aft inboard or outboard wheel on each of the main landing gear trucks. Place wheel chocks about 3 inches away from the tires.

NOTE: The parking brake is not necessary when the chocks are in place. The parking brake is used to hold the airplane until the chocks are in position.

S 862-021

CAUTION: DO NOT LET THE PARKING BRAKES STAY APPLIED WHEN YOU HAVE HOT BRAKES TO PRECLUDE EXCESSIVE HYDRAULIC FLUID TEMPERATURES AND STRUCTURAL CREEP OF THE BRAKE COMPONENTS. IT IS POSSIBLE THAT THE BRAKES WILL NOT RELEASE WHEN THEY ARE APPLIED WHILE THEY ARE HOT.

- (10) Release the parking brake.
(a) Push the top of the rudder pedals fully to the stops until the parking brake is released.

S 042-010

- (11) Turn the battery switch to OFF if it is not necessary.

S 042-020

CAUTION: PUT THE STABILIZER TO ZERO DEGREES OR LESS. IF YOU DO NOT PUT STABILIZER TO ZERO DEGREES OR LESS, ICE CAN COLLECT AND CAN CAUSE DAMAGE TO THE BODY SEALS AND TO THE SKIN.

- (12) Put the stabilizer to zero degrees or less. (AMM 27-41-00/501).

S 862-012

- (13) Put the aileron controls to zero degrees, indicated (AMM 27-11-00/501).

EFFECTIVITY

ALL

10-11-01

06

Page 205
Aug 22/06

S 862-013

- (14) Put the rudder controls to zero degrees, indicated (AMM 27-21-00/501).

S 862-014

- (15) Raise the flaps to the full up position (AMM 27-51-00/201).

S 492-019

- (16) Install the protective covers as follows:
- (a) The engine inlet covers
 - (b) The engine exhaust covers
 - (c) The left fan reverser plugs
 - (d) The right fan reverser plugs.

S 842-053

WARNING: WHEN YOU PUT COVERS ON THE PITOT PROBES, MAKE SURE THAT YOU CAN SEE THEM FROM THE GROUND. ALSO, ATTACH A TAG TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT WHILE THE COVERS ARE ON THE PITOT PROBES. COVERS ON THE PITOT PROBES WILL CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS. THIS WILL MAKE FLIGHT DANGEROUS.

WARNING: INSTALL PITOT PROBE COVERS AND STATIC PORT COVERS WHEN THE AIRPLANE IS PARKED FOR MORE THAN A STANDARD TURNAROUND. ALSO, INSTALL THEM DURING CONDITIONS OF INSECT ACTIVITY, DUST STORMS, OR VOLCANIC ASH. THESE INCREASE THE RISK OF PITOT-PROBE AND STATIC-PORT CONTAMINATION. CONTAMINATION OF THE PITOT-PROBE OR STATIC-PORT SYSTEMS CAN CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS. THIS WILL MAKE FLIGHT DANGEROUS.

CAUTION: WHEN YOU PUT A COVER ON AN OPENING, MAKE SURE THAT YOU CAN SEE IT FROM THE GROUND. DO NOT OPERATE ENGINES WHILE THERE ARE COVERS ON OPENINGS. THE COVERS CAN COME OFF, AND CAUSE DAMAGE TO THE ENGINES.

CAUTION: MAKE SURE THAT THE PITOT-STATIC PROBE COVERS ARE IN GOOD CONDITION. LOOK FOR DAMAGE, FRAYING OF THE COVER, AND OTHER CONTAMINATION (DIRT, GREASE AND FLUIDS) AROUND THE OPENING. CONTAMINATION CAN CAUSE THE BLOCKAGE OF THE PROBE.

- (17) Make sure that the pitot-probe covers are in good condition, and that you can see them from the ground.

S 862-054

- (18) Put covers on the Pitot-Static Probes (see Fig. 201 for locations of the Pitot-Static Probes).

EFFECTIVITY

ALL

10-11-01

05

Page 206
Apr 22/08

S 842-028

- (19) 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 842-055

- (20) 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

- (21) For the alternate 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).

EFFECTIVITY

ALL

10-11-01

04

Page 207
Aug 22/06

 **BOEING**
767
MAINTENANCE MANUAL

- (d) Put an 8-inch strip 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 3M No. 471 vinyl adhesive tape horizontally over the back side of the barricade tape overlapping the lower half of the first strip of 8-inch 3M 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 the 3M No. 471 yellow vinyl adhesive tape horizontally over the lower end of the barricade tape (see Fig. 202 Sheet 2, Step 8).

S 842-031

- (22) 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 412-042

- (23) AIRPLANES WITH ICE DETECTION SYSTEM;
Install the cover on the ice detector probe.

S 492-024

- (24) Install the cover on the angle of attack (AOA) sensor.

S 412-043

- (25) Install the cover on the Total Air Temperature (TAT) probe.

S 492-016

- (26) Attach the warning streamers as follows:
 - (a) Adjacent to the VHF antennas

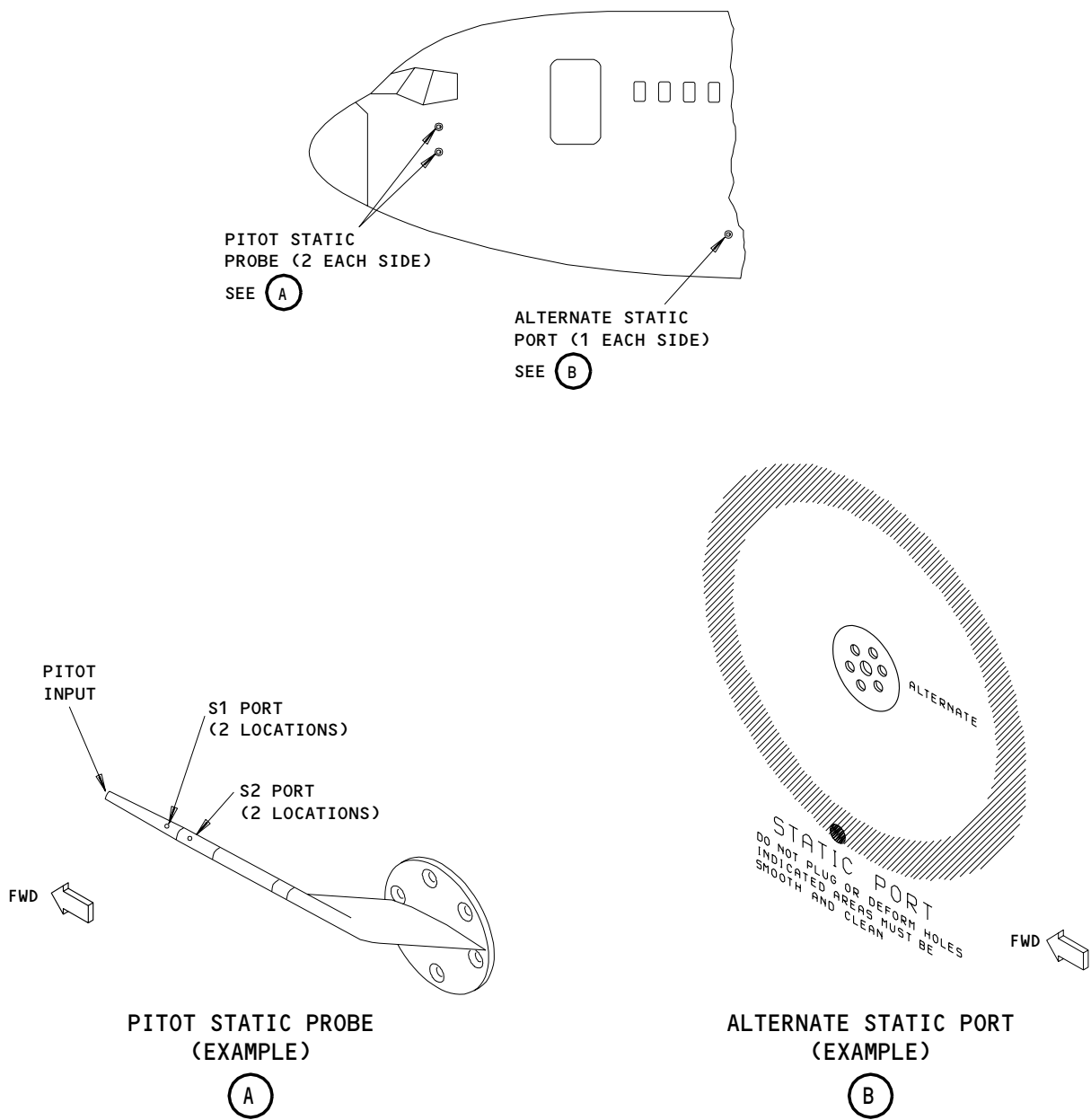
EFFECTIVITY

ALL

10-11-01

08

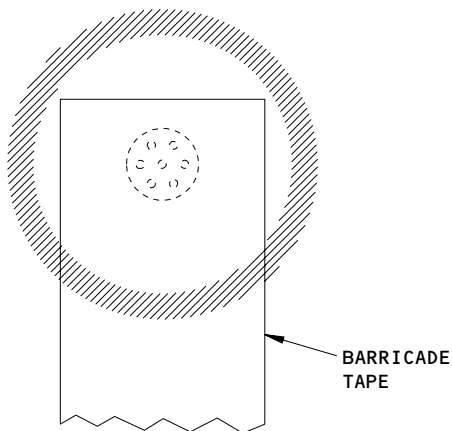
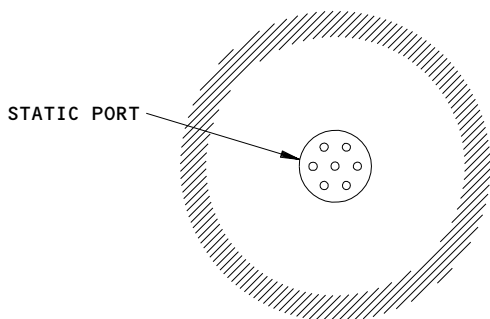
Page 208
Aug 22/06



Pitot-Static System - Component Location
Figure 201

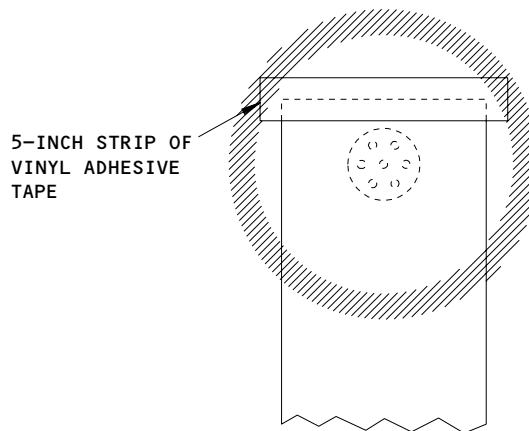
EFFECTIVITY	ALL

10-11-01



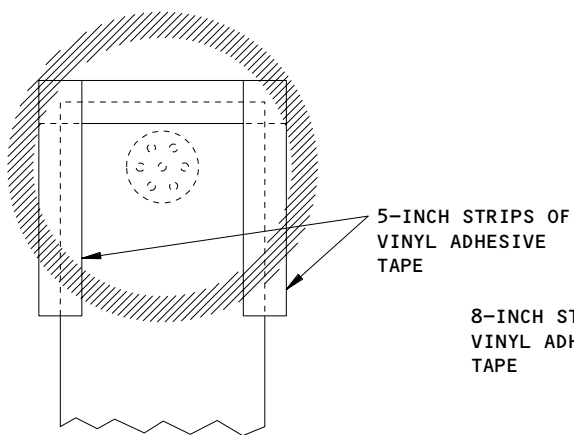
STEP 1

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



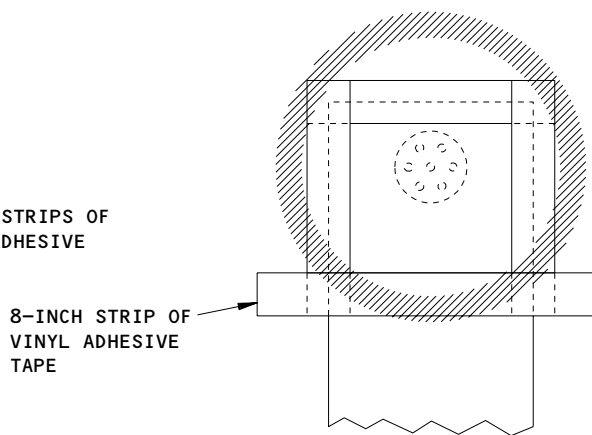
STEP 2

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



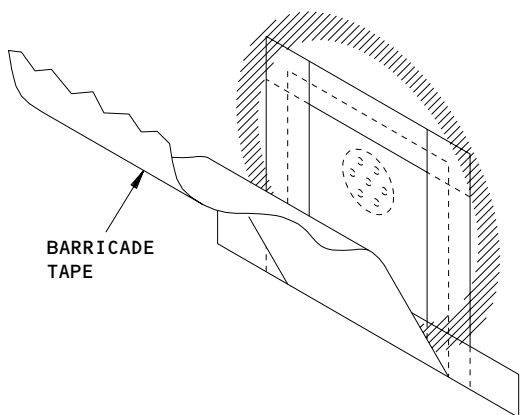
STEP 4

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)

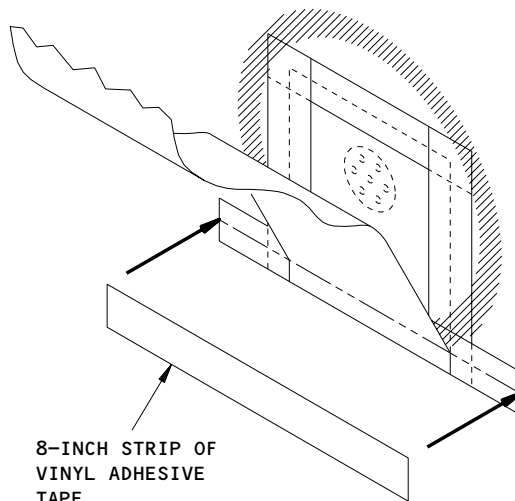
EFFECTIVITY	ALL
-------------	-----

10-11-01



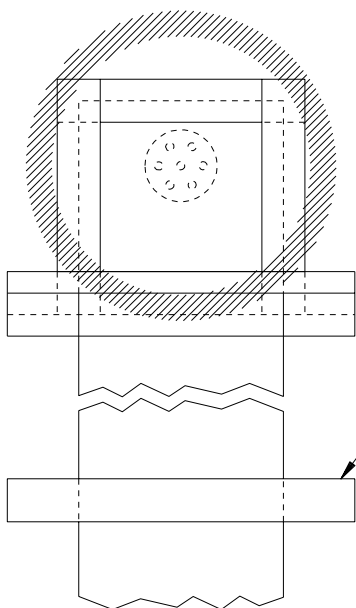
STEP 5

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

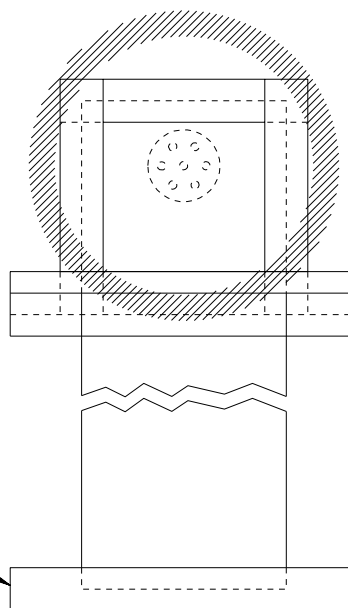


STEP 7

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

8-INCH STRIP OF VINYL ADHESIVE TAPE

8-INCH STRIP OF VINYL ADHESIVE 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)

EFFECTIVITY	ALL
-------------	-----

10-11-01

- (b) Adjacent to the ATC antennas
- (c) Adjacent to the DME antennas.

