STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-R02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGIN/STRUT				007	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	NACELLE ZONE VENT SHUTOFF VALVE		ALL	4000

ZONES	ACCESS PANELS
410	413AL 415AL

MECH | INSP

MPD ITEM NUMBER

REPLACE THE ENGINE 1 NACELLE ZONE VENTILATION SHUTOFF VALVE. N75-23-02-4A

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT,D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. Remove the Nacelle Zone Ventilation Shutoff Valve

A. References

(1) AMM 36-00-00/201, Pneumatic Power

(2) AMM 71-11-04/201, Fan Cowl Panels

(3) AMM 71-11-06/201, Core Cowl Panels

(4) AMM 78-31-00/201, Thrust Reverser System

B. Prepare to Remove the Shutoff Valve

(1) For the left engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:

(a) 11K9, LEFT ENGINE NAC VENT VALVE

(2) Remove pneumatic power (AMM 36-00-00/201).

(3) Open the left fan cowl panel (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(5) Open the left core cowl panel (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(6) Open the left thrust reverser (AMM 78-31-00/201).

C. Remove the Shutoff Valve for the Nacelle Zone Ventilation (Fig. 401)

(1) Disconnect the electrical connector.

(a) Install the protection covers.

(2) Disconnect the pneumatic line from the shutoff valve.

(a) Install the protection covers.

(3) Remove the screws (3) and nut (4) to disconnect the bonding jumper.

(4) Remove the clamps (1) which attach the shutoff valve (2) to the ventilation duct for the nacelle zone.

(5) Remove the shutoff valve from the engine.

(a) Install the protection covers.

2. Install the Nacelle Zone Ventilation Shutoff Valve

A. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	2	Valve - Shutoff	75-23-02	10	240

B. References

(1) AMM 20-10-21/601, Electrical Bonding

(2) AMM 36-00-00/201, Pneumatic Power

(3) AMM 71-11-04/201, Fan Cowl Panels

(4) AMM 71-11-06/201, Core Cowl Panels

(5) AMM 78-31-00/201, Thrust Reverser System

C. Procedure (Fig. 401)

(1) Make sure the cotter pin holds the lockpin in the correct position.

NOTE: If you do not install the cotter pin, the lockpin will be pushed. With the lockpin pushed, the valve will be manually locked in the open position.

(2) Put the valve clamps (1) on the duct so that they are on the left and right sides of the installed valve (2).

CAUTION: PUT THE VALVE AS CLOSE TO THE INNER WALL OF THE LEFT THRUST REVERSER AS POSSIBLE. THERE MUST BE SUFFICIENT CLEARANCE BETWEEN THE VALVE AND THE GENERATOR FEEDER CABLES. IF THE VALVE TOUCHES THE GENERATOR FEEDER CABLES, THE CABLES CAN BE DAMAGED AND THE GENERATOR CAN TRIP OFF.

(3) Put the valve (2) as shown in View A.

MECH	INSP

(a) Adjust the valve position.

NOTE: Make sure the bottom of the valve is close to the inner wall of the left thrust reverser.

(b) Point the clamps (1) with the T-bolt out and down.

(c) Turn the clamp on the flange.

(d) Tighten the clamp nuts.

(4) Remove the protection cover from the pneumatic line.

(5) Connect the pneumatic line to the shutoff valve (2).

(a) Tighten the tube nut.

(6) Remove the protection cover from the electrical connector.

(7) Connect the electrical connector to the shutoff valve (2).

(8) Make sure the manual override locking pin is not in the housing.

(a) Make sure the cotter pin is installed to hold the manual override locking pin in the open position as shown.

(9) Connect the bonding jumper from the inner wall of the thrust reverser to the shutoff valve (2) with the screw (3) and nut (4).

(10) Examine the bonding resistance between the shutoff valve (2) and the inner wall (AMM 20-10-21/601).

(a) Make sure the bonding resistance is not more than 0.001 ohms.

D. Put the Airplane Back to Its Usual Condition

(1) Supply pneumatic power (AMM 36-00-00/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(2) Close the left thrust reverser (AMM 78-31-00/201).

MECH	INSP

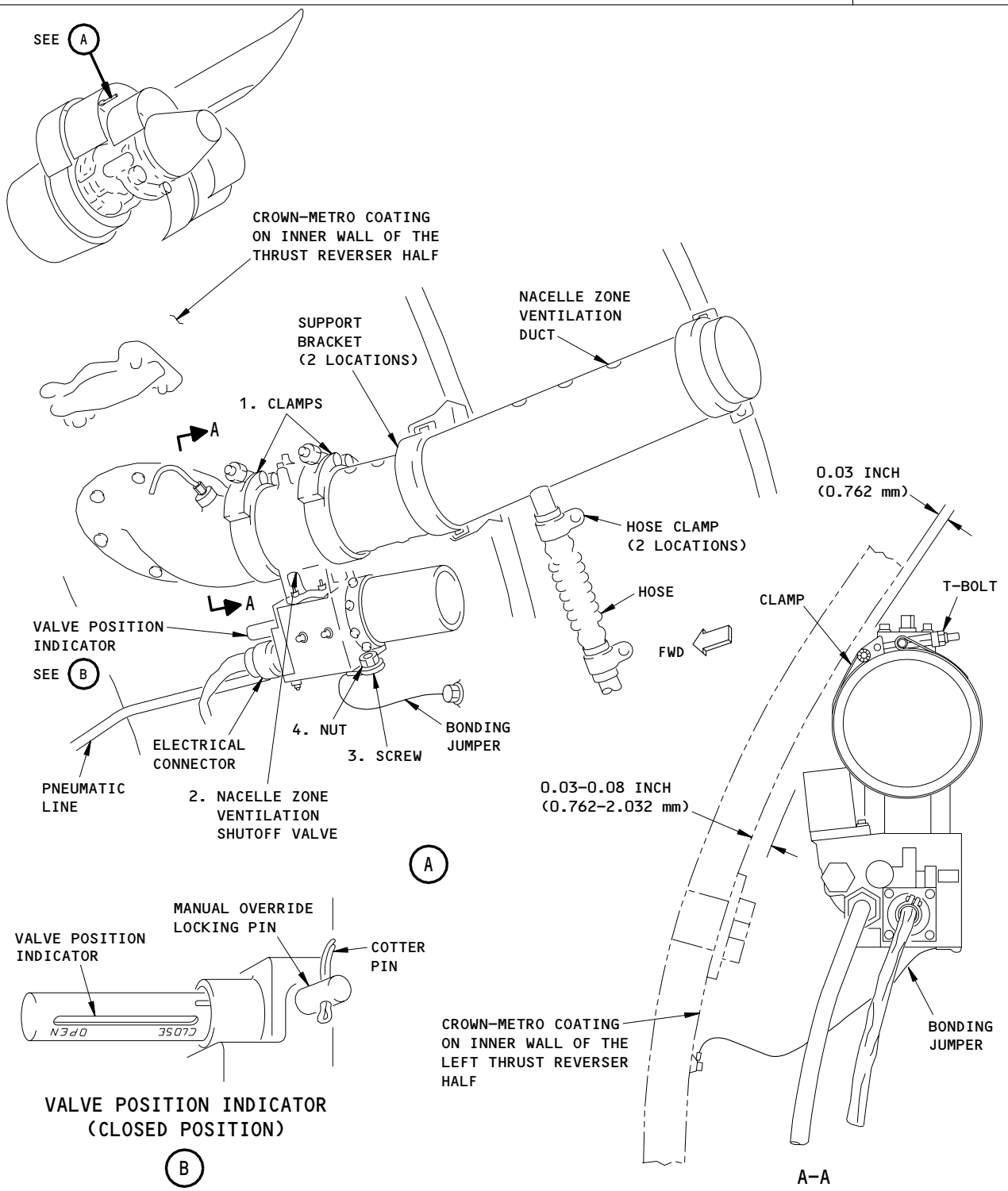
(3) Close the left core cowl panel (AMM 71-11-06/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).

(5) Close the left fan cowl panel (AMM 71-11-04/201).

(6) For the left engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:

(a) 11K9, LEFT ENGINE NAC VENT VALVE



Nacelle Zone Ventilation Shutoff Valve Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-R03
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGIN/STRUT				007	DEC 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	INTERCOMPRESSOR (2.5) BLEED ACTUATOR		ALL	4000

ZONES	ACCESS PANELS
410 420	413AL 415AL 423AL 425AL

MECH	INSP	MPD ITEM NUMBER

REPLACE THE INTERCOMPRESSOR (2.5) BLEED ACTUATOR. N75-32-01-4A

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT,D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. Remove the 2.5 Bleed Valve Actuator

A. Equipment

(1) Container - for fuel

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 72-34-03/401, Fan Exit Liner Segments

(4) AMM 78-31-00/201, Thrust Reverser System

C. Prepare to Remove the 2.5 Bleed-Valve Actuator

(1) For the left engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tags:

(a) 11L3, L ENG PERF SOL CHAN A

(b) 11L4, L ENG PERF SOL CHAN B

(2) For the right engine, open these circuit breakers on the overhead circuit breaker panel, P11, and attach the DO-NOT-CLOSE tags:

(a) 11L30, R ENG PERF SOL CHAN A

(b) 11L31, R ENG PERF SOL CHAN B

(3) Open the left fan cowl panel (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(5) Open the left core cowl panel (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(6) Open the left thrust reverser (AMM 78-31-00/201).

D. Procedure (Fig. 401)

(1) Remove the fan exit liner segment at the 6:30 o'clock position (AMM 72-34-03/401).

(2) Remove the 2.5 bleed-valve actuator.

(a) Disconnect the EEC electrical connector.

1) Install protection caps on the EEC electrical connector and the receptacle on the 2.5 bleed-valve actuator.

WARNING: MAKE SURE ALL THE SOURCES OF HEAT OR FLAME ARE REMOVED OR EXTINGUISHED BEFORE YOU DISCONNECT THE PRESSURE, RETURN, AND DRAIN LINES.

WARNING: DO NOT GET FUEL IN YOUR EYES OR ON YOUR SKIN. THE FUEL CAN CAUSE INJURY TO YOU.

(b) Disconnect the drain tube (11), the return tube (10) and the supply tube (9) from the 2.5 bleed-valve actuator (1).

1) Collect the remaining fuel with the container.

NOTE: Approximately 1/2 pint (1/4 liter) of fuel will drain from the 2.5 bleed-valve actuator.

(c) ENGINES POST-PW-SB 75-84;

Remove the support bracket for the 2.5 bleed-valve actuator with the steps that follow:

1) ENGINES PRE-PW-SB 75-126;
Remove the three bolts and nuts which attach the support bracket to the bracket on the Flange E.

2) ENGINES POST-PW-SB 75-126;
Remove the three bolts which attach the support bracket to the bracket on the Flange E.

3) Remove the two bolts which attach the support bracket to the 2.5 bleed-valve actuator.

4) Remove the support bracket from the engine.

(d) Remove the cotter pin (3) from the shoulder bolt (2).

CAUTION: BE CAREFUL WHEN YOU REMOVE THE SHOULDER BOLT. THE SHOULDER BOLT HAS LEFT-HAND THREADS. DAMAGE TO THE SHOULDER BOLT OR THE 2.5 BLEED-VALVE ACTUATOR CAN OCCUR IF YOU TURN THE BOLT IN THE INCORRECT DIRECTION.

(e) Hold the piston shaft hex-head of the 2.5 bleed-valve actuator (1) and remove the shoulder bolt (2).

(f) Remove the bolts (14) which attach the 2.5 bleed-valve actuator (1) to the intermediate case bulkhead.

CAUTION: MAKE SURE THE CRIMPED LOCKING CUP AND RETAINING NUT DO NOT LOOSEN FROM THE PISTON SHAFT WHEN YOU TURN THE PISTON SHAFT HEX-HEAD. IF THE RETAINING NUT CHANGES POSITION OR LOOSENS, THE INTERNAL ADJUSTMENT OF THE 2.5 BLEED-VALVE ACTUATOR CAN BE CHANGED WHICH CAN CAUSE DAMAGE TO THE 2.5 BLEED-VALVE OR THE ENGINE.

(g) Turn the hex head of the piston shaft counterclockwise to disengage the internal threads from the rod end clevis.

(h) Remove the 2.5 bleed-valve actuator (1), forward end first, down through the liner segment section.

(3) If it is necessary to replace the 2.5 bleed-valve actuator (1), do the steps that follow:

(a) Remove the adapters (7, 8) from the supply and return ports.

1) Discard the packings (5, 6).

(4) Install protection caps to the openings in the 2.5 bleed-valve actuator (1) and to all open line-ends.

2. Install the 2.5 Bleed Valve Actuator

A. Equipment

(1) PWA 85928 Adapter - Torque, Pratt & Whitney, East Hartford, Conn.