S 582-017

- (27) Make sure that the airplane center of gravity is forward of 37% MAC.
- F. Put the Airplane Back In Its Usual Condition for Return to Service

S 842-038

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-STATIC 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.

- (1) Remove the covers from the following components:
 - (a) Pitot-Static Probes
 - (b) Engine inlet
 - (c) Engine exhaust
 - (d) Left fan reverser plug
 - (e) Right fan reverser plug
 - (f) Angle of attack (AOA) sensor
 - (g) Total Air Temperature (TAT) probe

S 842-036

- (2) If an Ice Detector Probe is installed, remove the cover from the Ice Detector Probe.

EFFECTIVITY

ALL

10-11-01

05

Page 212
Aug 22/06

S 842-037

- (3) Remove the warning streamers as follows:
- (a) Adjacent to the VHF antennas
 - (b) Adjacent to the ATC antennas
 - (c) Adjacent to the DME antennas

S 842-032

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

S 842-034

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.

- (5) 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 842-033

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

EFFECTIVITY

ALL

10-11-01

06

Page 213
Aug 22/06

S 662-040

CAUTION: IF YOU CAN DRAIN THE FUEL FROM THE DRAIN VALVE AFTER YOU APPLIED HOT AIR TO THE EXTERIOR FOR 3 TO 5 MINUTES, DO NOT THINK THAT ALL THE ICE HAS MELTED. THE ICE ADJACENT TO THE DRAIN VALVE UNIT CAN MELT AND LET SOME WATER AND FUEL FLOW FROM THE DRAIN. BUT, A PIECE OF ICE CAN STAY BEHIND. IF THE FUEL DOES NOT FLOW FROM THE DRAIN VALVE, CONTINUE TO APPLY HOT AIR FOR A SHORT TIME, AND FREQUENTLY DO A CHECK OF THE FLOW FROM THE DRAIN VALVE. CATCH THE FUEL IN A CONTAINER AND MAKE SURE ALL OF THE WATER IS REMOVED.

THE HEAT APPLIED TO THE SUMP DRAIN VALVES FOR THE OUTBOARD MAIN AND RESERVE TANKS WILL NOT REMOVE THE ICE WHICH HAS COLLECTED IN THE TANK SUMP OR IN THE DRAIN LINE BETWEEN THE TANK SUMP AND VALVE. TO REMOVE THIS ICE, YOU MUST PUT THE AIRPLANE IN A WARM HANGAR FOR SUFFICIENT TIME TO MELT THE ICE. THEN DRAIN THE SUMPS UNTIL THE WATER IS REMOVED.

- (7) In cold weather 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 (AMM 12-11-03/301).

EFFECTIVITY

ALL

10-11-01

03

Page 214
Aug 22/06

PROLONGED PARKING - MAINTENANCE PRACTICES

1. General

- A. The procedures necessary for the protection of a parked airplane are given in this section. These procedures are the task named "Airplane Storage Procedures".
- B. 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".

TASK 10-11-02-622-001

2. Airplane Storage Procedures

A. General

- (1) 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. Follow the instructions and use the equipment list in AMM 10-11-01/201 prior to starting this procedure. The storage times are as follows:
 - (a) Short Term Storage - Applies to times that are 0-60 days unless specified differently.
 - (b) Long Term Storage - Applies to times that are more than 60 days unless specified differently.
- (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).

B. Consumable Materials

- (1) C00174 Corrosion Preventive Compound - MIL-C-16173, Grade 2
- (2) G00087 Insulation Covering - BMS 8-142, Type 1, class 3
- (3) D00633 Grease - BMS 3-33
- (4) D00016 Grease - Aeroshell 22 or Mobil 28

EFFECTIVITY

ALL

10-11-02

01

Page 201
Dec 22/05

 **BOEING**
767
MAINTENANCE MANUAL

- (5) G00009 Corrosion Preventive Compound - BMS 3-23, Type II
- (6) D50005 Grease - Mobil Aviation SHC 100
- (7) D00013 Grease - MIL-PRF-23827
- (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) D00071 Oil, Lubricating - MIL-L-7808
- (13) D00068 Oil, Lubricating - MIL-L-23699
- (14) G50369 Protective Coating - Spraylat ZR-5852 (alkaline removable)
- (15) C00000 Protective Coating - Ardrox 306N or Ardrox 649 (alkaline removable)
- (16) B00643 Remover - BMS15-12, Type II
- (17) G00119 Tape - Aluminum Foil
- (18) G02219/ Tape - 3M No. 471 or Permacel SVP 224
- (19) 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, or equivalent.
- (20) 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, or equivalent.

C. References

- (1) AMM 07-11-01/201, Jacking Airplane
- (2) AMM 10-11-01/201, Normal Parking
- (3) AMM 10-11-03/201, Parking In High Winds
- (4) AMM 12-11-01/301, Pressure Fueling
- (5) AMM 12-11-02/301, Fuel Tank - Overwing Fueling
- (6) AMM 12-12-01/301, Hydraulic System
- (7) AMM 12-13-05/301, Air Driven Turbine Pump
- (8) AMM 12-14-01/301, Potable Water System
- (9) AMM 12-15-01/301, Main Gear Shock Strut
- (10) AMM 12-15-02/301, Nose Gear Shock Strut
- (11) AMM 12-15-03/301, Landing Gear Tires
- (12) AMM 12-15-04/301, Parking Brake Accumulator
- (13) AMM 12-15-08/301, Oxygen
- (14) AMM 12-15-09/301, Brake Hydraulic System Surge Accumulator
- (15) AMM 12-16-01/301, Rain Repellant Container
- (16) AMM 12-17-01/301, Waste Tank

- (17) AMM 12-21-12/301, Nose Gear and Actuating Mechanisms
- (18) AMM 12-21-13/301, Nose Gear Doors and Operating Mechanism
- (19) AMM 12-21-14/301, Main Gear and Actuating Mechanism
- (20) AMM 12-21-15/301, Main Gear Doors and Operating Mechanism

EFFECTIVITY

ALL

10-11-02

02.1

Page 202
Aug 22/09

 **BOEING**
767
MAINTENANCE MANUAL

- (21) AMM 12-21-31/301, Control Cables - Servicing
- (22) AMM 12-25-01/301, Airplane Servicing (Washing and Cleaning)
- (23) AMM 20-41-01/201, Electrostatic Discharge Sensitive Devices
- (24) AMM 21-00-00/201, Air Conditioning
- (25) AMM 21-31-00/001, Pressurization Control System
- (26) AMM 21-31-02/401, Automatic Pressure Controller
- (27) AMM 21-51-00/501, Cooling Pack Indication System
- (28) AMM 21-51-14/401, Pack Temperature Controller
- (29) AMM 21-53-02/501, Ram Air Exhaust Door
- (30) AMM 21-58-00/001, Equipment Cooling System
- (31) AMM 21-61-03/401, Zone Temperature Controller
- (32) AMM 24-22-00/201, Control Power Supply
- (33) AMM 24-31-01/401, Main Battery
- (34) AMM 24-31-04/401, APU Battery
- (35) AMM 25-65-17/401, Off-Wing Escape System Battery
- (36) AMM 26-23-00/501, Cargo Compartment Fire Extinguishing
- (37) AMM 26-26-02/601, Extinguisher - Halon Fire
- (38) AMM 26-26-03/601, Extinguisher - Water-Type Fire
- (39) AMM 27-09-00/201, Flight Control Systems Electronic Unit
- (40) AMM 27-11-00/501, Aileron and Aileron Trim Control Unit
- (41) AMM 27-13-00/001, Aileron and Spoiler Hydraulic Shutoff Valves
- (42) AMM 27-18-00/501, Aileron Position Indicating System
- (43) AMM 27-21-00/501, Rudder and Rudder Trim Control System
- (44) AMM 27-23-00/501, Rudder and Elevator Shutoff Valves
- (45) AMM 27-28-00/501, Rudder Position Indicating System
- (46) AMM 27-31-00/501, Elevator Control System
- (47) AMM 27-32-00/501, Stall Warning System
- (48) AMM 27-38-00/501, Elevator Position Indicating System
- (49) AMM 27-41-00/501, Horizontal Stabilizer Trim Control System
- (50) AMM 27-48-00/501, Stabilizer Trim Position Indicating System
- (51) AMM 27-51-00/501, Trailing Edge Flap System
- (52) AMM 27-58-00/501, TE Flap Position Indicating System
- (53) AMM 27-61-00/501, Spoiler/Speedbrake Control System
- (54) AMM 27-62-00/501, Auto-Speedbrake Control System
- (55) AMM 27-81-00/501, Leading Edge Slat System
- (56) AMM 27-88-00/501, Leading Edge Slat Position Indicating System
- (57) AMM 28-11-00/201, Biocide Treatment of Fuel Tanks
- (58) AMM 28-22-07/601, Fuel Lines and Fittings
- (59) AMM 28-26-00/201, Defueling
- (60) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
- (61) AMM 29-11-00/601, Main Hydraulic System
- (62) AMM 29-11-15/401, System L and R Return Filter Module
- (63) AMM 29-11-16/401, System C Return Filter Module

EFFECTIVITY

ALL

10-11-02

02

Page 203
Dec 22/05

 **BOEING**
767
MAINTENANCE MANUAL

- (64) AMM 29-11-17/401, System L and R EDP Pressure/Case Drain Filter Module
- (65) AMM 29-11-18/401, ACMP Pressure Case Drain Filter Module
- (66) AMM 29-11-19/401, System C ADP Pressure/Case Drain Filter Module
- (67) AMM 29-21-00/501, Ram Air Turbine (RAT) System
- (68) AMM 29-31-00/501, Hydraulic Pressure Indicating System
- (69) AMM 29-32-00/501, Hydraulic Fluid Temperature Indicating System
- (70) AMM 29-33-00/501, Hydraulic Fluid Quantity Indicating System
- (71) AMM 30-31-00/501, Pitot Static Probe Anti-icing
- (72) AMM 30-42-00/601, Windshield Wiper System Inspection/Check
- (73) AMM 30-43-00/201, Windshield Rain Repellant System
- (74) AMM 32-00-15/201, Landing Gear Door Locks
- (75) AMM 32-00-20/201, Landing Gear Downlocks
- (76) AMM 32-32-09/401, Main Gear Gear-Operated Sequence Valve Cam Box
- (77) AMM 32-41-08/601, Main Gear Wheel Brakes Inspection/Check
- (78) AMM 32-45-03/601, Wheels Inspection/Check
- (79) AMM 33-51-07/201, Supply - Power
- (80) AMM 34-11-00/501, Pitot Static System
- (81) AMM 35-00-00/201, Oxygen
- (82) AMM 38-10-00/201, Potable Water System
- (83) AMM 38-15-02/401, Air Filter
- (84) AMM 38-32-00/501, Toilet System
- (85) AMM 49-11-00/201, Auxiliary Power Units
- (86) AMM 71-00-00/201, Power Plant
- (87) AMM 71-00-03/201, Power Plant Preservation and Depreservation
- (88) AMM 34-23-00/201, Magnetic Standby Compass

EFFECTIVITY

ALL

10-11-02

02

Page 204
Dec 22/07

D. Procedure

S 862-058

(1) Use this table to put the airplane in storage:

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<u>EXTERNAL SURFACE PROTECTION</u>								
<u>Short Term</u>								
1. Apply a temporary layer of Protective Coating to all metal that is not painted. Do not include the engine tail cones, brakes or other components that operate with high temperatures (the paint would burn off). Apply a layer of Spraylat ZR-5852 or Ardrex 306 as follows:	X							
A. Procedure (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).								

EFFECTIVITY

ALL

10-11-02

02.1

Page 205
Aug 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<u>Long Term</u>								
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					
3. Examine all painted surfaces each 14-day cycle. Look for stains. To remove the stains, wash the airplane (AMM 12-25-01/301). <u>NOTE:</u> Stains are the discoloration of the finish because of 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					
4. 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							

EFFECTIVITY

ALL

10-11-02

02

Page 206
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. Examine the structural drain holes each 60-day cycle. Make sure they are open.					X			
<u>EQUIPMENT/FURNISHINGS</u>								
<u>Short Term</u>								
To give protection for a maximum of 30 days, do the procedures that follow.								
1. Put dust covers on the seats.	X							
2. Carpets and seats can stay in the airplane for 30 days after the storage starts. Humidity control is not necessary for this time.								X
3. If the toilet waste systems are serviced and activated, do the steps that follow:								
A. Flush each toilet.	X							
B. Drain the waste tanks (AMM 12-17-01).	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 galley(s). Look for unusual conditions and correct as necessary.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 207
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
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. When the seats and carpets are removed, the window shades can be put up.	X							
7. Make sure that all main entry doors are in the manual (disarmed) mode.	X							
8. Open the closet, galley, and lavatory doors. This will permit the air to flow.	X							
<u>Long Term</u>								
To give protection for a maximum of two years, do the procedures that follow:								
1. Examine the upholstery and carpets for moisture and mildew. Do this after the storage and correct as necessary.	X							
2. When the seats and carpets stay in the airplane longer than 30 days, the humidity in the airplane must be controlled to a maximum of 70%. If the necessary humidity cannot be controlled, remove the seats and carpets and put them in a storage area that can control the humidity.	X							
3. Disconnect and disassemble the attendant's flashlights and put them in storage.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 208
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
4. Remove the seats and floor panels in the area of the center wing section canted bulkhead. This will permit access to the airplane structure. Examine the area when airplane is first stored and again when airplane is removed from storage. Remove any moisture accumulation.	X							X
<u>INCLEMENT WEATHER CONDITIONS</u>								
1. When the snow on the airplane gets to a depth of 8 to 10 inches, remove the snow.								X
2. To make sure the airplane stays in its position when the wind is up to 60 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.								

EFFECTIVITY

ALL

10-11-02

02

Page 209
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>D. Put two tie-down straps around the attach lugs of the lower drag strut on the nose landing gear. Put the straps outboard and in opposite directions, and angled forward to clear the doors. Attach the straps to the ground anchors on each side of the airplane. To prevent the airplane from weather-cocking, the side loads applied to the drag brace must be 15,000 pounds.</p> <p><u>NOTE:</u> Make sure you do not damage the hydraulic lines and the electrical wires that are found in the area of the attach lugs.</p>								
<u>INSPECTION CRITERIA</u>								
<p>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).</p> <p><u>NOTE:</u> When the airplane skin becomes discolored, or stained, or if the blending of adjacent surfaces for appearance is necessary, refer to the operators standard procedures.</p>								X
<u>LANDING GEAR</u>								
<u>Short Term</u>								
<p>1. Put wheel chocks on all landing gear wheels. Place wheel chocks about 3 inches away from the tires.</p>	X							

EFFECTIVITY

ALL

10-11-02

02

Page 210
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
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							
WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.								
4. Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15).	X							
5. Do not deflate the shock struts of the landing gear.								
6. Lubricate the areas that follow with BMS 3-33 (optional MIL-PRF-23827).								
A. The surfaces of the uplock hooks on the main landing gear doors (AMM 12-21-15/301).	X							
B. The bare surface of the spherical trunnion bearing of the main landing gear (AMM 12-21-14/301).	X							
7. Do a check of the tire pressure each two week cycle. Make sure to keep the tire pressure at the specified level (AMM 12-15-03/301).	X		X					

EFFECTIVITY

ALL

10-11-02

02

Page 211
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>8. When you think the weather will freeze for a long time, put coarse sand or a coarse fiber mat between the tires and the ground surface.</p> <p><u>NOTE:</u> This is not necessary if the airplane will not be moved during this time, and if the tires will be discarded.</p>								X
<u>Long Term</u>								
Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also, do the short term storage procedures.								
<p><u>CAUTION:</u> DO NOT LET THE GREASE TOUCH THE ADJACENT AREAS. THE GREASE CAN CAUSE CONTAMINATION TO OTHER COMPONENTS.</p> <p>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-25013 grease and put the shock struts back to their specified condition (AMM 12-15-01/301).</p>	X							
<p>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-25013 grease and put the shock strut back to its specified condition (AMM 12-15-02/301).</p>	X							

EFFECTIVITY

ALL

10-11-02

02

Page 212
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
3. Apply a layer of MIL-PRF-23827 or BMS 3-33 to all landing gear parts that are not painted (This does not include the steering actuators or piston rods because their bare finished surfaces must be lubricated with Skydrol). Do this lubrication each 180 day cycle. Examine the specified areas each 90 day cycle and lubricate again as necessary.	X					X	X	
4. Examine the shock struts of the landing gear for hydraulic leaks.					X			
5. Lubricate all of the joints on the nose landing gear that have lubrication fittings. Use BMS 3-33 grease (AMM 12-21-12/301).	X						X	
6. Lubricate all of the joints on the main landing gear that have lubrication fittings. Use BMS 3-33 grease (AMM 12-21-14/301).	X						X	
7. Lubricate the areas that follow with BMS 3-33. (Optional grease is MIL-PRF-23827).								
A. The surface of the uplock hooks of the main landing gear doors (AMM 12-21-15/301).							X	
B. The bare surfaces of the spherical trunnion bearings of the main landing gear (AMM 12-21-12/301).							X	

EFFECTIVITY

ALL

10-11-02

02

Page 213
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
8. Turn the tires 1/3 of a turn each 30 day cycle.				X				
9. Lubricate the wheel bearings with Mobil 28 grease.							X	
10. Put a cover on the tires. Use an opaque material which will keep the weather wear to a minimum.	X							
11. 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		
<u>Short and Long Term</u>								
1. Use the ground release levers 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.				X				
3. After the initial lubrication (when the storage started), and at each 90 day cycle, do the servicing of all the lubrication joints.	X					X		
4. After the initial lubrication at the start of the storage and at each 90-day cycle, lubricate all control cables (this does not include the cables in the body of the airplane).	X					X		
5. Lubricate the cables in the body of the airplane one time each year after the initial lubrication.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 214
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
6. Lubricate the cam and the cam follower for the gear-operated sequence valve (AMM 32-32-09/401).	X							
<u>FUEL SYSTEM</u>								
<u>Short and Long Term</u> <u>NOTE:</u> The procedures that follow are for protection of the fuel system.								
1. Fill all fuel tanks to a minimum of 10 percent or more of capacity and keep the fuel at that capacity (AMM 12-11-02/301)(AMM 12-11-01/301). <u>NOTE:</u> 10 percent fuel is required to prevent fuel seals from drying and leaking.	X							
2. Each year, inspect one main fuel tank for corrosion. If corrosion is found, inspect all fuel tanks for corrosion. Examine the engine dry bay, and the center wing dry cavities (if it is applicable) for corrosion. Remove moisture that has collected. Apply BMS 3-23 Type II, corrosion inhibiting compound to the applicable area that does not have fuel. <u>NOTE:</u> If the fuel tanks are being examined for corrosion on a second and subsequent inspection, examine a tank other than the one you examined before.								YR

EFFECTIVITY

ALL

10-11-02

02

Page 215
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p><u>WARNING:</u> DO NOT BREATHE OR TOUCH THE BIOCIDES FUEL ADDITIVE. IF YOU BREATHE THE FUMES OR TOUCH THE BIOCIDES FUEL ADDITIVE, IT COULD KILL YOU.</p> <p><u>CAUTION:</u> DO NOT ADD A LARGE CONCENTRATION OF THE BIOCIDES FUEL ADDITIVE TO THE FUEL TANKS. A LARGE CONCENTRATION OF THE FUEL ADDITIVE CAN MAKE SALT DEPOSITS IN THE FUEL TANKS.</p> <p>IF METERED INJECTION EQUIPMENT IS NOT AVAILABLE, REFER TO (AMM 28-10-00/201) FOR OTHER APPROVED PROCEDURES TO ADD BIOCIDES TO THE FUEL TANKS.</p> <p>3. Put the fuel additive in the fuel tanks. The fuel should contain Biobor JF additive, 270 parts per million maximum by weight or Kathon FP1.5 biocide, 100 parts per million by volume to prevent micro-organism in fuel tanks (AMM 28-10-00/201).</p> <p><u>NOTE:</u> The fuel additive will prevent sealant deterioration in the fuel tanks.</p>	X							
<p>4. 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.</p>	X							

EFFECTIVITY

ALL

10-11-02

02

Page 216
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. For long term storage, examine the material on each opening, each 6 to 8 weeks.					X			
<u>FLIGHT DECK</u>								
<u>Short Term</u>								
1. To give protection for a maximum of 30 days, do these procedures: A. Install the pitot-static probe covers (4 locations).	X							
B. Put the static port covers on all of the static ports. The procedure to attach the static port covers to the airplane is in Normal Parking (AMM 10-11-01/201).	X							
C. Put covers on the temperature probes, angle-of-attack sensors, and ice detector (if installed).	X							
D. Keep the main (flight deck) and APU fire extinguishing systems full and in a serviceable condition.	X							X
E. Weigh the portable fire extinguishers. If the weight decreased to less than the weight specified on the nameplate, remove the extinguishers and fill them.	X							
F. Install dust covers on the seats.	X							
<u>Long Term</u>								
Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also, do the short term storage procedures.								

EFFECTIVITY

ALL

10-11-02

02

Page 217
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>1. It is not necessary to remove the mode control panels and the panel modules when the relative humidity is controlled. The humidity in the airplane must be controlled to a maximum of 70%. When the necessary humidity cannot be controlled, remove the specified components and put them in a storage area that can control the humidity. This area must be for storage of electronic equipment to prevent the deterioration of the components. Follow the electrostatic discharge to sensitive devices procedure, (AMM 20-41-01/201).</p> <p><u>NOTE:</u> Put plugs in the cooling air orifices and the input vents for the components that were removed. This is to make sure that an adequate cooling air flow will get to the components that stay in the airplane.</p>								X
<p>A. Remove the module that follows from the Overhead Panel:</p> <p>(1) M-59 S242T101-203, IRS Mode Selector</p>								X
<p>B. Remove the modules that follow from the Electronics Panel.</p> <p>(1) M-76 S242T102-131, FMC CDV (2) M-77 S242T102-131, FMC CDV (3) M-93 S242T404-344, EFIS CONT (4) M-94 S242T404-344, EFIS CONT</p>								X

EFFECTIVITY

ALL

10-11-02

02

Page 218
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
C. Remove the modules that follow from the Pilot's Main Panel.								X
(1) N-4 S242T404-577, EADI Display (2)								
(2) N-44 S242T404-577, EADI Display								
(3) N-5 S242T404-611, EASI/EICAS Display								
(4) N-45 S242T404-611, EASI/EICAS Display								
(5) N-10013 S242T404-611, EASI/EICAS Display								
(6) N-10014 S242T404-611, EASI/EICAS Display								
(7) N-3 S242T403-109, IND-RDMI								
(8) N-43 S242T403-109, IND-RDMI								
(9) N-70 S241T120-3, Autopilot Status Annunciator								
(10) N-71 S241T120-3, Autopilot Status Annunciator								
(11) P3-1 S241T200-154, Thrust Mode Select Panel								
D. Remove the module that follows from the Right Side Panel.								X
(1) N-10029 S242T404-601, EICAS Display								
E. Remove the modules that follow from the Glareshield Panel.								X
(1) M-90 S241T100-211, Mode Control Panel								
(2) M-90 S241T100-501, Autothrottle Switch Lens Cap								
(3) M-90 S241T100-404, Switch Guard								

EFFECTIVITY

ALL

10-11-02

02

Page 219
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
2. When the seats and carpets stay in the airplane longer than 30 days, the humidity in the airplane must be controlled to a maximum of 70%. If the necessary humidity cannot be controlled, remove the seats and carpets and put them in a storage area that can control the humidity.	X							
3. Remove the rain repellent can from the rain repellent system (AMM 30-43-00).	X							
4. Purge the rain repellent fluid from the two rain repellent lines with dry, filtered air.	X							
<u>ELECTRICAL/ELECTRONIC SYSTEMS</u>								
<u>Short Term</u> (5 to 30 days)								
To give protection for a maximum of 30 days, do the procedures that follow.								
1. Static 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. Open the circuit breakers that follow on the panel, P6, and attach the DO-NOT-CLOSE tags. This will prevent the discharge of the battery.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 220
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
A. 6G3, CLOCK TIME BASE L B. 6G4, CLOCK TIME BASE R C. 6F25, EQUIP COOL GND WARN D. 6C4, BUS TIE ENABLE E. 6E1, L SPAR FUEL VALVE F. 6E2, R SPAR FUEL VALVE G. 6E3, APU FUEL VALVE H. 6G5, ACARS DC PWR I. 6D3, L IRS J. 6D5, R IRS K. 6D4, C IRS								
<u>Long Term</u> (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. If relative humidity is controlled below 70% in area of the electronic equipment, it is not necessary to remove the electronic equipment from the airplane.								
1. Static the airplane (AMM 20-41-00/201).	X							
2. Remove the main 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 24-31-01/401). <u>NOTE:</u> If some electrical components will stay on the airplane, as shown in subsequent steps, do not remove the battery.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 221
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>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).</p> <p><u>NOTE:</u> If some electrical components will stay on the airplane, as shown in the subsequent steps, do not remove the battery.</p>	X							
<p>4. Remove all of the batteries (wet and dry) that follow from the airplane:</p> <p><u>NOTE:</u> 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.</p>	X							
A. Power Megaphone Batteries								

EFFECTIVITY

ALL

10-11-02

02

Page 222
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
B. The Emergency Light Batteries (AMM 33-51-07/201)								
C. The Emergency Power Supply Batteries (AMM 33-51-07/201)								
D. The batteries which you think are on the airplane in the customer variable equipment.								
E. The Offwing Escape System Battery (AMM 25-65-17)								
<p>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.</p> <p>5. 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, and E3 racks. They area also found in the E5 Mid Equipment Center, the E6 Aft Equipment Center, and the E7 Voice and Flight Recorder Shelf. Remove also the Warning Electronic Unit Modules from the chassis which is found in the P51 rack.</p>	X							

EFFECTIVITY

ALL

10-11-02

02

Page 223
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>6. Remove the video equipment (when installed) from the passenger cabin. This equipment includes the projectors mounted in the ceilings. It also includes the VTR, the tuner and control units installed in the out-board storage bins or other areas such as in the galley.</p> <p><u>NOTE:</u> Remove the equipment only if the necessary humidity cannot be controlled as specified in the EQUIPMENT/FURNISHING long term storage procedures.</p>	X							
<p>A. Remove the cards from the P50, P51, P54 and P29 panels and remove the weather radar transceiver.</p> <p><u>NOTE:</u> After the removal of an equipment item, put plugs in the cooling air orifices and the input vents for components that were removed. This is to make sure an adequate cooling air flow will get to the components that stay in the airplane.</p>								

EFFECTIVITY

ALL

10-11-02

01

Page 224
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>B. 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.</p> <p>Generator Control Units Bus Power Control Units Main Battery Charger APU Battery Charger Static Inverter Transformer-Rectifier Units EICAS Computers Spoiler Control Modules Caution Advisory Computer CSEU Power Supply Modules</p> <p>NOTE: When this equipment stays installed, the electrical power must be supplied, and the equipment operated, each 14-day cycle, Do this for a minimum of 2 hours. 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.</p>			X					

EFFECTIVITY

ALL

10-11-02

02

Page 225
Apr 22/09

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		
7. The POWER PLANT AND APU storage procedures make it necessary to operate the engines where specified. To do this, the engine N2 speed cards (2) must be installed in the airplane. Remove or install these N2 speed cards as specified in the ELECTRICAL/ELECTRONIC Long Term procedures.						X		
<u>AIR CONDITIONING SYSTEM</u>								
<u>Short Term</u>								
To give protection for a maximum of 30 days, do the procedures that follow.								
1. Close the ram air inlet (AMM 21-51-00/501) and ram air exhaust (AMM 21-53-02/501) doors.	X							
2. Close the E/E cooling inboard supply and outboard exhaust valves (AMM 21-58-00/001).	X							
3. Close the outflow valves of the Cabin Pressure Control System (AMM 21-31-00/001).	X							
4. Put covers on the static sense port. Use the Insulation Covering BMS 8-142 Type 1, Class 3. Hold it in place with 3M Company Tape No. 471 or an equivalent.	X							

EFFECTIVITY

ALL

10-11-02

02

Page 226
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
5. Operate the air conditioning system during each engine or APU operation.								X
<u>Long Term</u>								
The procedures that follow are for protection of the airplane for a time up to 180 days. Do the procedures that follow at the start of the storage cycle and at the specified intervals. Also, do the short term storage procedures.	X							
1. Put covers on the components that follow. Use Insulation Covering BMS 8-142, Type 1, Class 3. Hold it in position with 3M Company Tape No. 471 or equivalent.	X							
A. The outflow overpressure relief valves.								
B. The ram air inlet and exit valves.								
C. The ground air connect flange.								
D. The pneumatic ground connect fittings.								
E. The static sense port.								