(2) M303, M305, or M307 Bergen Mechanical Crimper
Bergen Cable Technologies Inc
170 Gregg St
P.O. Box 1300
Lodi, NJ 07644-9982

B. Consumable Materials

(1) Engine Oil - Aircraft Turbine Engine, Synthetic Base, 475°F Minimum, (P03-001)

(2) Lockwire - 0.032 inch (0.813 mm) Diameter (P05-289)

(3) Ferrule, Safety Cable - F30B50, 0.032 in. (0.813 mm) (P05-292) (Optional)

(4) GO2335 Cable - Safety - PO5-291 (Optional)

(5) Paste - Antiseize, Molykote P-37 (PO6-054)

C. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Actuator - 2.5 Bleed Valve	75-32-01	05	55
	3	Pin - Cotter			35
	5	Packing (O-ring)			10
	6	Packing (O-ring)			20

D. References

(1) AMM 70-00-00/201, Standard Practices - Engine

(2) AMM 70-24-05/201, Electrical Harnesses

(3) AMM 71-11-04/201, Fan Cowl Panels

(4) AMM 71-11-06/201, Core Cowl Panels

(5) AMM 72-34-03/401, Fan Exit Liner Segments

(6) AMM 75-32-01/501, 2.5 Bleed Valve Actuator

(7) AMM 78-31-00/201, Thrust Reverser System

E. Prepare to Install the 2.5 Bleed-Valve Actuator (Fig. 401)

(1) Remove the protection caps from the openings in the 2.5 bleed-valve actuator (1) and all open line-ends.

(2) If it is necessary to install a new 2.5 bleed-valve actuator, do the steps that follow:

(a) Lubricate the new packings (5, 6) with engine oil.

(b) Install the new packings (5, 6) on the adapters (7, 8).

MECH | INSP

(c) Install the adapter (7) in the supply port of the 2.5 bleed-valve actuator (1).

1) Tighten the adapter (7) to 110-120 pound-inches (12.4-13.6 newton-meters).

(d) Install the adapter (8) in the return port of the 2.5 bleed-valve actuator (1).

1) Tighten the adapter (8) to 150-170 pound-inches (16.9-19.2 newton-meters).

F. Procedure

(1) Install the 2.5 bleed-valve actuator.

(a) Lubricate the outer threads of the rod end clevis as follows:

1) ENGINES PRE-PW-SB 75-154;
Lubricate the external (OD) threads of the rod end clevis with engine oil (P03-001).

2) ENGINES POST-PW-SB 75-154;
Lubricate the external threads of the rod end clevis with Antiseize paste (P06-054).

a) Apply the paste to the entire area of the external threads and to a maximum of 0.250 inch (6.350 mm) more than both ends of the threads.

(b) Lubricate the threads of the attaching bolts (13) of the 2.5 bleed-valve actuator (1) with engine oil.

CAUTION: DO NOT TURN THE ROD END CLEVIS. IF YOU TURN THE ROD END CLEVIS, YOU CAN CAUSE DAMAGE TO THE 2.5 BLEED-VALVE LINKAGE.

(c) Move the piston shaft of the 2.5 bleed-valve actuator (1) in its position on the lubricated rod end clevis.

(d) Turn the hex head of the piston shaft clockwise until the 2.5 bleed-valve actuator (1) is in position against the intermediate case.

MECH | INSP

(e) Secure the 2.5 bleed-valve actuator (1) to the intermediate case with the bolts (13) and washers (14).

CAUTION: YOU MUST ADJUST THE TORQUE WRENCH INDICATION FOR THE EFFECT OF THE TORQUE ADAPTER ON THE APPLIED TORQUE (AMM 70-50-00/201). IF TOO MUCH TORQUE IS APPLIED TO THE BOLT, DAMAGE TO THE THREADS OF THE BOLT CAN OCCUR.

(f) Use the PWA 85928 torque adapter to tighten the bolts (13) to 180-200 pound-inches (20.4-22.6 newton-meters).

(g) Install the support bracket for the 2.5 bleed-valve actuator with the steps that follow:

1) Lubricate the threads of the attaching bolts of the support bracket, with engine oil.

2) Install the support bracket to the 2.5 bleed-valve actuator with the two bolts.

a) Tighten the bolts with your hand.

3) Align the three bolt holes in the support bracket with the three bolt holes in the bracket on the Flange E.

4) ENGINES PRE-PW-SB 75-126;
Attach the support bracket to the bracket on the Flange E with the three bolts and nuts.

a) Tighten the nuts with your hand.

5) ENGINES POST-PW-SB 75-126;
Attach the support bracket to the bracket on the Flange E with the three bolts.

a) Tighten the bolts with your hand.

6) Tighten the bolts which attach the support bracket to the 2.5 bleed-valve actuator to 65-85 pound-inches (7.3-9.6 newton-meters).

a) Safety the bolts with lockwire or safety cable and safety cable ferrule.

7) Tighten the bolts which attach the support bracket to the bracket on the Flange E to 85-95 pound-inches (9.6-10.7 newton-meters).

(h) Lubricate the threads of the tube nut of the drain tube (11) with engine oil.

(i) Connect the drain tube (11) to the 2.5 bleed-valve actuator (1).

1) Hold the adapter and tighten the tube nut to 270-300 pound-inches (30.5-33.9 newton-meters).

(j) Remove the protection caps from the EEC electrical connector and the receptacle on the 2.5 bleed-valve actuator.

CAUTION: USE THE CORRECT ASSEMBLY PROCEDURE, AND TOOLS, FOR THE HARNESS CONNECTOR INSTALLATION (AMM 70-24-05/201). IF YOU USE THE INCORRECT ASSEMBLY PROCEDURE, OR TOOLS, A DAMAGED OR LOOSE CONNECTOR CAN OCCUR. A LOOSE CONNECTOR PERMITS VIBRATION, WHICH CAUSES THE CONTACTS TO WEAR AND DECREASES THE LIGHTNING PROTECTION.

(k) Install the W3P15 electrical connector to the 2.5 bleed-valve actuator (AMM 70-24-05/201).

(2) Adjust the 2.5 bleed-valve actuator (AMM 75-32-01/501).

(3) Install the fan exit liner segment at the 6:30 o'clock position (AMM 72-34-03/401).

G. Return the Aircraft to Its Usual Condition

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(1) Close the left thrust reverser (AMM 78-31-00/201).

(2) Close the left core cowl panel (AMM 71-11-06/201).

(3) Close the left fan cowl panel (AMM 71-11-04/201).

MECH	INSP

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).

(5) For the left engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

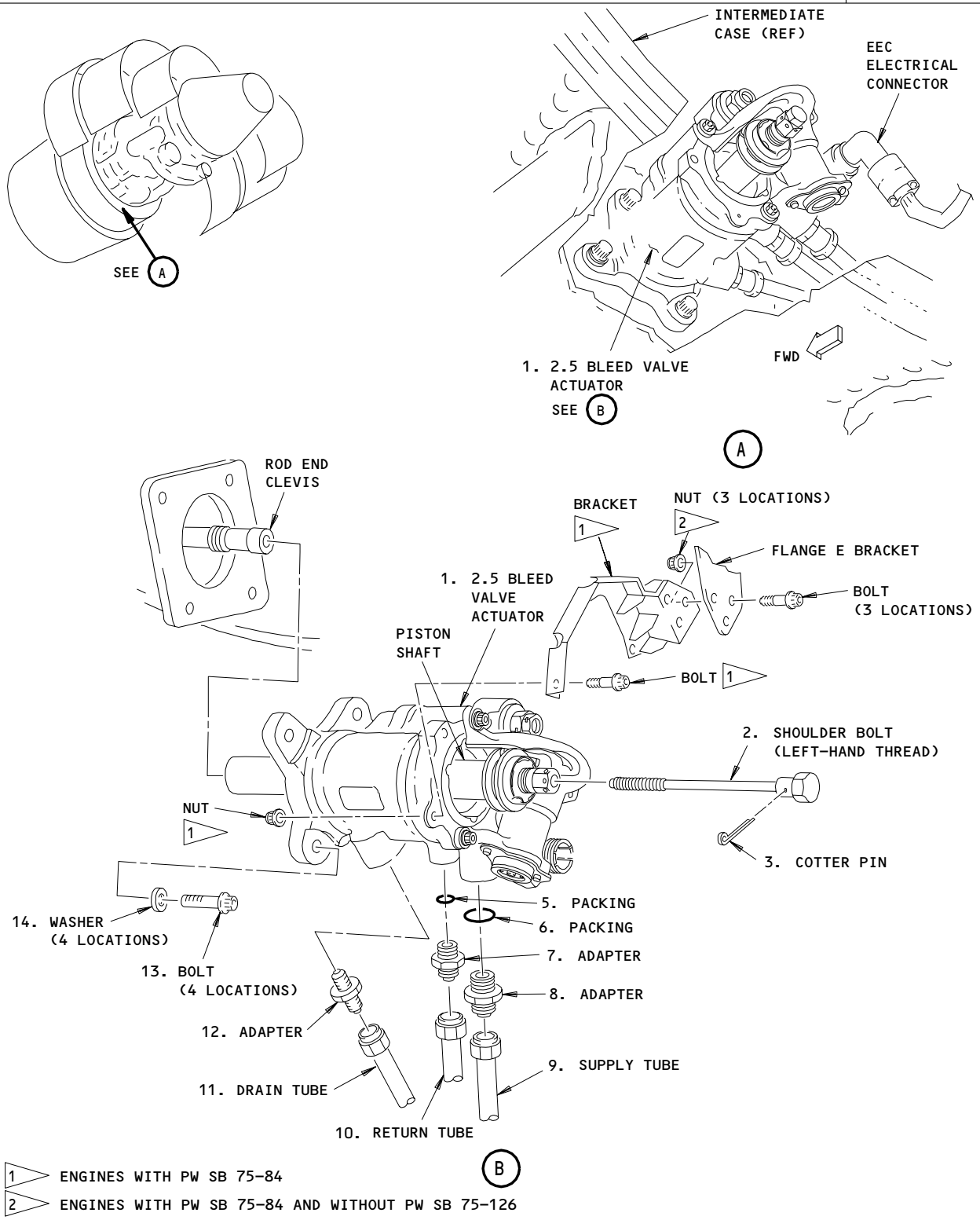
(a) 11L3, L ENG PERF SOL CHAN A

(b) 11L4, L ENG PERF SOL CHAN B

(6) For the right engine, remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

(a) 11L30, R ENG PERF SOL CHAN A

(b) 11L31, R ENG PERF SOL CHAN B



2.5 Bleed Valve Actuator Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-R05
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGIN/STRUT				007	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	NACELLE ZONE VENT SHUTOFF VALVE		ALL	4000

ZONES	ACCESS PANELS
420	423AL 425AL

MECH	INSP	MPD ITEM NUMBER

REPLACE THE ENGINE 2 NACELLE ZONE VENTILATION SHUTOFF VALVE. N75-23-02-4B

THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT,D622T001, FOR A DESCRIPTION OF THE COMPONENT CHANGE CARDS.

1. Remove the Nacelle Zone Ventilation Shutoff Valve

A. References

(1) AMM 36-00-00/201, Pneumatic Power

(2) AMM 71-11-04/201, Fan Cowl Panels

(3) AMM 71-11-06/201, Core Cowl Panels

(4) AMM 78-31-00/201, Thrust Reverser System

B. Prepare to Remove the Shutoff Valve

(1) For the right engine, open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:

(a) 11L35, RIGHT ENGINE NAC VENT VALVE

(2) Remove pneumatic power (AMM 36-00-00/201).

(3) Open the left fan cowl panel (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(5) Open the left core cowl panel (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(6) Open the left thrust reverser (AMM 78-31-00/201).

C. Remove the Shutoff Valve for the Nacelle Zone Ventilation (Fig. 401)

(1) Disconnect the electrical connector.

(a) Install the protection covers.

(2) Disconnect the pneumatic line from the shutoff valve.

(a) Install the protection covers.

(3) Remove the screws (3) and nut (4) to disconnect the bonding jumper.

(4) Remove the clamps (1) which attach the shutoff valve (2) to the ventilation duct for the nacelle zone.

(5) Remove the shutoff valve from the engine.

(a) Install the protection covers.

2. Install the Nacelle Zone Ventilation Shutoff Valve

A. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	2	Valve - Shutoff	75-23-02	10	240

B. References

(1) AMM 20-10-21/601, Electrical Bonding

(2) AMM 36-00-00/201, Pneumatic Power

(3) AMM 71-11-04/201, Fan Cowl Panels

(4) AMM 71-11-06/201, Core Cowl Panels

(5) AMM 78-31-00/201, Thrust Reverser System

C. Procedure (Fig. 401)

(1) Make sure the cotter pin holds the lockpin in the correct position.

NOTE: If you do not install the cotter pin, the lockpin will be pushed. With the lockpin pushed, the valve will be manually locked in the open position.

(2) Put the valve clamps (1) on the duct so that they are on the left and right sides of the installed valve (2).

CAUTION: PUT THE VALVE AS CLOSE TO THE INNER WALL OF THE LEFT THRUST REVERSER AS POSSIBLE. THERE MUST BE SUFFICIENT CLEARANCE BETWEEN THE VALVE AND THE GENERATOR FEEDER CABLES. IF THE VALVE TOUCHES THE GENERATOR FEEDER CABLES, THE CABLES CAN BE DAMAGED AND THE GENERATOR CAN TRIP OFF.

(3) Put the valve (2) as shown in View A.

MECH	INSP

(a) Adjust the valve position.

NOTE: Make sure the bottom of the valve is close to the inner wall of the left thrust reverser.

(b) Point the clamps (1) with the T-bolt out and down.

(c) Turn the clamp on the flange.

(d) Tighten the clamp nuts.

(4) Remove the protection cover from the pneumatic line.

(5) Connect the pneumatic line to the shutoff valve (2).

(a) Tighten the tube nut.

(6) Remove the protection cover from the electrical connector.

(7) Connect the electrical connector to the shutoff valve (2).

(8) Make sure the manual override locking pin is not in the housing.

(a) Make sure the cotter pin is installed to hold the manual override locking pin in the open position as shown.

(9) Connect the bonding jumper from the inner wall of the thrust reverser to the shutoff valve (2) with the screw (3) and nut (4).

(10) Examine the bonding resistance between the shutoff valve (2) and the inner wall (AMM 20-10-21/601).

(a) Make sure the bonding resistance is not more than 0.001 ohms.

D. Put the Airplane Back to Its Usual Condition

(1) Supply pneumatic power (AMM 36-00-00/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(2) Close the left thrust reverser (AMM 78-31-00/201).

MECH	INSP

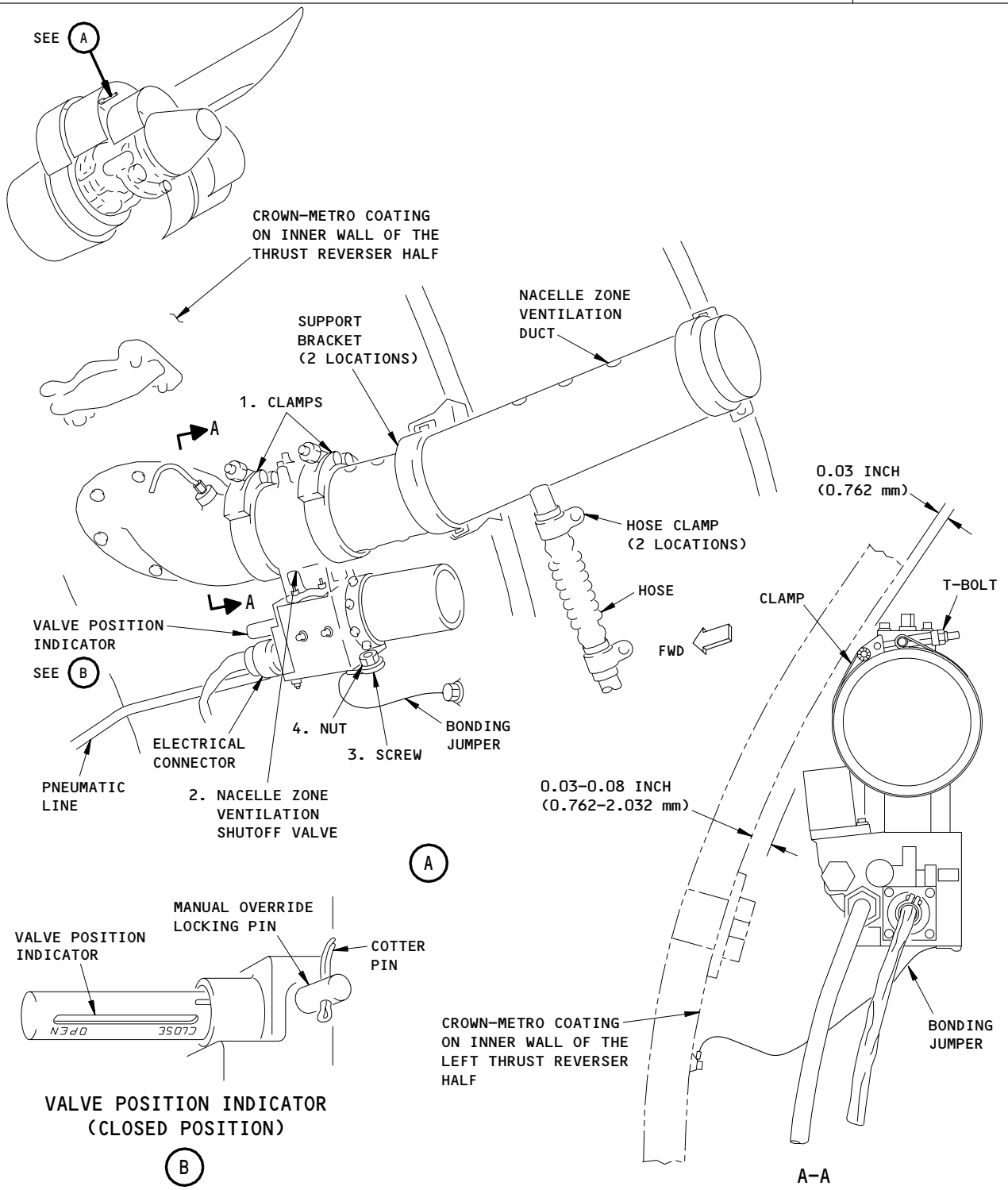
(3) Close the left core cowl panel (AMM 71-11-06/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).

(5) Close the left fan cowl panel (AMM 71-11-04/201).

(6) For the right engine, remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:

(a) 11L35, RIGHT ENGINE NAV VENT VALVE



Nacelle Zone Ventilation Shutoff Valve Installation
Figure 401

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-404-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		02000 HRS	10404	005	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENGINE 1 TURBINE CASE COOLING		ALL	4000

ZONES	ACCESS PANELS
411	415AL 416AR 417AL 418AR

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE 1 TURBINE CASE COOLING SYSTEM COOLING AIR VALVES AND CONTROL CABLE. N75-24-00-6A N75-24-00-A

1. Do an Inspection of the Linkage for the Turbine Cooling System

A. Equipment

(1) Positioning bolt - Standard hex head bolt No. 8-32, 1.5 inch (38.1 mm) thread of minimum length, commercially available.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 78-31-00/201, Thrust Reverser System

C. Prepare to Do the Inspection of the Linkage

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH | INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

D. Do an Inspection of the Linkage for the Turbine Cooling System (Fig. 602)

NOTE: When you do the engine shutdown, the air shutoff valves are in the fully closed position.

(1) Install the positioning bolt in the positioning bolt hole at the rear of the actuator.

(a) While you install the positioning bolt, look at the linkage to make sure it moves freely and each lever arm moves off the closed stop to the open position.

(b) Install the positioning bolt a minimum of one inch into the actuator.

(2) Remove the positioning bolt from the actuator.

(a) While you remove the positioning bolt, look at the linkage to make sure it moves freely and the lever arms go back to the fully closed position.

(3) If the linkage does not operate correctly, repair or replace the linkage as it is necessary.

E. Put the airplane back to its initial condition

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

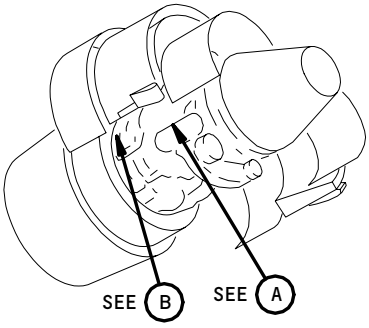
(1) Close the thrust reversers (AMM 78-31-00/201).

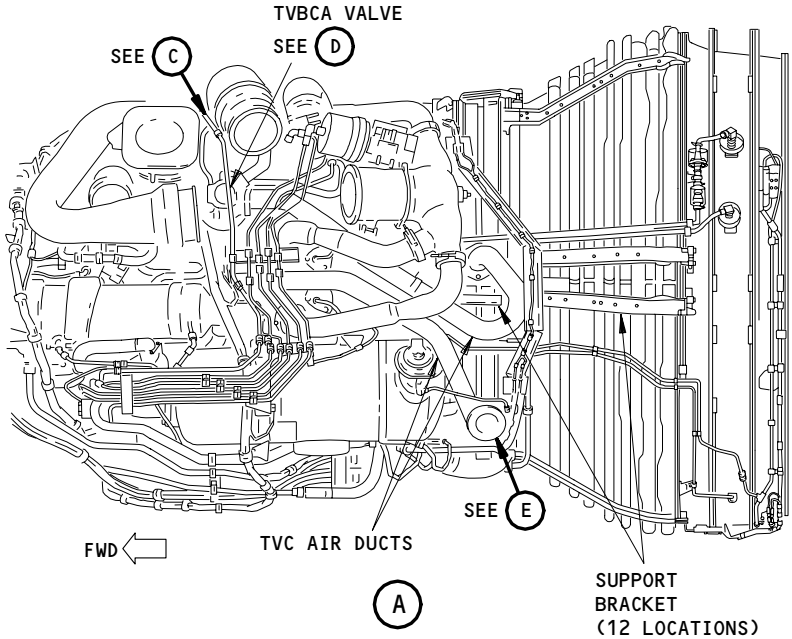
(2) Close the core cowl panels (AMM 71-11-06/201).

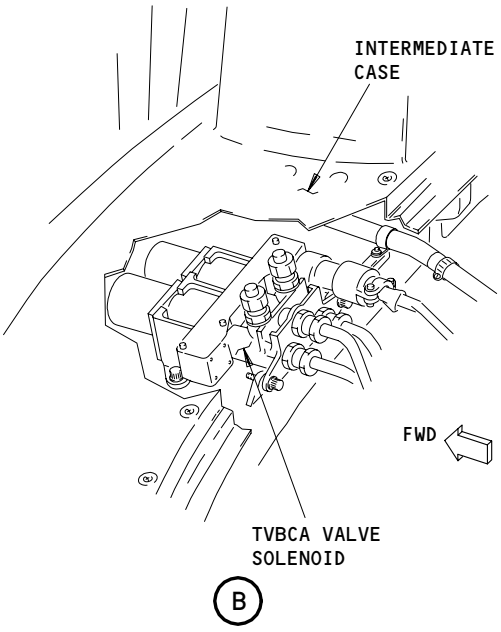
(3) Close the fan cowl panels (AMM 71-11-04/201).

MECH	INSP

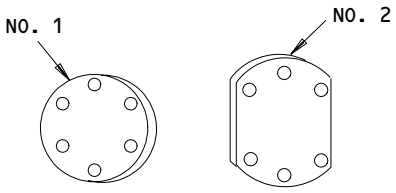
(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).



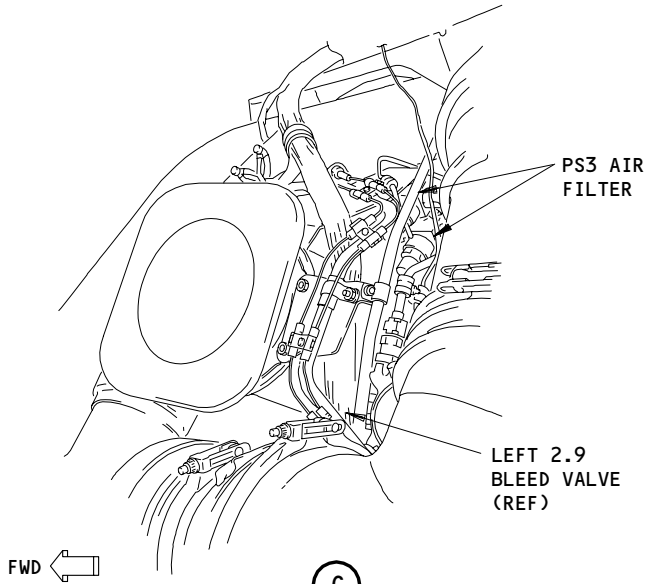




Turbine Cooling System (Left Side)
Figure 601 (Sheet 1)



PWA 85986
COVERS FOR A
REMOVED TVCA DUCT



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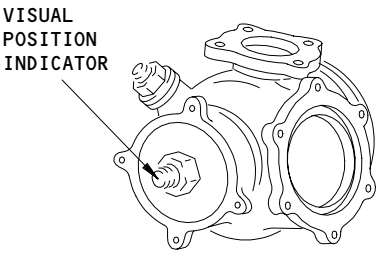
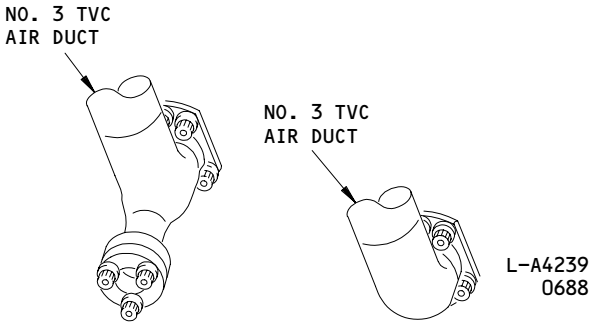