EFFECTIVITY

ALL

10-11-02

01

Page 227
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>2. When the storage time will be more than 30 days, remove the control units from the air conditioning system. Put the control units that follow in storage.</p> <p><u>NOTE:</u> This must be done when there is no schedule to operate the air conditioning system.</p> <p>The Zone Temperature Controller (AMM 21-61-03/401) The Pack Temperature Controller (AMM 21-51-14/401) The Auxilary Zone Temperature Controller (AMM 21-61-12/401) The Automatic Cabin Pressure Controller (AMM 21-31-02/401)</p> <p>Make sure the E/E cooling system can operate in the standby mode. This is necessary for the operations specified in the Electrical/Electronics system storage for ambient temperatures below 90°F (32°C) procedures. For ambient temperatures above 90°F (32°C) use the Automode for periodic power operation.</p>	X							
<p>3. When the air conditioning system will stay in the airplane, operate the air conditioning system during each engine or APU run.</p>								X
<u>HYDRAULIC SYSTEM</u>								
<u>Short Term</u>								
<p>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.</p>	X		X					

EFFECTIVITY

ALL

10-11-02

02

Page 228
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
2. Make sure the hydraulic system is filled with BMS 3-11 hydraulic fluid to the specified level (AMM 12-12-01/301).	X							
3. Lubricate all of the bearings on all of the hydraulic components and linkages that have lubrication fittings.	X							
4. Clean and apply a layer of BMS 3-11 hydraulic fluid to the bare finished surfaces on all actuator piston rods, valve slides, and other hydraulic components. <u>NOTE:</u> Do not use BMS 3-11 or MCS-352B on components that contain MIL-H-5606 or MIL-PRF-6083 (i.e., landing gear shock struts). MCS-352B contains SKYDROL and will cause damage to the seals that are used in MIL oil systems.	X							
5. Do the servicing of the pneumatic drive for the hydraulic pump gearbox (AMM 12-13-05/301).	X							
6. Release the pressure in the hydraulic reservoirs and pressurize them with dry nitrogen (AMM 29-11-00/201).	X							
7. Release the pressure in the hydraulic accumulators that follow and pressurize them with dry nitrogen. The Parking Brake Accumulator (AMM 12-15-04/301). The Brake Hydraulic System Surge Accumulator (AMM 12-15-09/301).	X							

EFFECTIVITY

ALL

10-11-02

02

Page 229
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
8. Put a screen, mesh cloth, or an equivalent material over the opening of the pneumatic drive for the air-driven pump exhaust. Attach a red flag to the material on the opening.	X							
<u>Long Term</u>								
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. <u>NOTE:</u> When the lubrication is not complete and some components are corroded, clear the area fully and do the preservation procedure. Refer to the Boeing Corrosion Manual for the necessary procedures.	X				X			

EFFECTIVITY

ALL

10-11-02

01

Page 230
Apr 22/09

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). The Brake Hydraulic System Surge Accumulator (AMM 12-15-09/301.)	X						X	
<u>FLIGHT CONTROLS</u>								
<u>Short and Long Term</u>								
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:								

EFFECTIVITY

ALL

10-11-02

02

Page 231
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
A. The leading edge slats (1 cycle)	X					X		
B. The trailing edge flaps (1 cycle)	X					X		
C. The spoilers (3 cycles)	X					X		
D. The ailerons (3 cycles)	X					X		
E. The elevators (3 cycles)	X					X		
F. The rudder (3 cycles)	X					X		
G. The horizontal stabilizer (3 cycles). Put the stabilizer to a different stabilizer trim position for each cycle.	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 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. <u>NOTE:</u> 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 all joints and gearbox service points with BMS 3-33.	X					X		

EFFECTIVITY

ALL

10-11-02

01

Page 232
Apr 22/09



BOEING
767
MAINTENANCE MANUAL

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p>5. Initially and at each 90-day cycle, lubricate all specified control cables (AMM 12-21-31/301).</p> <p><u>NOTE:</u> This does not include the cables that are in the body of the airplane.</p>	X					X		
<p>6. Initially and at each 1-year cycle, lubricate the control cables that are in the body of the airplane.</p>	X							YR
<u>OXYGEN SYSTEM</u>								
<u>Short Term</u>								
<p>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.</p>								
<u>Long Term</u>								
<p>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.</p>								

EFFECTIVITY

ALL

10-11-02

02

Page 233
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<p><u>WARNING:</u> OBEY THE PRECAUTIONS FOR THE REMOVAL AND INSTALLATION OF THE OXYGEN CYLINDERS. IF YOU DO NOT OBEY THE PRECAUTIONS, INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>1. Remove the portable oxygen cylinders, the crew oxygen cylinders, and the regulator (AMM 12-15-08/301). Obey your airline's procedures to put them in a spares storage.</p> <p><u>NOTE:</u> 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 hydrostatic test date has expired, follow the operator's standard procedures.</p>	X							
<p>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.</p>	X							
<p>3. Remove the crew system oxygen masks. Put the masks in clean polyethylene bags and send them back to spares. Cap the oxygen hose connector part of stowage box assembly and put it away.</p>	X							

EFFECTIVITY

ALL

10-11-02

01

Page 234
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
<u>POTABLE WATER SYSTEM</u>								
<u>Short and Long Term</u>								
1. Drain all of the water system. This includes the galley and the lavatory tanks. Do a purge of the complete potable water system with dry air and nitrogen. Close and seal all of the drains.	X							
2. Remove all of the coffeemakers and water boilers from airplane. Store them at temperatures that do not freeze.	X							
<u>CARGO COMPARTMENT FIRE EXTINGUISHING SYSTEM</u>								
<u>Short and Long Term</u>								
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.								
1. Make sure that the two discharge squibs stay installed on the fire extinguisher bottle. Also make sure the squibs are connected to their correct electrical supply. <u>NOTE:</u> The fire extinguisher bottles must stay in the airplane in a charged, and in a serviceable condition.	X							
<u>POWER PLANT AND APU</u>								
1. Refer to (AMM 71-00-03/201) for maintenance procedures that are applicable to engine storage.								X

EFFECTIVITY

ALL

10-11-02

02

Page 235
Apr 22/09

Item	Procedures Repeat Intervals (Days)							
	Initial	7	14	30	60	90	180	As Rqd
2. Refer to (AMM 49-11-00/201) for procedures that are applicable to APU storage.								X
3. If the airplane is stored without engines do these steps (AMM 10-11-04/201):								X
A. Cap and stow all fuel lines, hydraulic lines and wire bundles.								X
B. Cover exposed metal surfaces on the pylon with a moisture barrier.								X
C. Provide suitable drains in the moisture barrier to allow the escapement of water.								X
D. Use a desiccant within the moisture barrier to maintain a low humidity around the pylon.								X

TASK 10-11-02-632-002

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

A. General

- (1) 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).

EFFECTIVITY

ALL

10-11-02

02

Page 236
Apr 22/09

B. 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 BMS15-12, TYPE II, REMOVER. DO NOT LET THE REMOVER BECOME DRY. DO NOT LET THE REMOVER TOUCH AN ACRYLIC SURFACE FOR MORE THAN 60 MINUTES. DO NOT LET THE REMOVER TOUCH HIGH-STRENGTH STEEL PARTS (180,000 PSI AND OVER) OR WHEELS, BRAKES AND TIRES. IF YOU DO NOT OBEY THESE INSTRUCTIONS, DAMAGE TO THE COMPONENTS CAN OCCUR.

- (a) Apply the BMS15-12, Type II remover. Put the remover on approximately 20 mils thick and for a dwell time of not less than 10 minutes.
1) Pressure rinse 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.

S 612-004

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

C. Landing Gear

S 632-005

- (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. You can find the ground door release handles aft of the main landing gear doors.

NOTE: When the doors are open, the door release handle cannot be put in the DOORS CLOSED position. This cannot be done until the center hydraulic system is pressurized.

EFFECTIVITY

ALL

10-11-02

01

Page 237
Apr 22/07

- 6) Make sure the forward doors of the nose landing gear are open.
- 7) Make sure the torsion link of the nose landing gear is connected.
- (b) Before you energize the airplane electrical system, do the steps that follow:
 - 1) Make sure the alternate extension select switch is in the OFF position. The alternate extension select switch is found on the pilot's center instrument panel, P3.
 - 2) Close this circuit breaker on the power distribution panel, P-6, and remove the DO-NOT-CLOSE tag.
 - a) 6F6, LANDING GEAR ALTN EXT MOTOR
 - 3) Close this circuit breaker on the overhead circuit breaker panel, P11, and remove the DO-NOT-CLOSE tag.
 - a) 11U14, LANDING GEAR ALTN EXT LATCH RST

S 642-006

- (2) Lubricate the landing gear as follows:
 - (a) Lubricate the doors for nose landing gear with BMS 3-33 grease (optional grease MIL-PRF-23827). (AMM 12-21-13/301).
 - (b) Lubricate the doors for the main landing gear with BMS 3-33 grease (optional grease MIL-PRF-23827). This includes the uplock hooks for the main landing gear (AMM 12-21-15/301).
 - (c) Lubricate the joints of the nose landing gear and actuator mechanisms that have fittings. Use BMS 3-33 grease (optional grease MIL-PRF-23827). (AMM 12-21-12/301).
 - (d) Lubricate the joints of the main landing gear and actuator mechanisms that have fittings. Use BMS 3-33 grease (optional grease MIL-PRF-23827). (AMM 12-21-14/301).

S 212-007

- (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 862-008

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

S 862-009

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

S 862-010

- (6) Operate the alternate extension select switch on the pilot's center instrument panel, P3.
 - (a) Monitor the free fall of the body door of the main landing gear.

EFFECTIVITY

ALL

10-11-02

02

Page 238
Dec 22/05

(b) Monitor the movement of the crank in the top of the wheel well of the nose landing gear.

S 862-011

(7) Operate the doors of the main landing gear, 2 or 3 times. This is to find if they move freely when you use the ground release handles.

S 612-012

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

S 612-013

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

S 612-014

(10) When there is too much grease on the inner cylinders of the shock struts, clean it off.

S 092-015

(11) Remove the tie down straps and the wheel chocks.

S 022-066

(12) Remove the wheel/brake covers.

S 582-016

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

S 022-017

(14) Remove the wheels to apply lubricant. Do the steps that follow:
(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 22 or Mobil 28 grease.
(c) Put the wheel bearings in the wheels.
(d) Put the wheel on the airplane.

EFFECTIVITY

ALL

10-11-02

01

Page 239
Dec 22/05

S 212-065

- (15) Inspect the brakes for damage (AMM 32-41-08/601).

S 612-018

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

D. Fuel System

S 632-019

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

S 652-020

- (2) Do the servicing of the fuel tanks as follows:
- (a) Defuel the fuel tanks (AMM 28-26-00/201).
 - 1) When the airplane is in storage for more than 90 days, go into the fuel tanks. Examine the fuel tanks for microbial growth and/or structural corrosion.
 - (b) Apply BMS 3-23 Type II, Corrosion Preventive Compound to the engine dry bays, and center wing dry cavity (if it is applicable).

NOTE: This will remove the moisture that collects.

- (c) 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.

S 792-021

- (3) Do the leakage test for the fuel system tubing (AMM 28-22-07/601).

E. Electrical/Electronics Systems

S 632-022

- (1) 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.
 - (c) Make sure the Electrical/Electronic systems switches are in the OFF position.

EFFECTIVITY

ALL

10-11-02

01

Page 240
Dec 22/05

- (d) Make sure the equipment racks are clean, dry, and have no corrosion.
- (e) Remove the plugs that were installed in the cooling air orifices and the input vents. These plugs were installed when the components were removed at the start of the storage.
- (f) Install all of the electronic modules and cards when it is necessary. These were the components that were removed in the FLIGHT DECK procedures for Long Term storage.

S 712-023

- (2) Do an operational test of the Electrical/Electronic components that are installed.
 - (a) AMM 24-11-00/501 IDG System
 - (b) AMM 24-21-00/501 APU Generator
 - (c) AMM 24-25-00/501 HMG System, if so equipped
 - (d) AMM 24-30-00/501 DC Generation
 - (e) AMM 24-33-00/601 Standby Power
 - (f) AMM 24-41-00/501 External power
 - (g) AMM 25-31-03/401 Galley Power
 - (h) AMM 33-11-00/501 Flight Compartment Illumination
 - (i) AMM 33-13-00/501 Integral Panel Lights
 - (j) AMM 33-16-00/501 Master Dim and Test
 - (k) AMM 33-22-00/501 Passenger Loading Lights
 - (l) AMM 33-42-00/501 Landing, Runway Turnoff and Taxi Lights
 - (m) AMM 33-43-00/501 Position Lights
 - (n) AMM 33-44-00/501 Anti-collision Lights
 - (o) AMM 33-51-00/501 Emergency Lights

S 422-024

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

S 762-025

- (4) Make sure the batteries that follow are fully charged:
 - (a) The Main battery (AMM 24-31-01/401)
 - (b) The APU battery (AMM 24-31-04/401).

S 722-059

- (5) Do a functional test of the batteries that follow:
 - (a) The main battery
 - (b) The APU battery.

EFFECTIVITY

ALL

10-11-02

02

Page 241
Dec 22/05

S 862-027

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

NOTE: If the PARKING BRAKE VALVE (6F4) circuit breaker and the AUTOBK/ANTISKID TEST IND circuit breakers (11U12 and 11U21) were opened, close these circuit breakers. Do this in the sequence that follows to prevent EICAS and BITE messages that are errors.

- (a) Close these circuit breakers on the overhead circuit breaker, P11, panel:
1) 11U12, AUTOBKS/ANTISKID TEST/IND 1
11U21, AUTOBKS/ANTISKID TEST/IND 2
- (b) Close this circuit breaker on the main power distribution panel, P6:
1) 6F4, PARKING BRAKE VLV

S 712-062

- (7) Do the system test of the Emergency Light System (AMM 33-51-07/201).
(a) If the airplane was parked for less than 7 days, no procedures are necessary if the emergency light system was completely charged before it was parked.