LEFT TVBCA VALVE

D

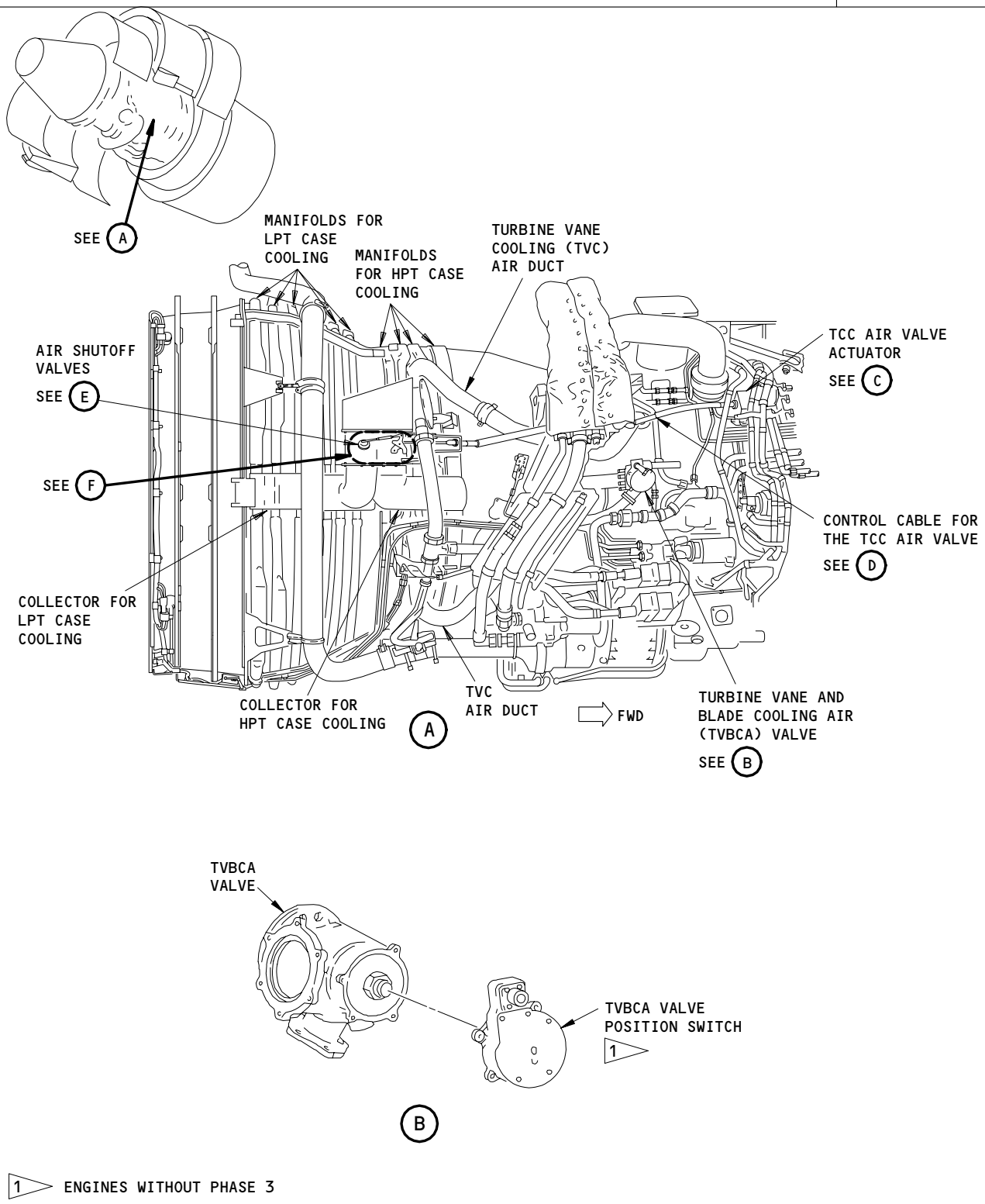


ENGINES WITH
BORESCOPE PLUG

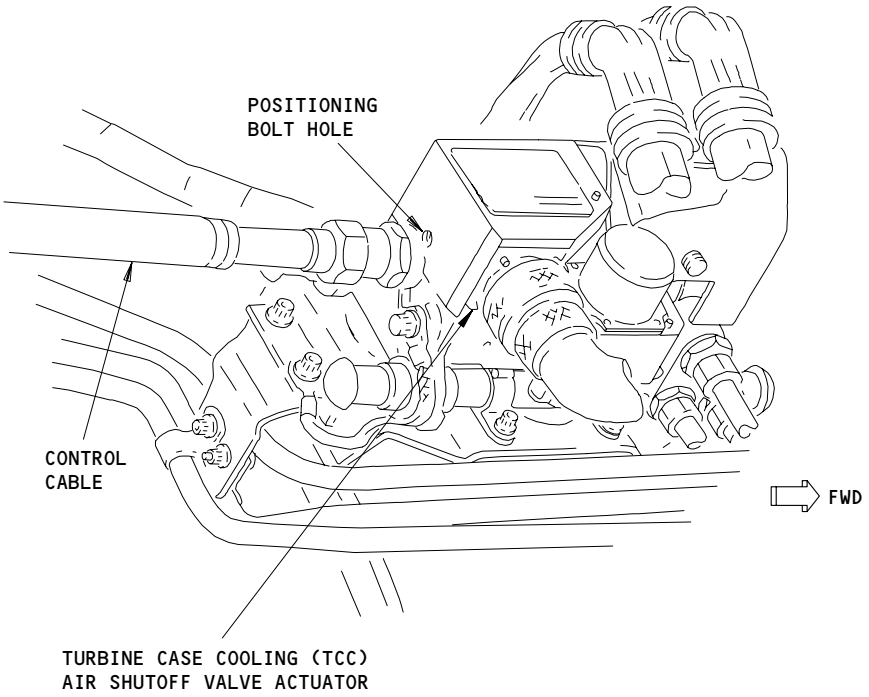
ENGINES WITHOUT
BORESCOPE PLUG

E

Turbine Cooling System (Left Side)
Figure 601 (Sheet 2)



Turbine Cooling System (Right Side)
Figure 602 (Sheet 1)



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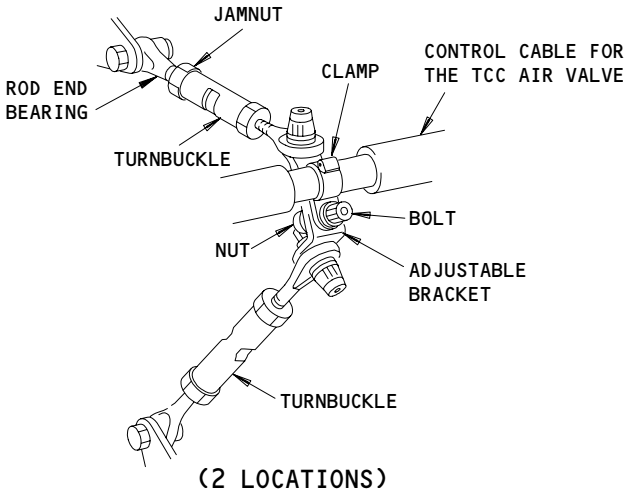
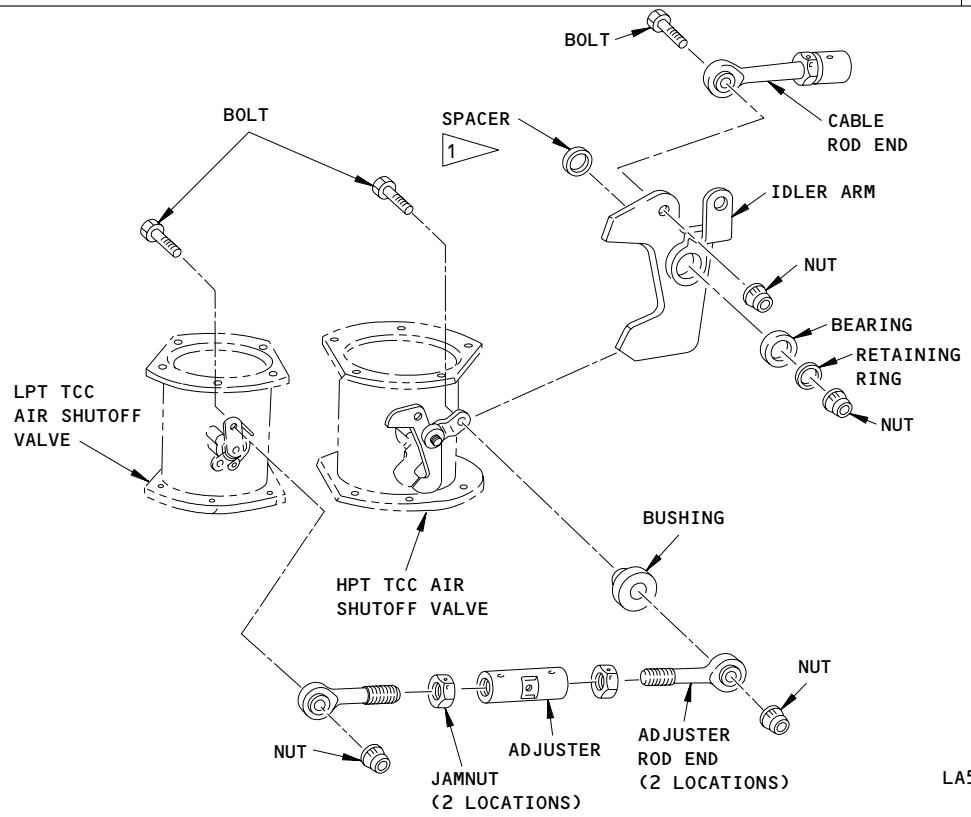
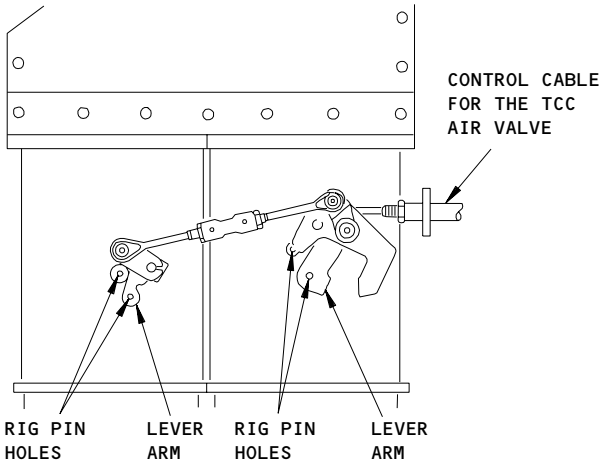


(2 LOCATIONS)

D

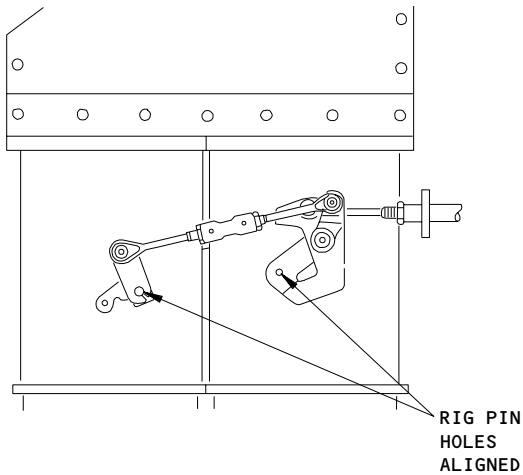
Turbine Cooling System (Right Side)
Figure 602 (Sheet 2)





TCC AIR SHUTOFF VALVES
FULLY CLOSED POSITION

F

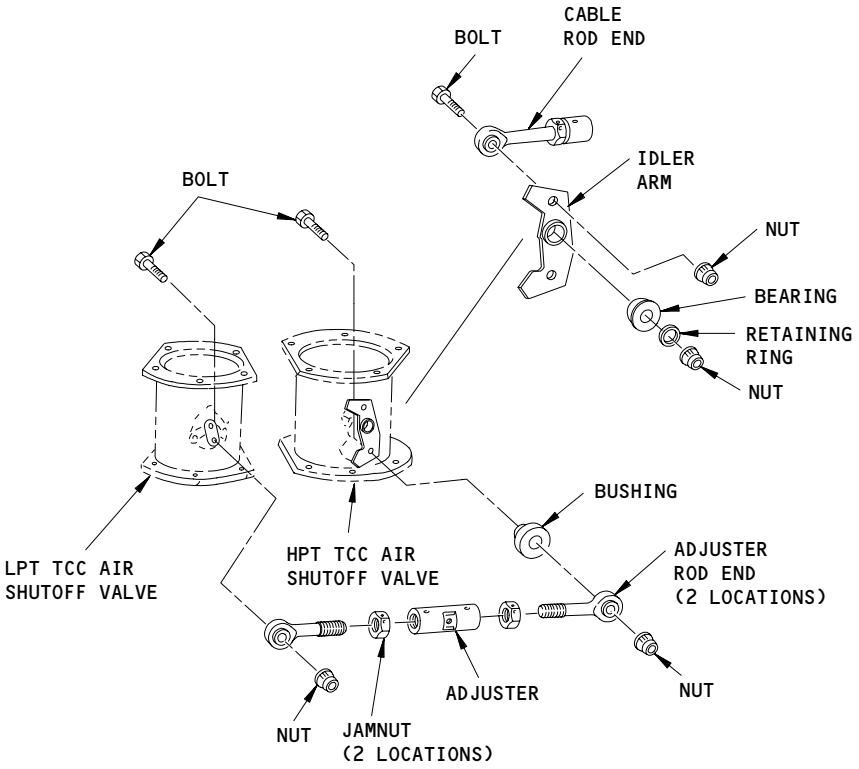


TCC AIR SHUTOFF VALVES
FULLY OPEN POSITION

F

1 ENGINES PRE-PW-SB 75-74

Turbine Cooling System (Right Side)
Figure 602 (Sheet 3)



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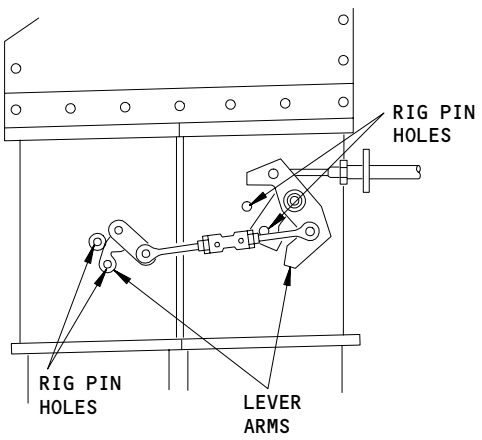
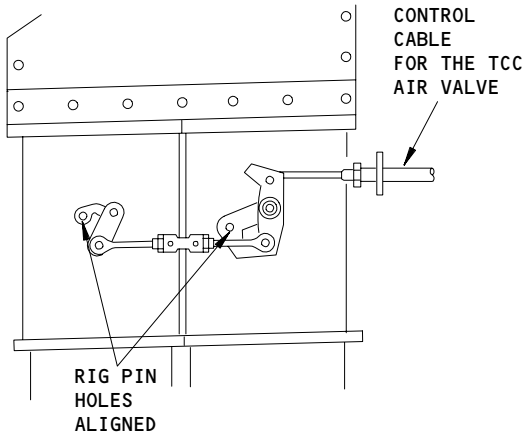


TCC AIR SHUTOFF VALVES
FULLY CLOSED POSITION



TCC AIR SHUTOFF VALVES
FULLY OPEN POSITION

(F)

Turbine Cooling System (Right Side)
Figure 602 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-404-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		02000 HRS	10404	005	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENGINE 2 TURBINE CASE COOLING		ALL	4000

ZONES	ACCESS PANELS
421	425AL 426AR 427AL 428AR

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE 2 TURBINE CASE COOLING SYSTEM COOLING AIR VALVES AND CONTROL CABLE. N75-24-00-6A N75-24-00-A

1. Do an Inspection of the Linkage for the Turbine Cooling System

A. Equipment

(1) Positioning bolt - Standard hex head bolt No. 8-32, 1.5 inch (38.1 mm) thread of minimum length, commercially available.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 78-31-00/201, Thrust Reverser System

C. Prepare to Do the Inspection of the Linkage

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH | INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

D. Do an Inspection of the Linkage for the Turbine Cooling System (Fig. 602)

NOTE: When you do the engine shutdown, the air shutoff valves are in the fully closed position.

(1) Install the positioning bolt in the positioning bolt hole at the rear of the actuator.

(a) While you install the positioning bolt, look at the linkage to make sure it moves freely and each lever arm moves off the closed stop to the open position.

(b) Install the positioning bolt a minimum of one inch into the actuator.

(2) Remove the positioning bolt from the actuator.

(a) While you remove the positioning bolt, look at the linkage to make sure it moves freely and the lever arms go back to the fully closed position.

(3) If the linkage does not operate correctly, repair or replace the linkage as it is necessary.

E. Put the airplane back to its initial condition

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

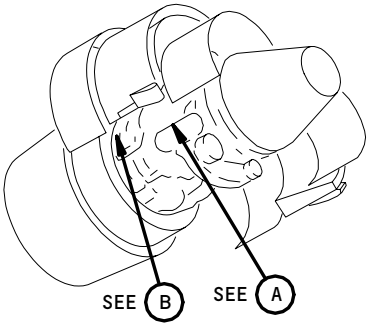
(1) Close the thrust reversers (AMM 78-31-00/201).

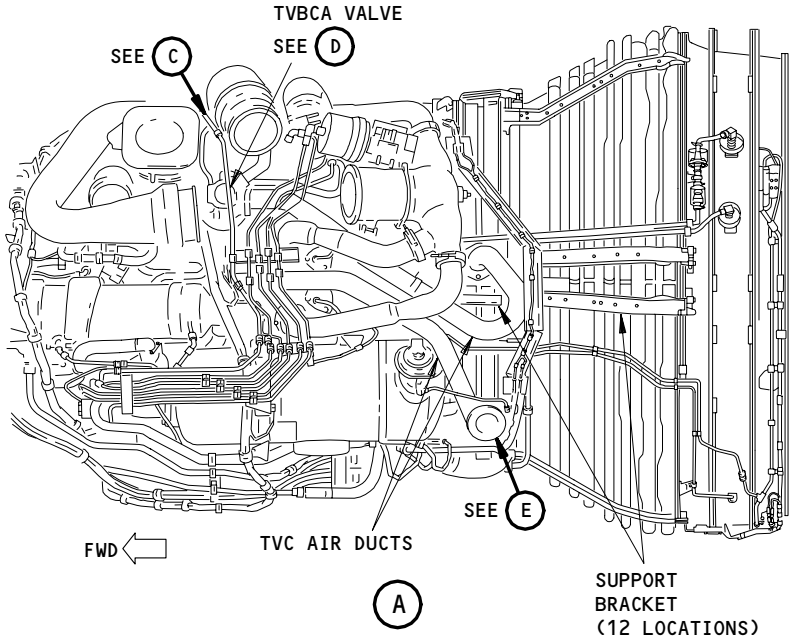
(2) Close the core cowl panels (AMM 71-11-06/201).

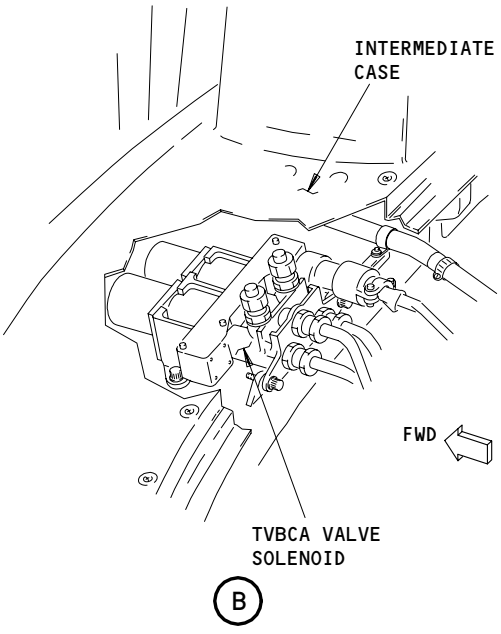
(3) Close the fan cowl panels (AMM 71-11-04/201).

MECH	INSP

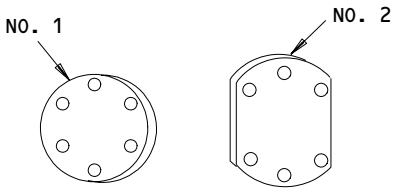
(4) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).



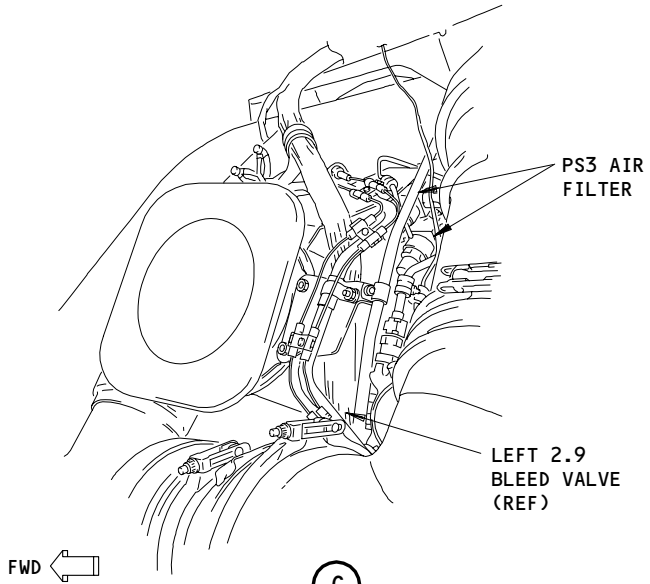




Turbine Cooling System (Left Side)
Figure 601 (Sheet 1)



PWA 85986
COVERS FOR A
REMOVED TVCA DUCT



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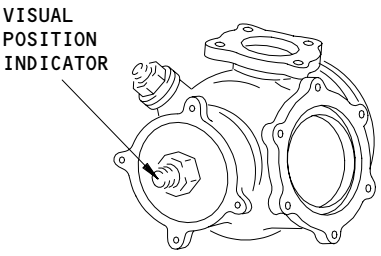
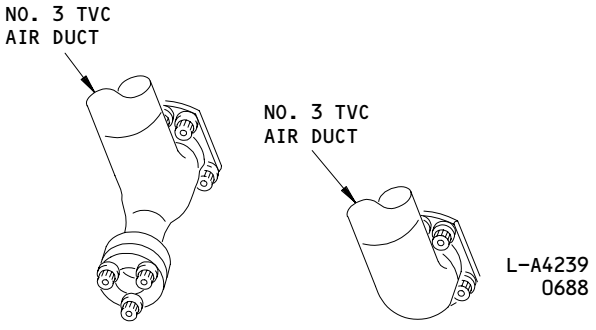


LEFT TVBCA VALVE

D

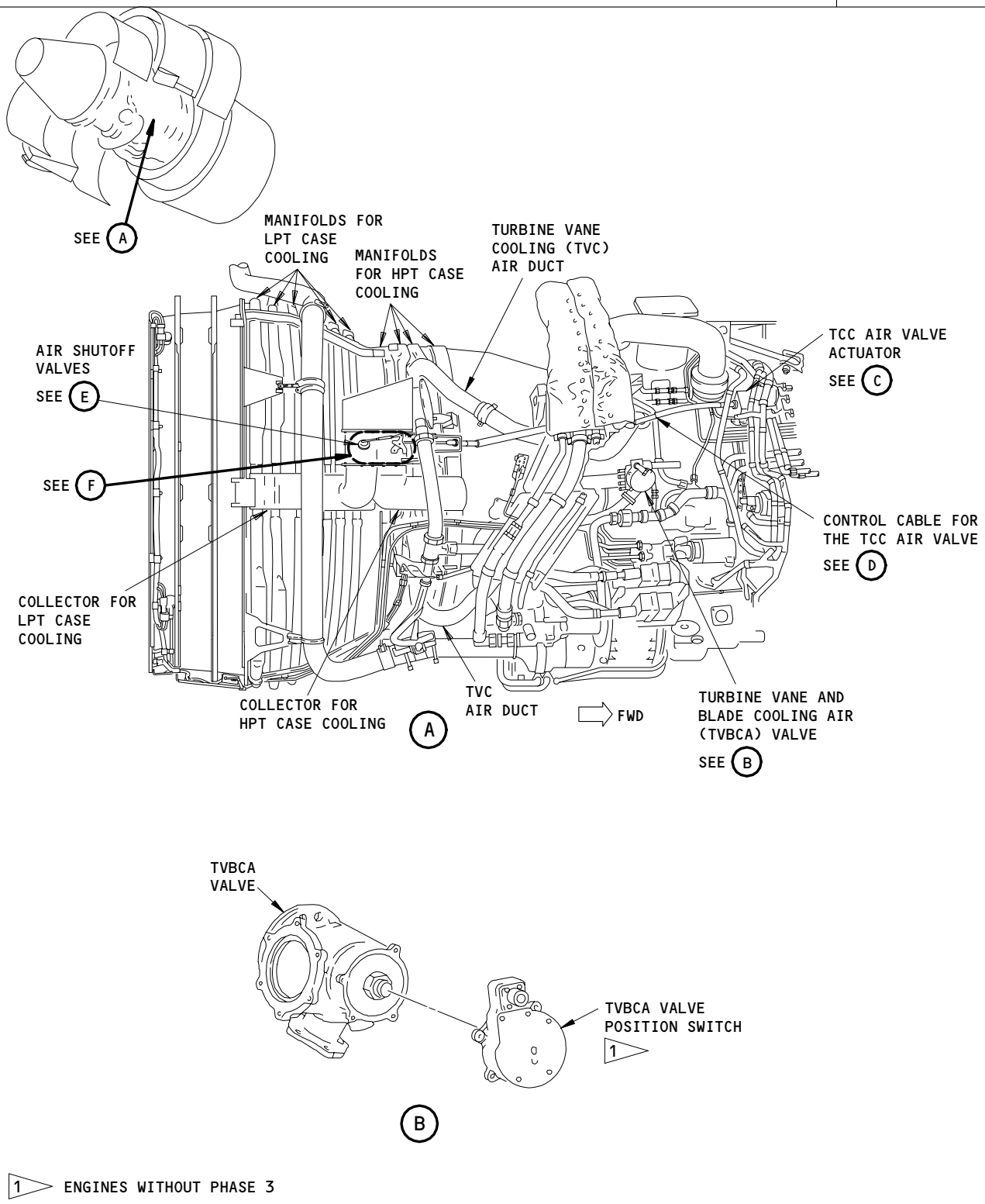


ENGINES WITH
BORESCOPE PLUG

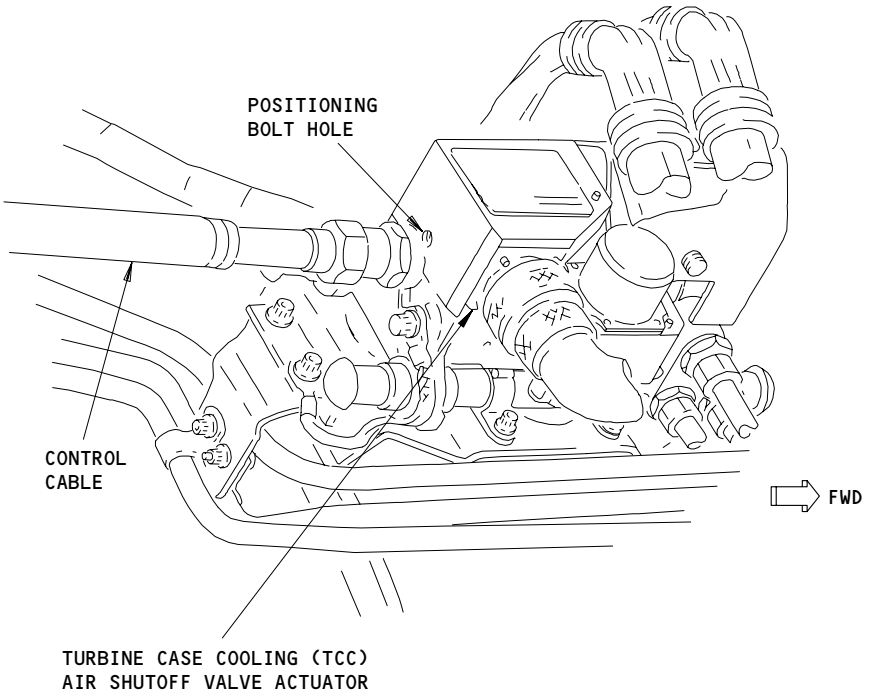
ENGINES WITHOUT
BORESCOPE PLUG

E

Turbine Cooling System (Left Side)
Figure 601 (Sheet 2)