NOTE: This is if the emergency light system was not operated while the airplane was parked.

CAUTION: IF POWER HAS NOT BEEN APPLIED TO THE INSTALLED EMERGENCY LIGHT SYSTEM WHILE THE AIRPLANE WAS PARKED FOR 6 DAYS OR MORE, DO NOT TURN ON ANY ASSEMBLY FOR A MINIMUM OF 16 HOURS AFTER YOU APPLY POWER TO THE SYSTEM. DO NOT DO A SYSTEM FUNCTIONAL TESTS FOR A MINIMUM OF 20 HOURS AFTER YOU APPLY POWER TO THE SYSTEM.

- (b) Do a charge of the emergency light system for 16 hours if:
- the airplane was parked for more than 6 days,
- or the emergency light system was not fully charged before the airplane was parked,
- or the emergency light system was operated while the airplane was parked.

F. Flight Deck Equipment

S 632-028

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

EFFECTIVITY

ALL

10-11-02

01

Page 242
Dec 22/07

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-STATIC 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 OF THE PROBE.

- (a) Remove the covers (4) from the Pitot-Static Probes.
- (b) Remove the "PITOT PROBES COVERED" tag from the left control wheel in the flight deck.
- (c) Remove the tape or covers from the items that follow:
 - 1) The Total Air 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 COVERINGS CAN COME OFF AND DAMAGE THE ENGINES.

- (d) 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.

EFFECTIVITY

ALL

10-11-02

03

Page 243
Dec 22/06

- (e) Remove the "STATIC PORTS COVERED" tag from the left control wheel in the flight deck.
- (f) Flush the static pressure ports.
- (g) Weigh the engine and portable fire extinguishers just before returning the airplane to service.

NOTE: If the weight of the engine and/or portable fire extinguishers are not within the limits on the nameplate, replace them.

- (h) Install the pressurized rain repellent bottle (AMM 12-16-01).
- (i) Make a check of the windshield wiper system (AMM 30-42-00/601).

S 632-029

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

S 712-030

- (3) Do an operational test of the Pitot-Static System (AMM 34-11-00/501).

G. Air Conditioning System

S 632-031

- (1) Make the Air Conditioning System serviceable after a Short Term (0 - 30 days) Storage.
 - (a) Open the Air Conditioning System items that follow:
 - 1) The ram air inlet doors
 - 2) The ram air exit doors
 - 3) The E/E cooling inlet valves
 - 4) The E/E cooling outlet valves
 - 5) The outflow valves of the Cabin Pressure Control System.

S 712-032

- (2) Operate the Air Conditioning System (AMM 21-00-00/201).

S 712-071

- (3) Make sure there are no maintenance messages on the displays in the flight deck.

EFFECTIVITY

ALL

10-11-02

03

Page 244
Dec 22/07

S 632-033

- (4) Make the Air Conditioning System serviceable after a Long Term (more than 30 days) Storage.

NOTE: Do these steps plus the servicing steps of the Short Term Storage procedures.

- (a) Install the Air Conditioning System components when it is necessary. These are the components that were removed during the AIR CONDITIONING SYSTEM procedures for Long Term Storage.

S 712-034

- (5) Do an operational test of the Air Conditioning System when it is necessary.

H. Hydraulic Systems

S 632-035

- (1) Make the hydraulic system serviceable after a Short Term (0 - 60 days) storage.
- (a) If MCS-352B grease was applied during the HYDRAULIC SYSTEM procedures for Short Term storage, it must be removed.
- 1) Remove the grease with solvent, Series 80 (AMM 20-30-80/201) .
- (b) Remove the red flag and the cover from the opening to the pneumatic drive for the air-driven pump exhaust.

S 632-036

- (2) Make the hydraulic system serviceable after a Long Term (more than 60 Days) storage.

NOTE: Do these steps plus 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.
- (b) Remove the layer of grease that was applied to all bare finished surfaces during the Short Term storage procedures.
- 1) Remove the grease with solvent, Series 80 (AMM 20-30-80/201) .
- (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).
- (e) Do the servicing of the surge accumulator of the brake hydraulic system (AMM 12-15-09/301).

EFFECTIVITY

ALL

10-11-02

02

Page 245
Aug 22/06

S 712-037

- (3) If the aircraft has been in storage more than 60 days, do a test of the hydraulic systems that follow:
- (a) The Main (Left, Right and Center) Hydraulic Systems (AMM 29-11-00/501).
 - (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).

S 962-038

- (4) If the aircraft has been in storage more than 60 days, replace the hydraulic system filters that follow:
- (a) The System L and R Return Filter Modules (AMM 29-11-15/401).
 - (b) The System C Return Filter Module (AMM 29-11-16/401).
 - (c) The System L and R EDP Pressure/Case Drain Filter Module (AMM 29-11-17/401).
 - (d) The ACMP Pressure/Case Drain Filter Module (AMM 29-11-18/401).
 - (e) The System C ADP Pressure/Case Drain Filter Module (AMM 29-11-19/401).

I. Flight Controls

S 632-039

- (1) Make the Flight Control System serviceable after a Short Term (0 - 30 days) Storage.

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 rig loads are correct in all primary control systems.
- (b) Make sure the cable rig loads are correct in all secondary control systems.

S 632-040

- (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 12-21-31/301).

S 712-041

- (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 and Spoiler Hydraulic Supply Shut-off (AMM 27-13-00/601).

EFFECTIVITY

ALL

10-11-02

02

Page 246
Aug 22/06

- (d) The Aileron Position Indicating System (AMM 27-18-00/501).
- (e) The Rudder and Rudder Trim Control System (AMM 27-21-00/501).
- (f) The Rudder and Elevator Hydraulic Supply Shutoff (AMM 27-23-00/501).
- (g) The Rudder Position Indicating System (AMM 27-28-00/501).
- (h) The Elevator Control System (AMM 27-31-00/501).
- (i) The Stall Warning System (AMM 27-32-00/501).
- (j) The Elevator Position Indicating System (AMM 27-38-00/501).
- (k) The Horizontal Stabilizer Trim Control System (AMM 27-41-00/501).
- (l) The Stabilizer Trim Indicating System (AMM 27-48-00/501).
- (m) The Trailing Edge Flap Slat Electronics Unit (AMM 27-51-00/501).
- (n) The Trailing Edge Flap and Slat Primary Drives and Position Indicating Systems (AMM 27-51-00/501).
- (o) The Flap Alternate Power and Drive System (AMM 27-51-00/501).
- (p) The Trailing Edge Flap Position Indicating System (AMM 27-58-00/501).
- (q) The Spoiler/Speedbrake Control System (AMM 27-61-00/501).
- (r) The Auto-Speed Brake Control System (AMM 27-62-00/501).
- (s) The Slat Alternate Power and Drive System (AMM 27-81-00/501).
- (t) The Leading Edge Slat Position Indicating System (AMM 27-88-00/501).

J. Equipment/Furnishings

S 612-042

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

NOTE: The potable water system supplies water to flush the toilets. Pressurize the potable water system to 40 psi.

S 712-043

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

S 632-044

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

S 792-045

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

S 632-046

- (5) Remove the dust covers (when installed) from the seats.

S 212-047

- (6) Examine the upholstery, carpet, and tapestries for moisture and mildew.
 - (a) If you find moisture or mildew, correct it when it is necessary.

EFFECTIVITY

ALL

10-11-02

02

Page 247
Apr 22/08

S 212-048

- (7) Weigh the portable fire extinguishers (AMM 26-26-02/601, AMM 26-26-03/601).

NOTE: If the weight has decreased below the specified weight on the nameplate, remove the extinguishers and fill them.

S 422-049

- (8) Install the attendant's flashlights.

S 412-050

- (9) Install the seats and floor panels that were removed in the EQUIPMENT/FURNISHING procedures for Long Term storage.

K. Oxygen System

S 612-056

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) Make sure the Oxygen System is serviceable. Do the steps that follow (AMM 35-00-00/201):
- (a) Make a visual check of the oxygen system and look for signs of corrosion. If you find corrosion, correct it when it is necessary.
 - (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 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 mask operate correctly.
- (g) Make sure the passenger oxygen system operates correctly.
- (h) Make sure the drop system for the passengers oxygen masks operates correctly.

EFFECTIVITY

ALL

10-11-02

02

Page 248
Dec 22/08

L. Potable Water System

S 612-052

- (1) 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) Disinfect the water system and install new filters (AMM 38-10-00/201).
 - (c) Install new filters in the potable water system (AMM 38-15-02/401).
 - (d) Do the servicing of the water tanks (AMM 12-14-01/301).
 - (e) Install the coffeemakers.
 - (f) Install the water boilers.

M. Cargo Compartment Fire Extinguisher System

S 612-053

- (1) 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 extinguisher 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 discharge squibs test dates have not expired.

N. Power Plant

S 612-054

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

O. APU

S 612-055

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

P. Compass

S 822-073

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

EFFECTIVITY

ALL

10-11-02

02

Page 249
Apr 22/08

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 (AMM 10-11-01/201).
- 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 side winds that are up to 100-knots.
- D. On a wet surface, the airplane will be resistant to side winds that are up to 90-knots.
- E. This procedure is for an airplane that has all of its weight on the landing gear (not lifted on jacks).

TASK 10-11-03-582-001

2. Park the Airplane In High Winds

- A. Equipment
 - (1) Nose Gear Tie-Down Straps – designed for 18,000 pound strap loads (required for wind gusts over 60 knots).
 - (2) Main Gear Tie-Down Straps – designed for 18,000 pound strap loads (required for wind gusts over 80 knots).
- B. References
 - (1) AMM 10-11-01/201, Normal Parking
 - (2) AMM 10-11-04/201, Park Airplane With Engines Removed
- C. Prepare to Park the Airplane in High Winds

S 582-008

- (1) Do the Normal Parking procedure steps (AMM 10-11-01/201).

S 582-010

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.

EFFECTIVITY

ALL

10-11-03

02

Page 201
Apr 22/08

- (2) Apply the parking brakes.

S 582-013

- (3) 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 reduce the movement of the airplane and prevent possible damage to the structure and equipment in high wind conditions.

S 582-012

- (4) Release the parking brakes.

S 582-002

CAUTION: DO ALL OF THE STEPS THROUGH THE PARAGRAPH FOR WIND GUST THAT ARE 80 KNOTS OR HIGHER. THIS IS 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/OR THE HANGAR.

- (5) 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 80 knots or higher.

D. Wind Gust That Are 34 Knots or Higher

S 582-003

- (1) When the wind gusts are 34 knots or higher, do the steps that follow:
(a) Put the flaps to the full up position (do this unless the airplane is in maintenance).
(b) Put the stabilizer at 2.0 units of trim (do this unless the airplane is in maintenance).

EFFECTIVITY

ALL

10-11-03

02

Page 202
Apr 22/08

- (c) When work stands are necessary, do the steps that follow:
 - 1) Apply the brakes
 - 2) Put the pads down
 - 3) Put wheel chocks on the wheels when it is necessary.
- (d) Remove all work stands that are not necessary.
- (e) Remove all ladders that are not necessary.
- (f) Close the transporter doors and make sure the canvas is held down.

E. Wind Gusts That Are Between 40 Knots and 60 Knots

S 582-004

- (1) When the wind gusts are between 40 knots and 60 knots, do the steps that follow:

NOTE: Also do the steps for wind gusts that are 34 knots or higher.

- (a) Make sure the airplane gross weight is correct as shown on corresponding figure.

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.

- 1) For 767-200 aircraft, use Fig. 201.
- 2) For 767-300 aircraft, use Fig. 201A.
- 3) For 767-400 aircraft, use Fig. 201B.
- 4) 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 friction coefficient at the lower end of the icy, wet or dry ranges.

- 5) Interpolate between the two CG's to determine the wind speed for a maximum weight airplane at your CG, friction coefficient, and brake conditions.
- 6) Locate points on the graph for a minimum weight airplane at maximum and minimum CG for your tire-to-ground friction conditions.
- 7) Interpolate between the two CG's to determine the wind speed for a minimum weight airplane at your CG, friction coefficient, and brake conditions.
- 8) 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.

EFFECTIVITY

ALL

10-11-03

02

Page 203
Apr 22/08

- 9) 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.
- (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) Make sure the flaps are in the full up position.
- (g) Make sure the stabilizer has 2.0 units of stabilizer trim.
- (h) Put all hydraulic hoses away.
- (i) Put all electrical cables away.
- (j) Close and latch:
 - 1) All windows
 - 2) All external doors
 - 3) All access panels.
- (k) Move all support equipment away from the airplane. This includes:
 - 1) The work stands
 - 2) The ladders
 - 3) All other objects you can move.

F. Wind Gust That Are Between 60 Knots and 80 Knots

S 582-005

- (1) When the wind gusts are between 60 knots and 80 knots, do the steps that follow:

NOTE: Do also all the steps for wind gust that are 34 knots or higher, and for wind gust that are between 40 knots and 60 knots.

- (a) Install the tie-down straps on the nose landing gear as follows (see Figure 202):
 - 1) Put the tie-down straps around the attach lugs of the lower drag strut on the shock strut.

NOTE: The straps and ground anchors must be made for a 18,000 pound strap load.
 - 2) Make sure the straps make an angle of approximately 30-degrees to the ground.
 - 3) Attach the straps to the ground anchors.

G. Wind Gusts That Are Higher Than 80 Knots

EFFECTIVITY

ALL

10-11-03

02

Page 204
Apr 22/08

S 582-006

CAUTION: OBEY THE PROCEDURES FOR WIND GUST HIGHER THAN 80 KNOTS. WIND GUSTS THAT ARE 80 KNOTS OR HIGHER ARE SUFFICIENT TO CAUSE THE AIRPLANE TO OVERTURN.

- (1) When the wind gusts are 80 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 582-007

- (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 between 40 knots and 60 knots. Also, this includes wind gust that are between 60 knots and 80 knots, and those that are higher than 80 knots.

- (a) Park the airplane with the nose pointed into the wind.
- (b) Install the tie-down straps for the main landing gear as follows (see Figure 203):

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 greater than the minimum requirement.
 - 1) For 767-200 aircraft, make sure the airplane gross weight is not less than 220,000 pounds.
 - 2) For 767-300 aircraft, make sure the airplane gross weight is not less than 240,000 pounds.
 - 3) For 767-400 aircraft, make sure the airplane gross weight is not less than 250,000 pounds.
- (e) Make sure the airplane center of gravity is at the forward limit of 11 percent MAC (Mean Aerodynamic Chord).