Turbine Cooling System (Right Side)
Figure 602 (Sheet 1)



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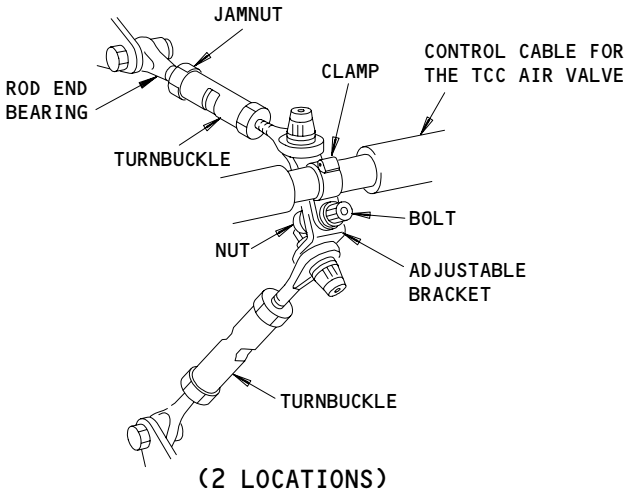
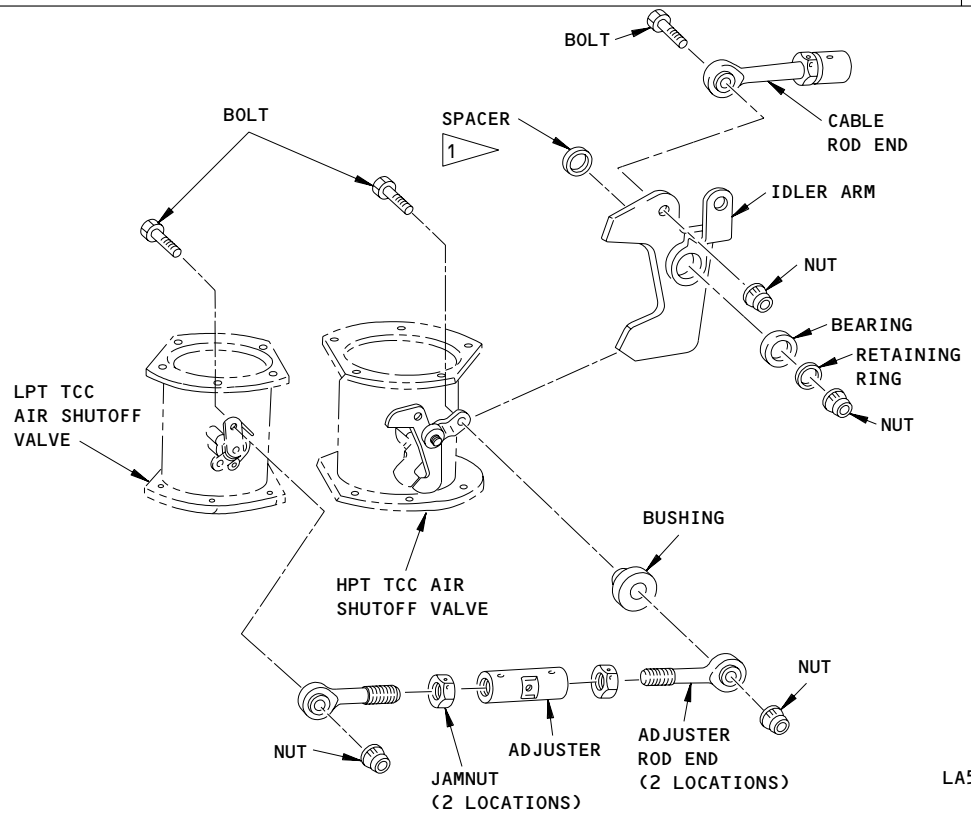
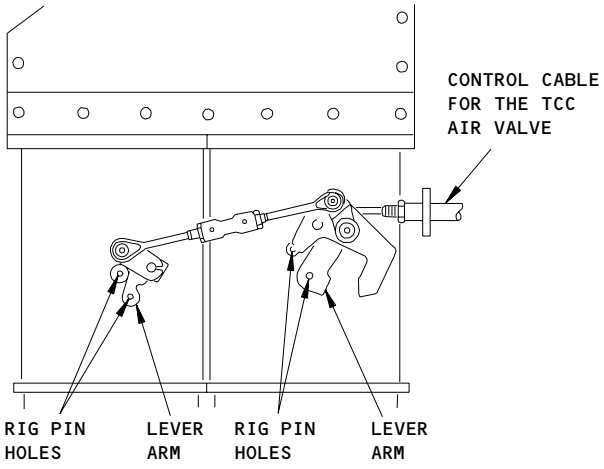


(2 LOCATIONS)

D

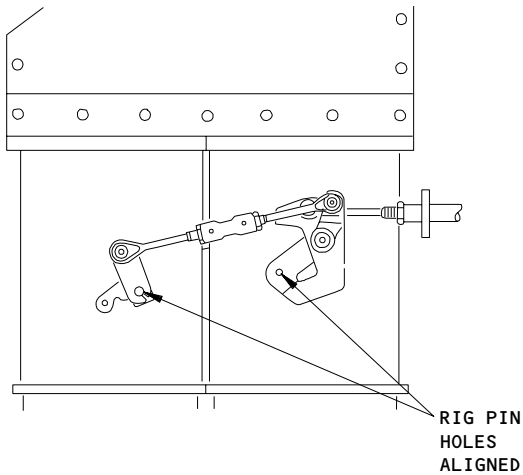
Turbine Cooling System (Right Side)
Figure 602 (Sheet 2)





TCC AIR SHUTOFF VALVES
FULLY CLOSED POSITION

F

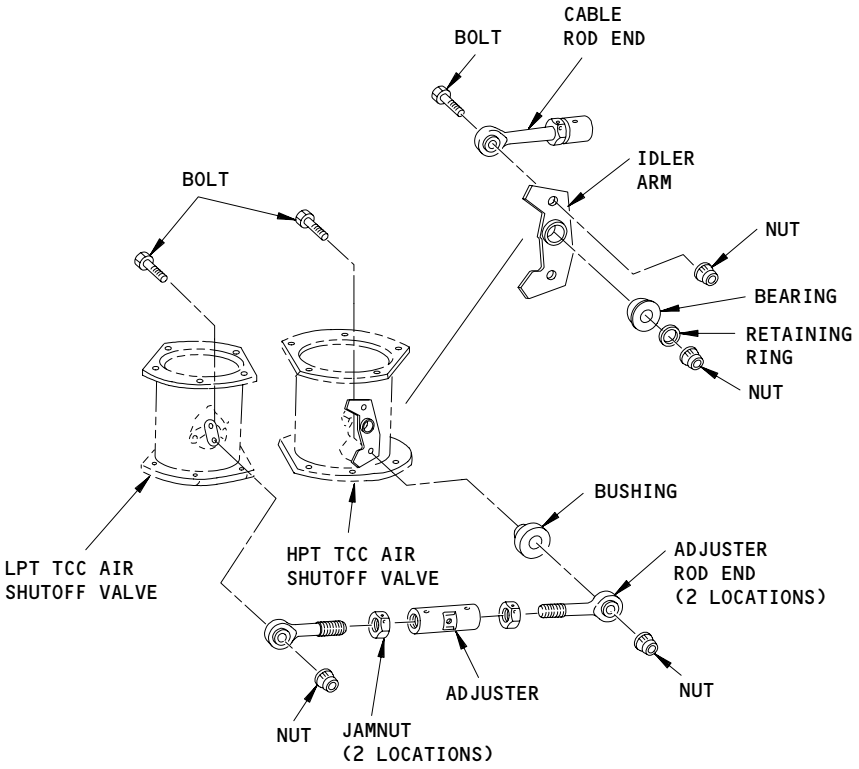


TCC AIR SHUTOFF VALVES
FULLY OPEN POSITION

F

1 ENGINES PRE-PW-SB 75-74

Turbine Cooling System (Right Side)
Figure 602 (Sheet 3)



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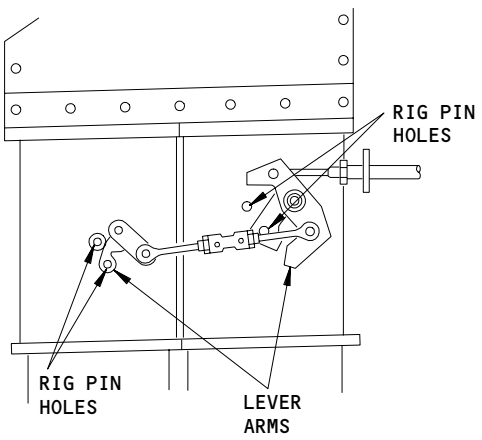
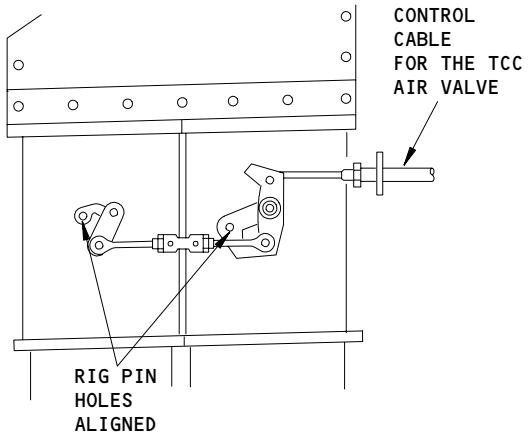


TCC AIR SHUTOFF VALVES
FULLY CLOSED POSITION



TCC AIR SHUTOFF VALVES
FULLY OPEN POSITION

(F)

Turbine Cooling System (Right Side)
Figure 602 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-406-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		1C	11212	011	APR 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	2.5 BLEED VALVE-TO-ACTUATOR LINKAGE		ALL	4000

ZONES	ACCESS PANELS
411	415AL 416AR 417AL

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE ENGINE 1 2.5 BLEED VALVE-TO-ACTUATOR LINKAGE FOR CONDITION AND SECURITY. N75-32-00-6A

1. Do the Inspection of the Compressor Bleed Control System

A. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 72-34-03/401, Fan Exit Liner Segment

(4) AMM 75-32-01/401, 2.5 Bleed Valve Actuator

(5) AMM 78-31-00/201, Thrust Reverser System

B. Prepare for the Inspection of the Compressor Bleed Control System

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH | INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

C. Procedure

(1) Do the inspection of the bleed control system (Fig. 601):

(a) Remove the No. 5 segment of the fan exit liner (AMM 72-34-03/401) to get access to the actuator for the 2.5 bleed valve.

(b) Examine the 2.5 bleed valve actuator for leakage.

1) If you find leakage, replace the 2.5 bleed valve actuator (AMM 75-32-01/401).

(c) Visually examine the linkage assembly of the 2.5 bleed valve through the ports on the bleed exit duct found on each side of the No. 7 case strut.

1) Use a fluorescent white light and mirror to examine the linkage for correct installation of the connecting pins and the condition of the linkage assembly.

2) If the part has worn too much or has some damage which can cause the bleed control system to operate incorrectly, you must replace the part.

(d) Visually examine the bellcrank-to-bracket pivot pins for wear or damage (Reference PW SB A75-51) (see Table 601).

NOTE: Make sure the 2.5 bleed valve is in the fully open position.

1) Inspect for missing pivot pins (2 locations). A missing pivot pin in either of the two locations is not permitted. A missing pivot pin would cause the 2.5 bleed to stop functioning, resulting in engine operational problems. A missing pivot pin requires immediate engine removal for repair. Continue in service with a missing pivot pin is not permitted.

2) Inspect for a fractured or partly missing center pivot pin. Experience shows that if this pin fractures only a portion of the pin will be missing. Some of the pin will remain and permit the 2.5 bleed to function. An engine with this condition can continue in service for up to 350 hours. If the pin is completely missing or it is obivious the bellcrank is no longer attached to the bellcrank bracket, the engine should be removed immediately for repair.

Inspection Of 2.5 Bleed Pivot Pins
TABLE 601

EXAMINE	RESULTS	DISPOSITION
Broken pins	0.250 inch (6.350 mm) maximum amount of pin head movement permitted	Continue-in-service limitation of 350 hours. See Alert PW SB PW4ENG A75-51.

(e) Any amount of wear on the bleed valve or bleed duct is permitted.

NOTE: If there is any sign of wear on the bleed valve or bleed duct, the wear is permitted provided the bleed valve operates normally and there are no 2.5 bleed maintenance messages.

(f) Install the No. 5 segment of the fan exit liner (AMM 72-34-03/401).

D. Return the Aircraft to Its Usual Condition

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN occur.

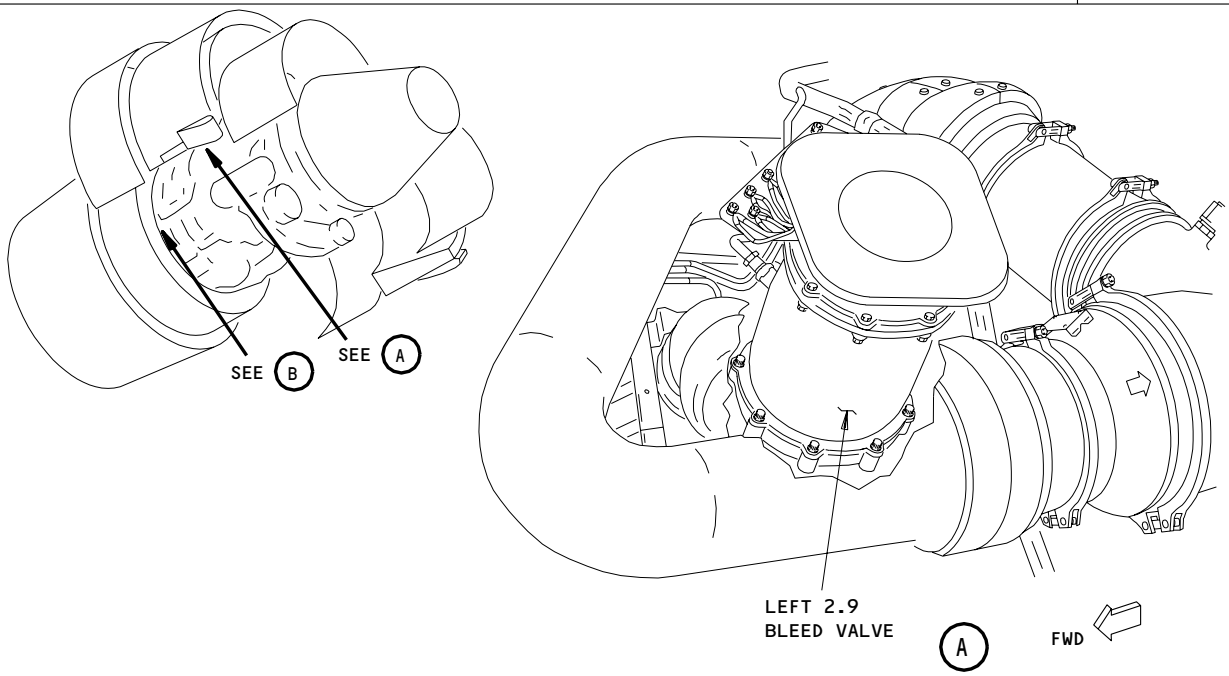
(1) Close the thrust reversers (AMM 78-31-00/201).

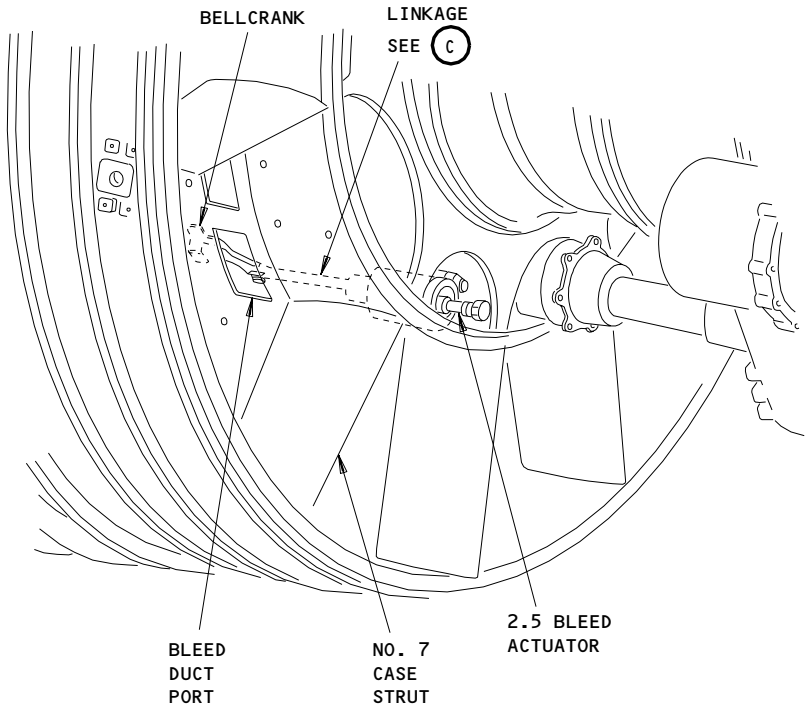
(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

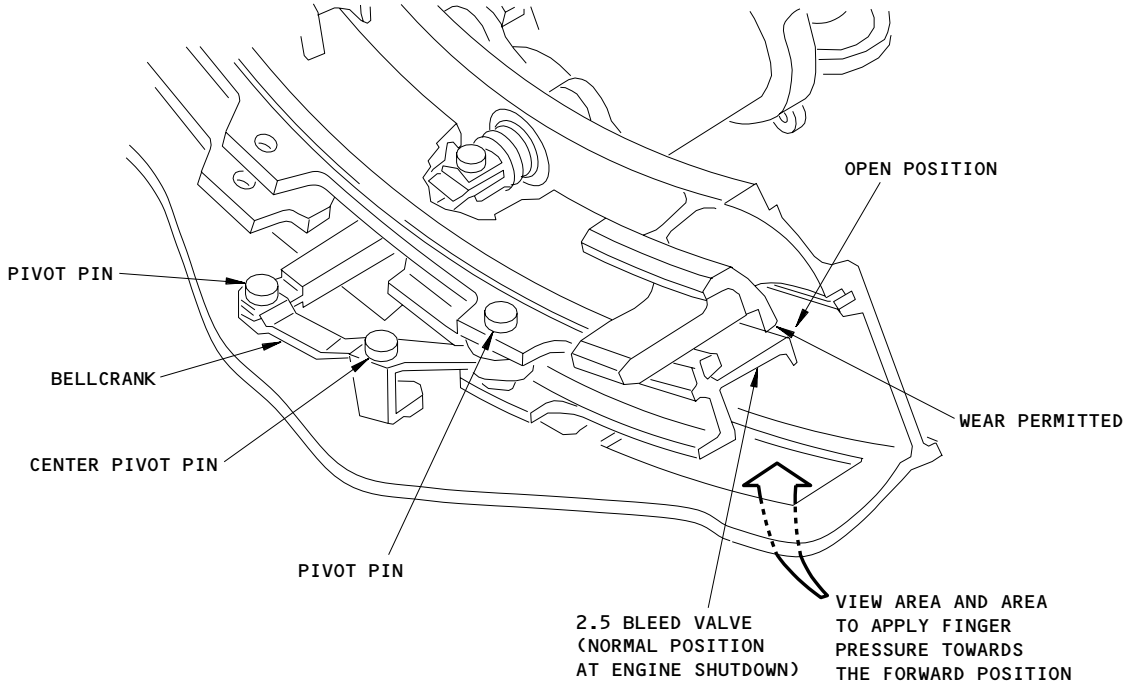
MECH	INSP

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).





Compressor Bleed Control System Inspection
Figure 601 (Sheet 1)



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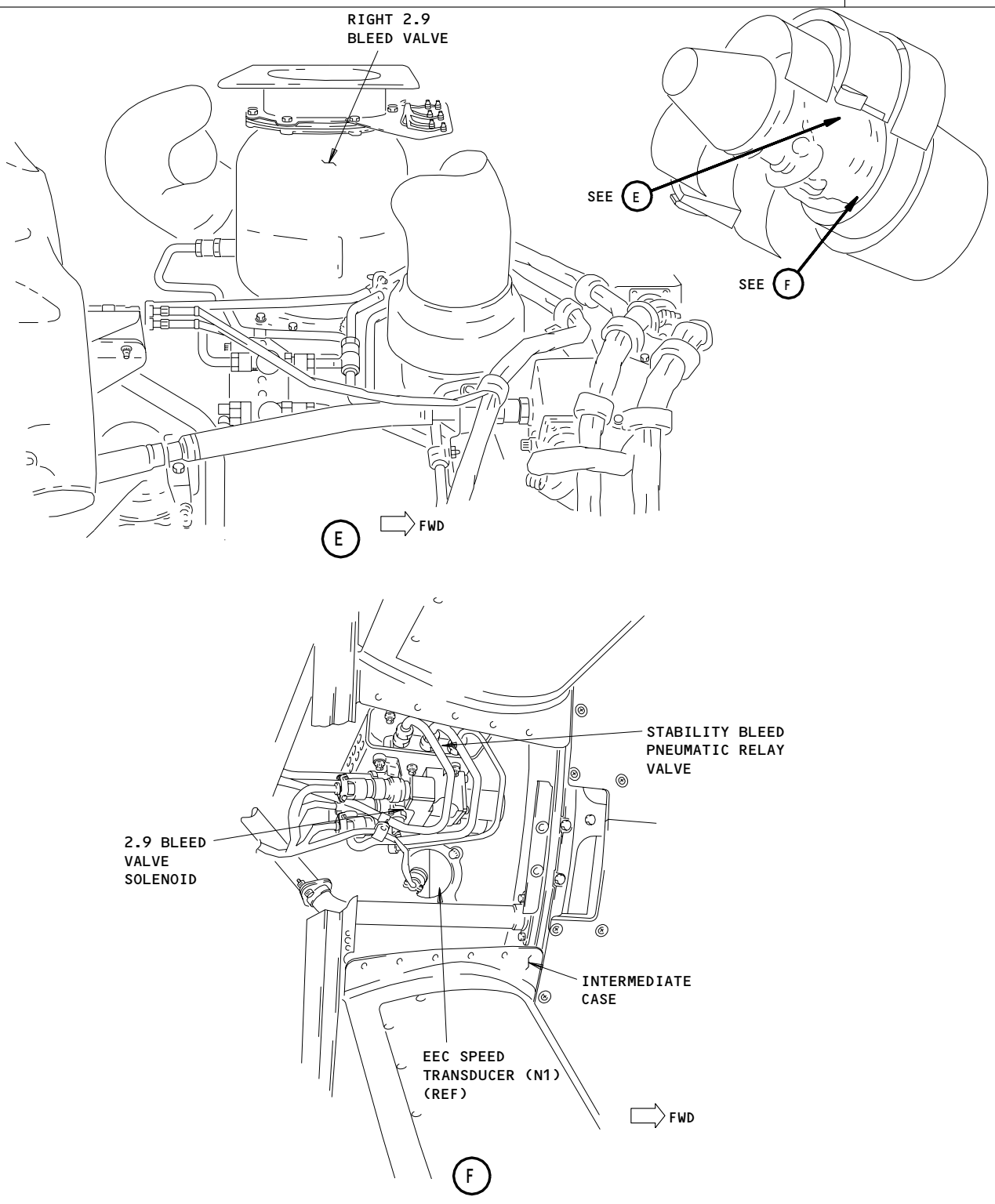
Compressor Bleed Control System Inspection
Figure 601 (Sheet 2)



Compressor Bleed Control System Inspection
Figure 601 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-406-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		1C	11212	011	APR 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	2.5 BLEED VALVE-TO-ACTUATOR LINKAGE		ALL	4000

ZONES	ACCESS PANELS
421	425AL 426AR 427AL

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE ENGINE 2 2.5 BLEED VALVE-TO-ACTUATOR LINKAGE FOR CONDITION AND SECURITY. N75-32-00-6A

1. Do the Inspection of the Compressor Bleed Control System

A. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 72-34-03/401, Fan Exit Liner Segment

(4) AMM 75-32-01/401, 2.5 Bleed Valve Actuator

(5) AMM 78-31-00/201, Thrust Reverser System

B. Prepare for the Inspection of the Compressor Bleed Control System

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH | INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

C. Procedure

(1) Do the inspection of the bleed control system (Fig. 601):

(a) Remove the No. 5 segment of the fan exit liner (AMM 72-34-03/401) to get access to the actuator for the 2.5 bleed valve.

(b) Examine the 2.5 bleed valve actuator for leakage.

1) If you find leakage, replace the 2.5 bleed valve actuator (AMM 75-32-01/401).