EFFECTIVITY

ALL

10-11-03

02

Page 205
Apr 22/08

 **BOEING**
767
MAINTENANCE MANUAL

- (f) When one or two of the engines are not installed, make sure the airplane center of gravity is correct (AMM 10-11-04/201).
- (g) When the airplane is parked on ice or hard snow, do the steps that follow:
 - 1) Tie the tow lug of the nose landing gear to the ground anchors with two cables. Each cable must be rated at not less than 18,000 pounds.
 - 2) Put the cables at 30 degrees to the airplane centerline.

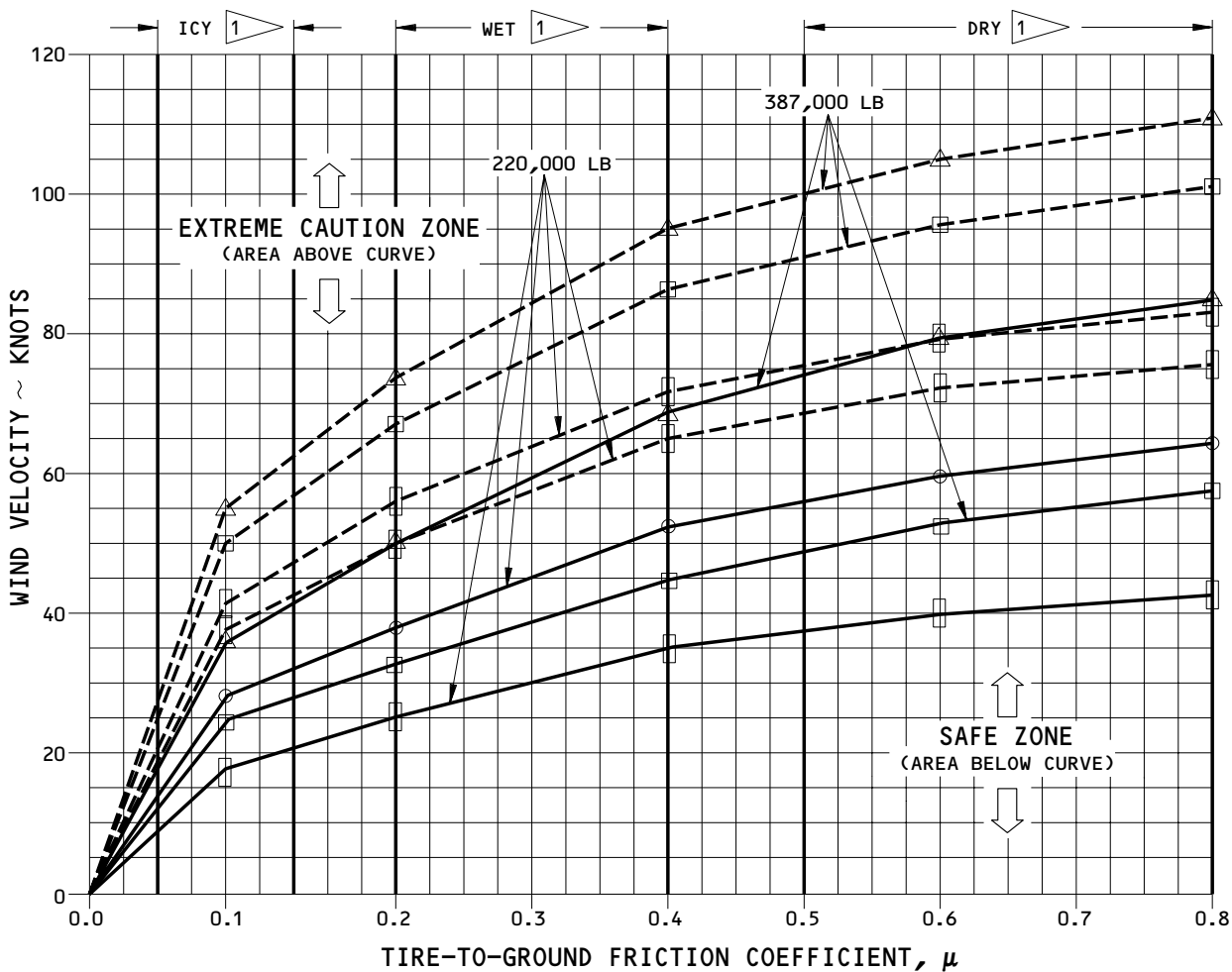
EFFECTIVITY

ALL

10-11-03

02

Page 206
Apr 22/08



WEIGHT(LB)	CG (%MAC)	
○ 220,000	11%	— PARKING WITHOUT PARKING BRAKE
□ 220,000	36%	BEING SET FOR PARRKING
△ 387,000	11%	--- PARKING WITH PARKING BRAKE 1
□ 387,000	36%	BEING SET FOR PARRKING

- NOTE:**
- FLAPS UP, STABILIZER SET AT TWO PILOT UNITS (PARALLEL TO THE FUSELAGE REFERENCE LINE).
 - WIND FROM ANY DIRECTION.
 - WIND GUST SHALL BE ADDED TO STEADY WIND VELOCITY FOR MAXIMUM WIND SPEED.
 - USE ACTUAL AIRPLANE WEIGHT, CG POSITION AND TIRE-TO-GROUND FRICTION COEFFICIENT FOR INTERPOLATION.
 - IF NO MEASURED VALUE FOR TIRE-TO-GROUND FRICTION COEFFICIENT IS AVAILABLE, USE THE LOWER LIMIT OF THE APPROPRIATE BOUNDED FRICTION.
 - FOR TOWING AND MANEUVERING IN CLOSE PROXIMITY TO BUILDINGS OR OTHER AIRCRAFT, REDUCE THE ALLOWABLE WIND BY ONE-THIRD.
 - FOR STATIC OPERATIONS AND PARRING, SET THE PARKING BRAKE. ADHERE TO THE BOEING RECOMMENDATION FOR THE MAXIMUM TIME LIMIT THAT THE PARKING BRAKE IS EFFECTIVE.
 - ZERO GROUND SLOPE ASSUMED.
 - REDUCE THE WIND LIMITS TO ACCOUNT FOR OPERATIONAL CONSIDERATIONS, SUCH AS CONTAMINATED RUNWAYS.

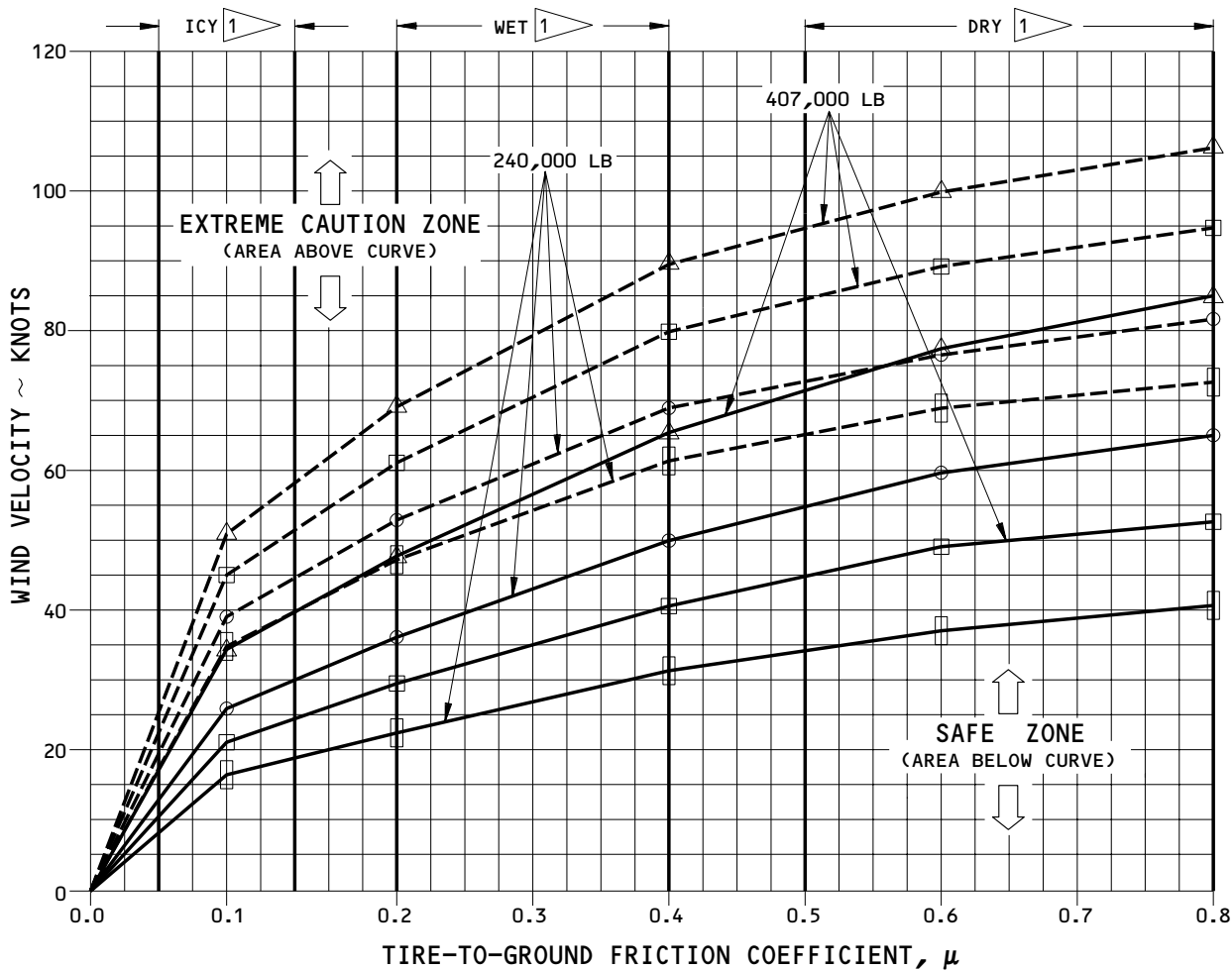
- 1 APPROXIMATE NORMAL RANGES SHOWN
- 2 AFTER 8 HOURS, THE HYDRAULIC SYSTEM MUST BE REPRESSURIZED

767-200 MAXIMUM WINDS FOR PARKING OPERATIONS
Airplane Stability - Maximum Winds for Parking
Figure 201

EFFECTIVITY

ALL

10-11-03



WEIGHT(LB)	CG (%MAC)
○ 240,000	7%
□ 240,000	37%
△ 407,000	7%
□ 407,000	37%

— PARKING WITHOUT PARKING BRAKE
BEING SET FOR PARRKING

- - - PARKING WITH PARKING BRAKE ²
BEING SET FOR PARRKING

- NOTE:**
- FLAPS UP, STABILIZER SET AT TWO PILOT UNITS (PARALLEL TO THE FUSELAGE REFERENCE LINE).
 - WIND FROM ANY DIRECTION.
 - WIND GUST SHALL BE ADDED TO STEADY WIND VELOCITY FOR MAXIMUM WIND SPEED.
 - USE ACTUAL AIRPLANE WEIGHT, CG POSITION AND TIRE-TO-GROUND FRICTION COEFFICIENT FOR INTERPOLATION.
 - IF NO MEASURED VALUE FOR TIRE-TO-GROUND FRICTION COEFFICIENT IS AVAILABLE, USE THE LOWER LIMIT OF THE APPROPRIATE BOUNDED FRICTION.
 - FOR TOWING AND MANEUVERING IN CLOSE PROXIMITY TO BUILDINGS OR OTHER AIRCRAFT, REDUCE THE ALLOWABLE WIND BY ONE-THIRD.
 - FOR STATIC OPERATIONS AND PARRING, SET THE PARKING BRAKE. ADHERE TO THE BOEING RECOMMENDATION FOR THE MAXIMUM TIME LIMIT THAT THE PARKING BRAKE IS EFFECTIVE.
 - ZERO GROUND SLOPE ASSUMED.
 - REDUCE THE WIND LIMITS TO ACCOUNT FOR OPERATIONAL CONSIDERATIONS, SUCH AS CONTAMINATED RUNWAYS.

- ¹ APPROXIMATE NORMAL RANGES SHOWN
- ² AFTER 8 HOURS, THE HYDRAULIC SYSTEM MUST BE REPRESSURIZED

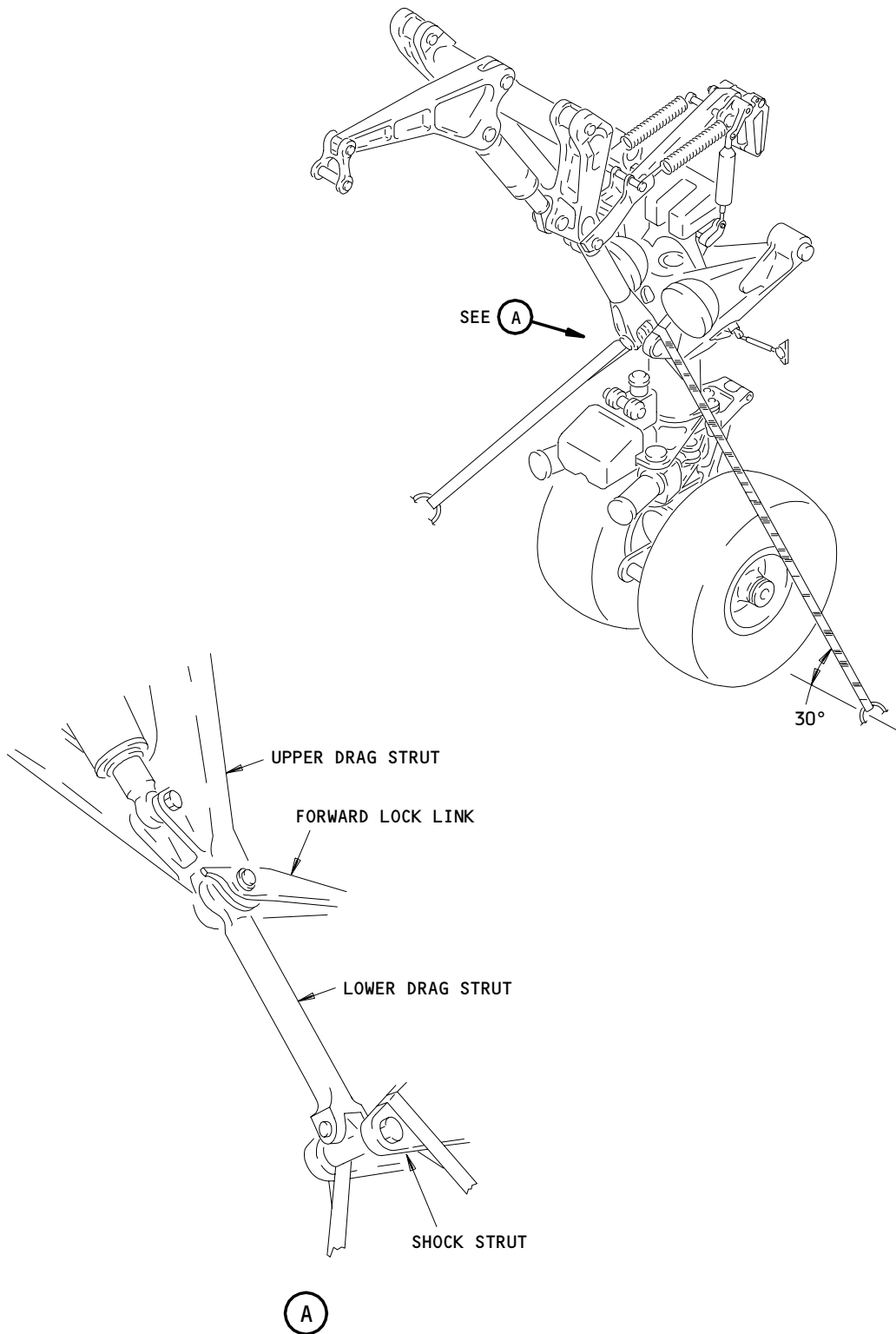
767-300 MAXIMUM WINDS FOR PARKING OPERATIONS

Airplane Stability - Maximum Winds for Parking
Figure 201A

EFFECTIVITY

ALL

10-11-03



Nose Gear Tie Down Straps
Figure 202

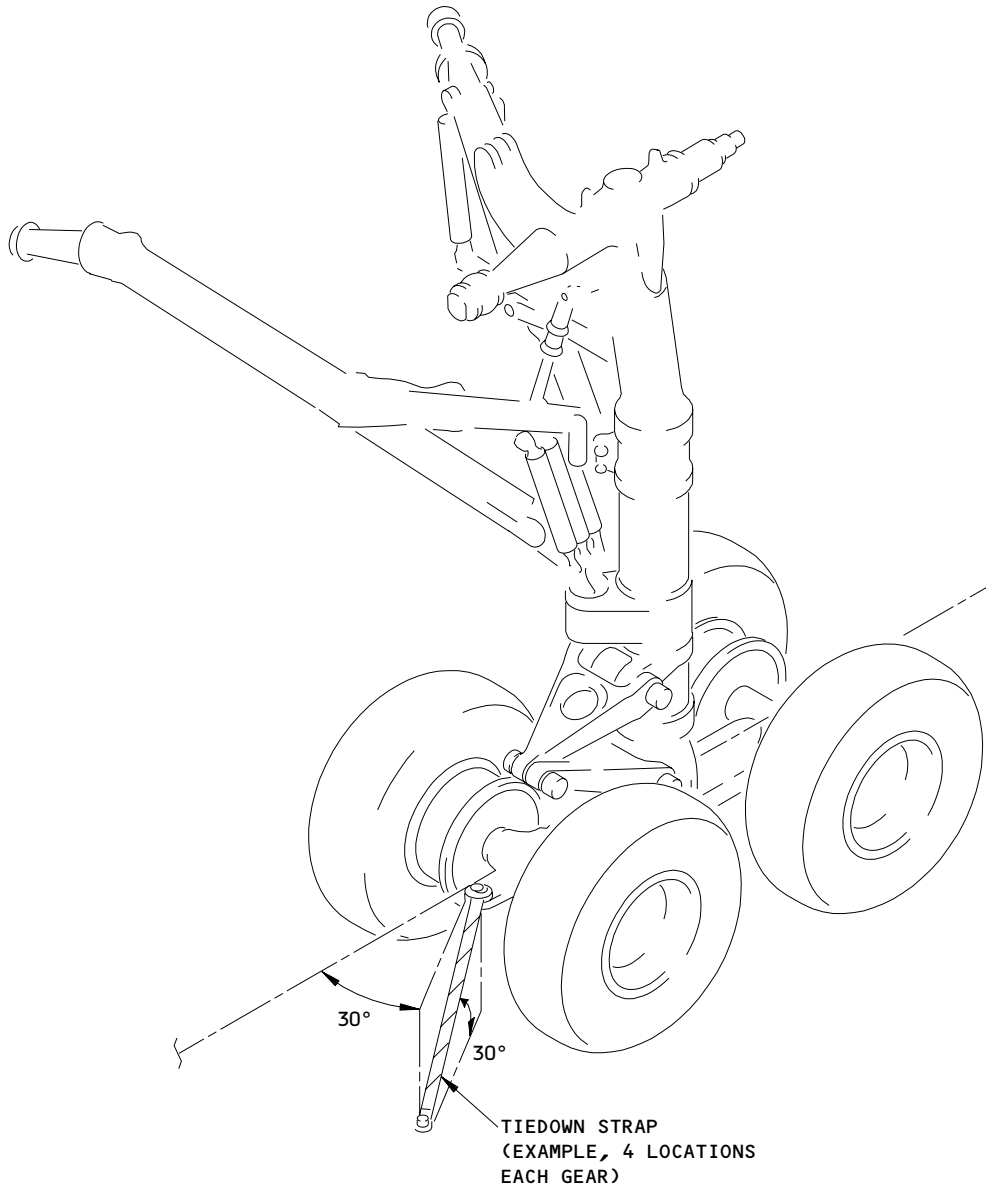
EFFECTIVITY	
	ALL

234657

10-11-03

04.101

Page 209
Apr 22/08



767-200 AND 767-300 MAIN GEAR TIEDOWNS

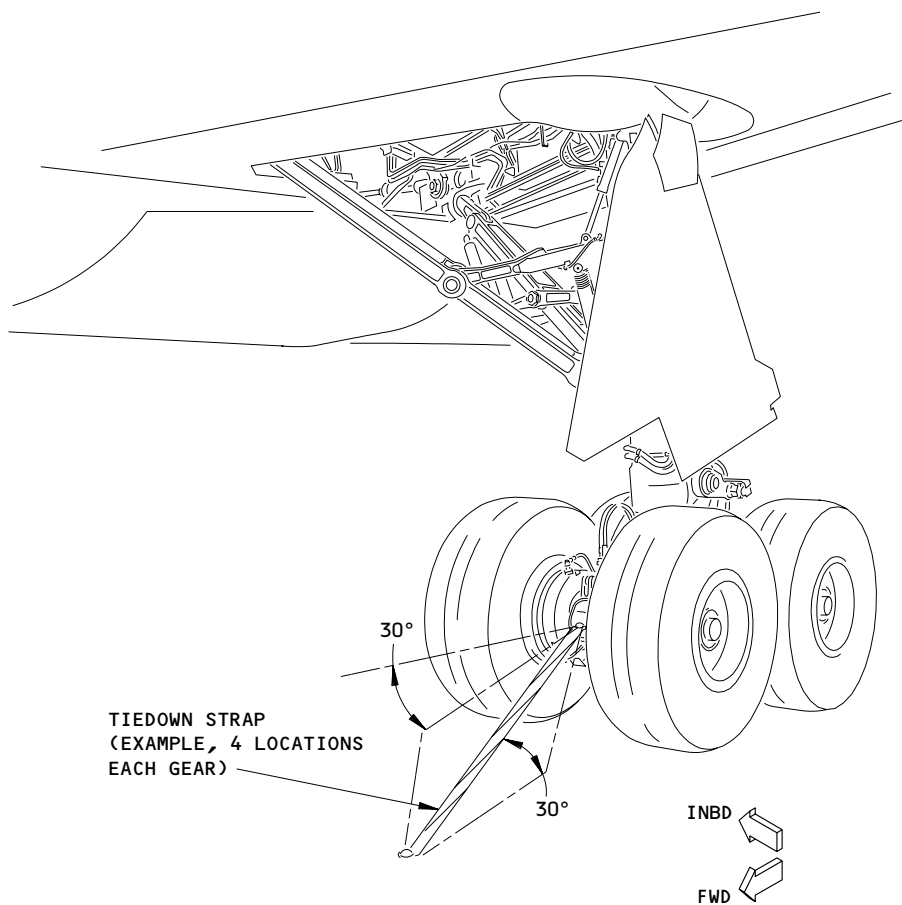
Main Gear Tiedowns
Figure 203

EFFECTIVITY	ALL
-------------	-----

10-11-03

02.101

Page 210
Apr 22/08



767-400 MAIN GEAR TIEDOWNS

Main Gear Tiedowns
Figure 203A

EFFECTIVITY	ALL
-------------	-----

10-11-03

02.101

Page 211
Aug 22/09

187368

PARK AIRPLANE WITH ENGINES REMOVED – MAINTENANCE PRACTICES

1. General

A. This procedure has one task:

- (1) Park the Airplane with the Engines Removed

TASK 10-11-04-582-001

2. Park the Airplane with the Engines Removed

A. References

- (1) AMM 10-11-01/201, Normal Parking

B. Procedure

S 862-002

- (1) Make sure the airplane center of gravity is below the specified GROUND STABILITY MARGIN line.

S 862-005

CAUTION: KEEP THE CENTER OF GRAVITY (CG) AT THE SPECIFIED LIMITS SHOWN IN FIGURE 201. THIS MUST BE DONE DURING ALL GROUND MOVEMENTS AND MAINTENANCE. LOOK AT ALL UNUSUAL CONDITIONS TO MAKE SURE THAT THE CENTER OF GRAVITY DOES NOT MOVE TOO FAR AFT.

- (2) 767-200;

When one or both engines are removed, make sure that the airplane center of gravity limitations are in the SAFE ZONE (see Figure 201). When it is necessary, use accepted weight and balance procedures to keep the airplane center of gravity below the GROUND STABILITY MARGIN line.

S 862-006

CAUTION: KEEP THE CENTER OF GRAVITY (CG) AT THE SPECIFIED LIMITS SHOWN IN FIGURE 201A. THIS MUST BE DONE DURING ALL GROUND MOVEMENTS AND MAINTENANCE. LOOK AT ALL UNUSUAL CONDITIONS TO MAKE SURE THAT THE CENTER OF GRAVITY DOES NOT MOVE TOO FAR AFT.

- (3) 767-300;

When one or two engines are removed, make sure that the airplane center of gravity limitations are in the SAFE ZONE (Figure 201A). When it is necessary, use accepted weight and balance procedures to keep the airplane center of gravity below the GROUND STABILITY MARGIN line.

S 582-003

- (4) Park the airplane (AMM 10-11-01/201).

EFFECTIVITY

ALL

10-11-04

01

Page 201
Dec 22/06

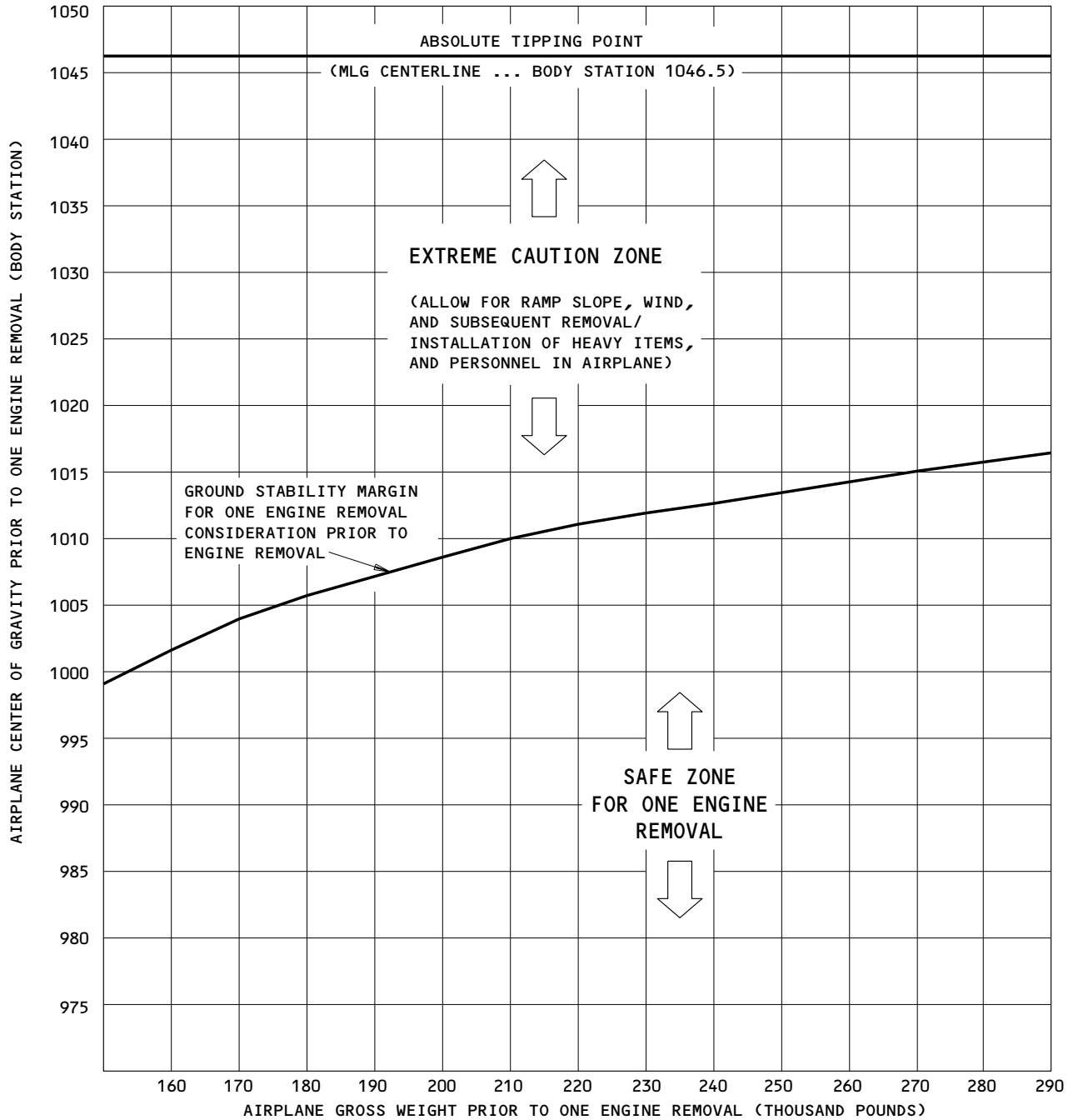


767
MAINTENANCE MANUAL

TIPPING OF 767 AIRPLANE

THE CHART BELOW SHOWS THE 767-200 TIPPING LIMITS. THE ABSOLUTE TIPPING LIMIT IS THE MLG CENTERLINE AT B.S. 1046.5. THE GROUND STABILITY MARGIN LINE REPRESENTS THE ABSOLUTE TIPPING LIMIT TO ACCOUNT FOR FACTORS SUCH AS TOWING FORCES, RAMP SLOPE AND WIND. BY ENSURING THAT THE AIRPLANE WEIGHT AND C.G. DURING MAINTENANCE OPERATIONS IS BELOW THIS LINE, A TIPPING SITUATION WILL BE AVOIDED

767-200
GROUND STABILITY MARGIN
TOWING/SHORT TERM MAINTENANCE AND ENGINE REMOVAL CONDITIONS



Airplane Center of Gravity Limitations
Figure 201 (Sheet 1)

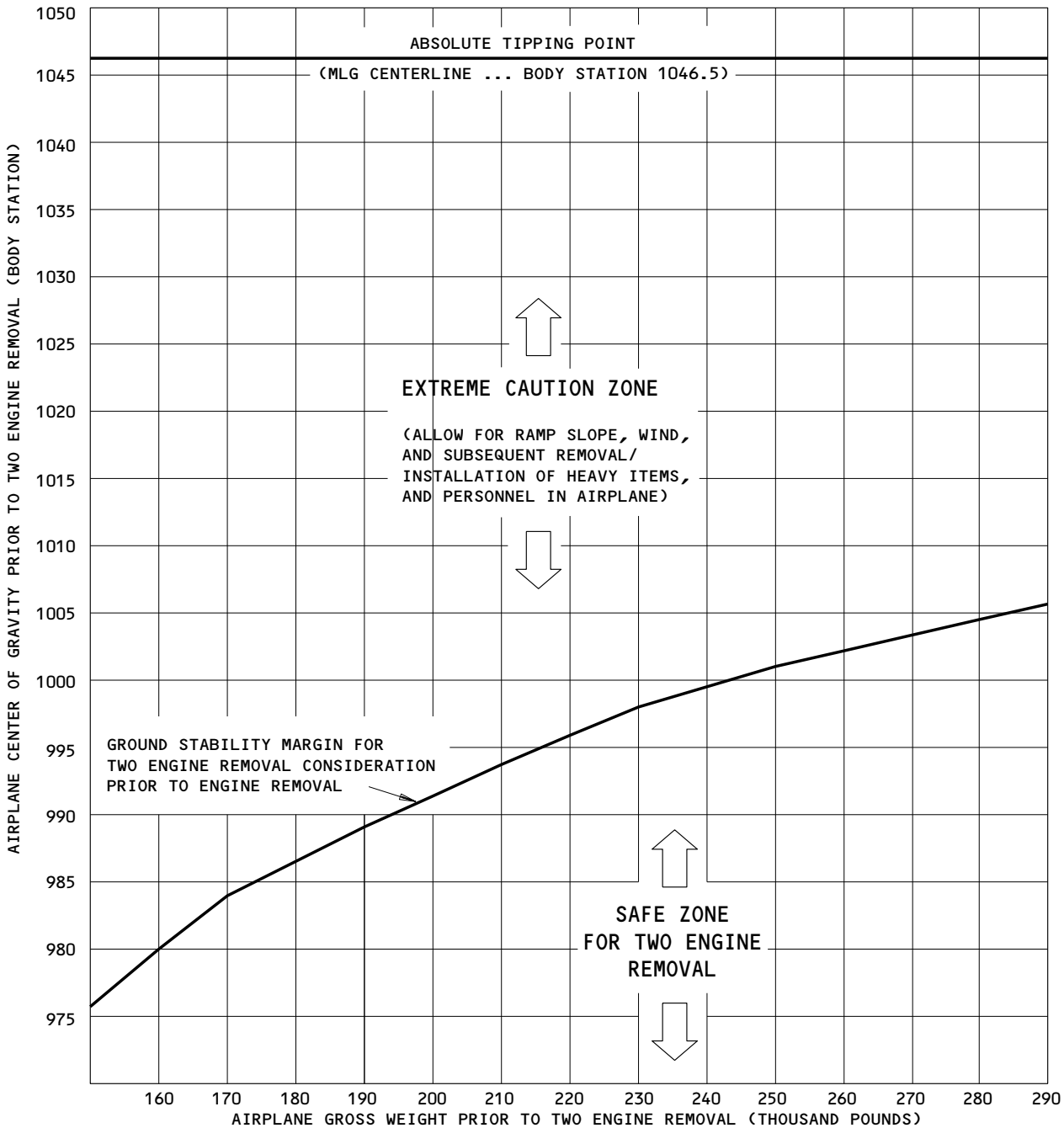
EFFECTIVITY
767-200

10-11-04

TIPPING OF 767 AIRPLANE

THE CHART BELOW SHOWS THE 767-200 TIPPING LIMITS. THE ABSOLUTE TIPPING LIMIT IS THE MLG CENTERLINE AT B.S. 1046.5. THE GROUND STABILITY MARGIN LINE REPRESENTS THE ABSOLUTE TIPPING LIMIT TO ACCOUNT FOR FACTORS SUCH AS TOWING FORCES, RAMP SLOPE AND WIND. BY ENSURING THAT THE AIRPLANE WEIGHT AND C.G. DURING MAINTENANCE OPERATIONS IS BELOW THIS LINE, A TIPPING SITUATION WILL BE AVOIDED

767-200 GROUND STABILITY MARGIN TOWING/SHORT TERM MAINTENANCE AND ENGINE REMOVAL CONDITIONS



Airplane Center of Gravity Limitations
Figure 201 (Sheet 2)

EFFECTIVITY
767-200

10-11-04

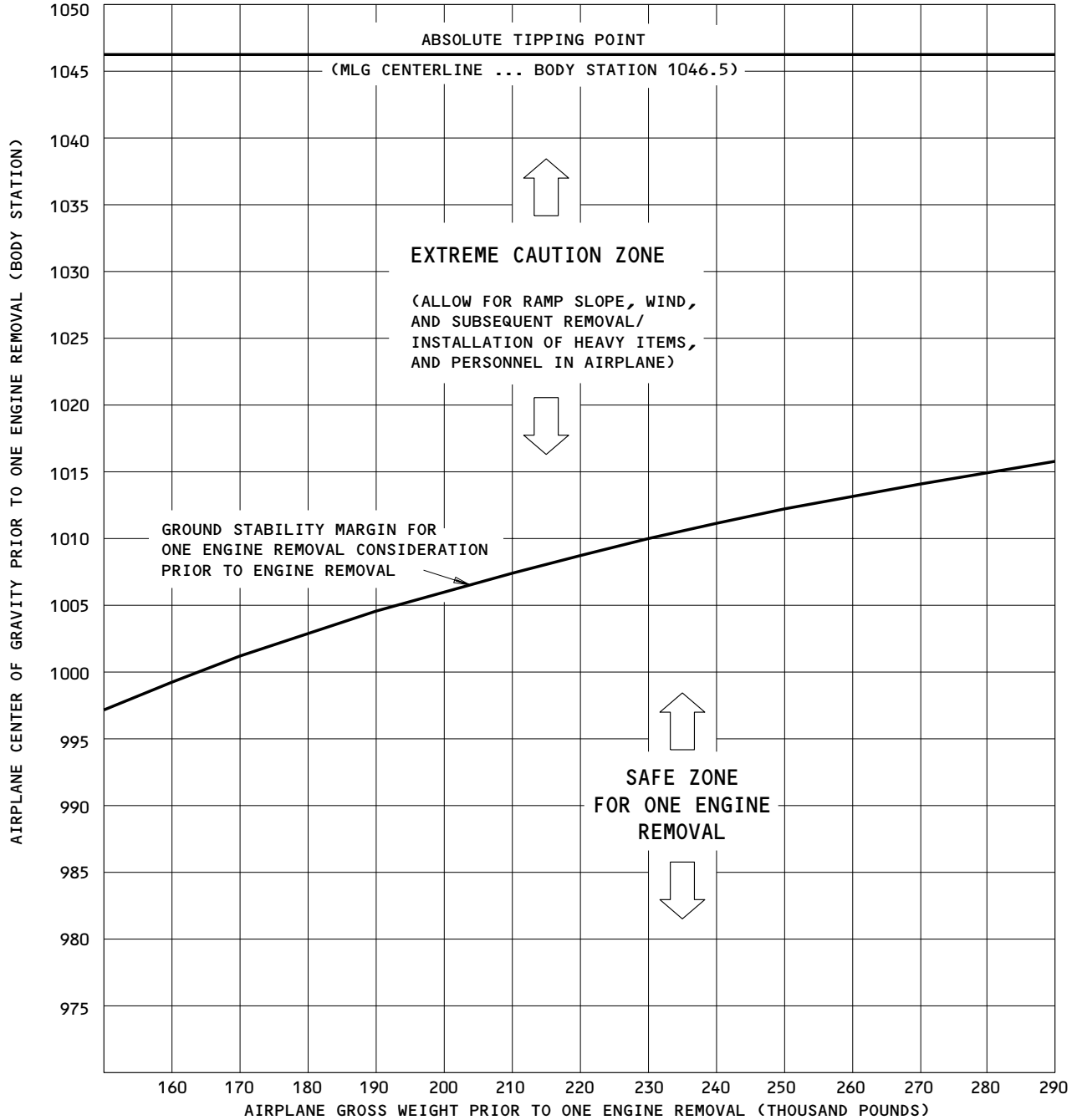


767
MAINTENANCE MANUAL

TIPPING OF 767 AIRPLANE

THE CHART BELOW SHOWS THE 767-300 TIPPING LIMITS. THE ABSOLUTE TIPPING LIMIT IS THE MLG CENTERLINE AT B.S. 1046.5. THE GROUND STABILITY MARGIN LINE REPRESENTS THE ABSOLUTE TIPPING LIMIT TO ACCOUNT FOR FACTORS SUCH AS TOWING FORCES, RAMP SLOPE AND WIND. BY ENSURING THAT THE AIRPLANE WEIGHT AND C.G. DURING MAINTENANCE OPERATIONS IS BELOW THIS LINE, A TIPPING SITUATION WILL BE AVOIDED

767-300
GROUND STABILITY MARGIN
TOWING/SHORT TERM MAINTENANCE AND ENGINE REMOVAL CONDITIONS



Airplane Center of Gravity Limitations
Figure 201A (Sheet 1)

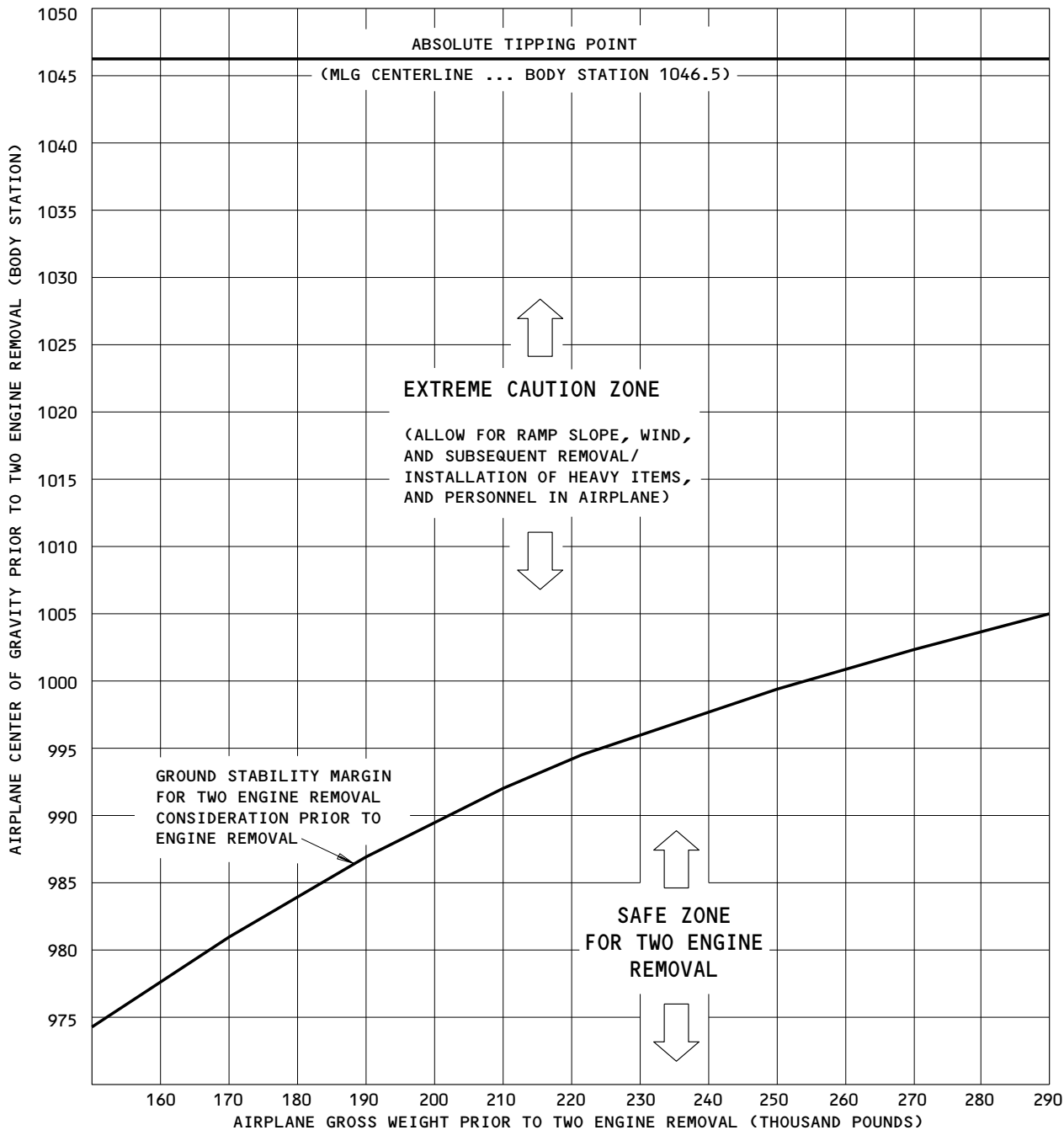
EFFECTIVITY
767-300

10-11-04

TIPPING OF 767 AIRPLANE

THE CHART BELOW SHOWS THE 767-300 TIPPING LIMITS. THE ABSOLUTE TIPPING LIMIT IS THE MLG CENTERLINE AT B.S. 1046.5. THE GROUND STABILITY MARGIN LINE REPRESENTS THE ABSOLUTE TIPPING LIMIT TO ACCOUNT FOR FACTORS SUCH AS TOWING FORCES, RAMP SLOPE AND WIND. BY ENSURING THAT THE AIRPLANE WEIGHT AND C.G. DURING MAINTENANCE OPERATIONS IS BELOW THIS LINE, A TIPPING SITUATION WILL BE AVOIDED

767-300 GROUND STABILITY MARGIN TOWING/SHORT TERM MAINTENANCE AND ENGINE REMOVAL CONDITIONS



Airplane Center of Gravity Limitations
Figure 201A (Sheet 2)

EFFECTIVITY
767-300

10-11-04