(c) Visually examine the linkage assembly of the 2.5 bleed valve through the ports on the bleed exit duct found on each side of the No. 7 case strut.

1) Use a fluorescent white light and mirror to examine the linkage for correct installation of the connecting pins and the condition of the linkage assembly.

2) If the part has worn too much or has some damage which can cause the bleed control system to operate incorrectly, you must replace the part.

(d) Visually examine the bellcrank-to-bracket pivot pins for wear or damage (Reference PW SB A75-51) (see Table 601).

NOTE: Make sure the 2.5 bleed valve is in the fully open position.

1) Inspect for missing pivot pins (2 locations). A missing pivot pin in either of the two locations is not permitted. A missing pivot pin would cause the 2.5 bleed to stop functioning, resulting in engine operational problems. A missing pivot pin requires immediate engine removal for repair. Continue in service with a missing pivot pin is not permitted.

2) Inspect for a fractured or partly missing center pivot pin. Experience shows that if this pin fractures only a portion of the pin will be missing. Some of the pin will remain and permit the 2.5 bleed to function. An engine with this condition can continue in service for up to 350 hours. If the pin is completely missing or it is obivious the bellcrank is no longer attached to the bellcrank bracket, the engine should be removed immediately for repair.

Inspection Of 2.5 Bleed Pivot Pins
TABLE 601

EXAMINE	RESULTS	DISPOSITION
Broken pins	0.250 inch (6.350 mm) maximum amount of pin head movement permitted	Continue-in-service limitation of 350 hours. See Alert PW SB PW4ENG A75-51.

(e) Any amount of wear on the bleed valve or bleed duct is permitted.

NOTE: If there is any sign of wear on the bleed valve or bleed duct, the wear is permitted provided the bleed valve operates normally and there are no 2.5 bleed maintenance messages.

(f) Install the No. 5 segment of the fan exit liner (AMM 72-34-03/401).

D. Return the Aircraft to Its Usual Condition

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN occur.

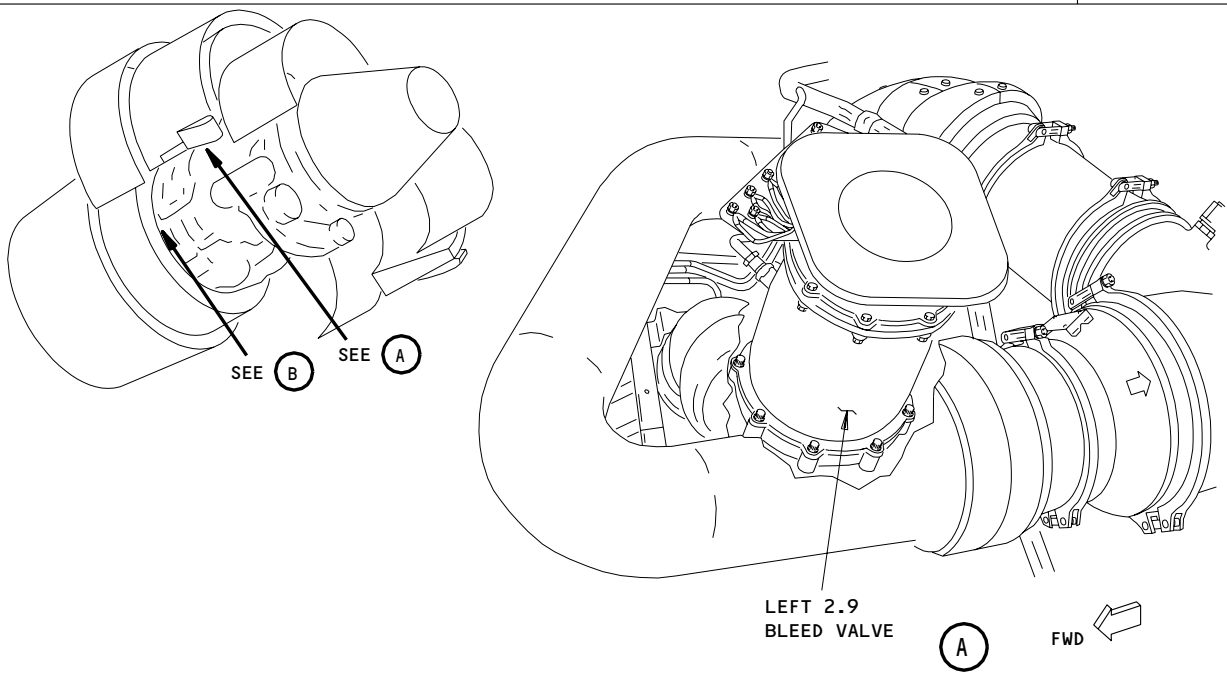
(1) Close the thrust reversers (AMM 78-31-00/201).

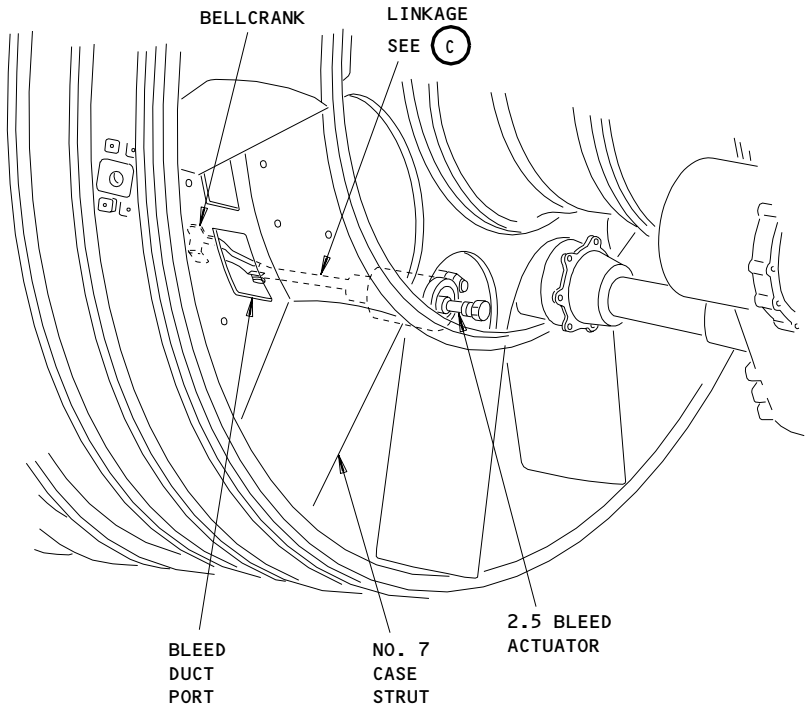
(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

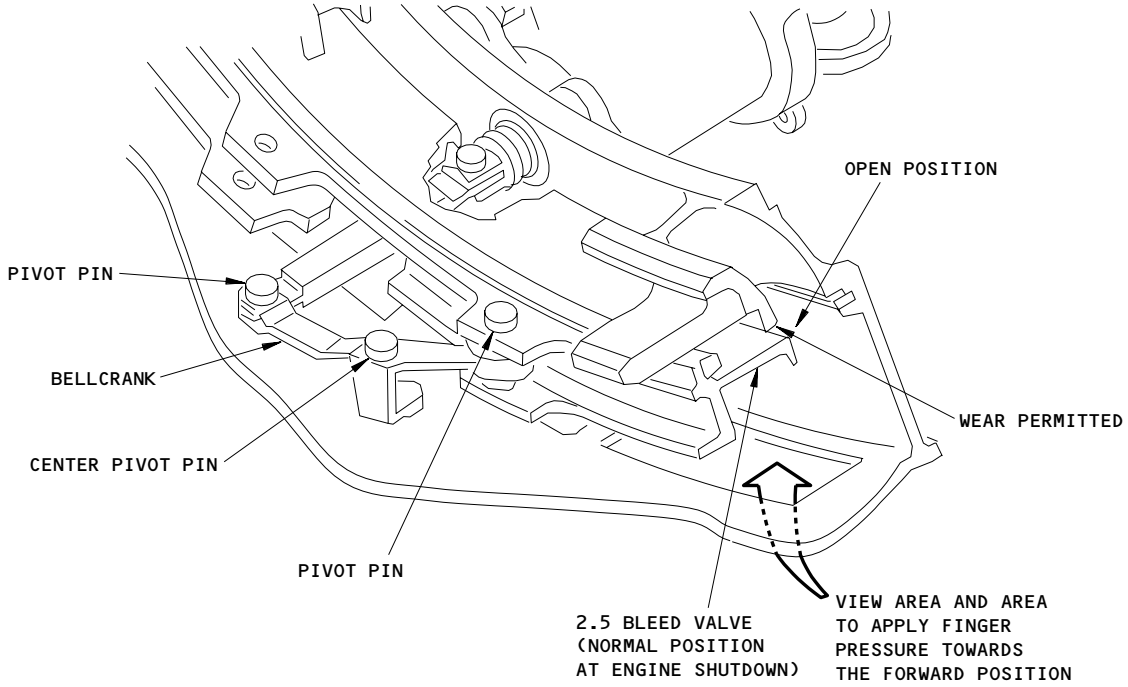
MECH	INSP

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).





Compressor Bleed Control System Inspection
Figure 601 (Sheet 1)



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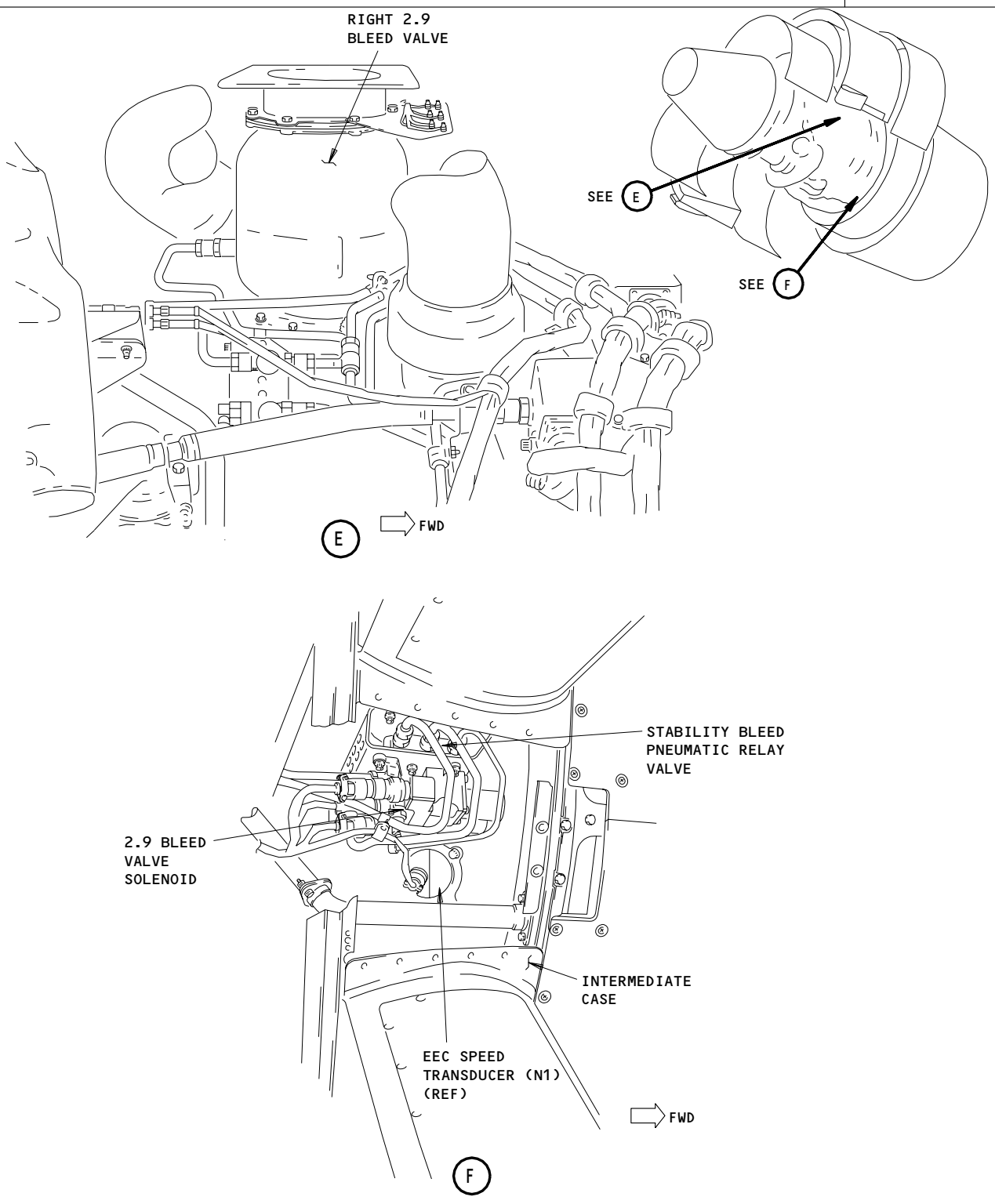
Compressor Bleed Control System Inspection
Figure 601 (Sheet 2)



Compressor Bleed Control System Inspection
Figure 601 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-407-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		01000 HRS	10202	005	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 1 TCA AIR SUPPLY DUCTS		ALL	4000

ZONES	ACCESS PANELS
411	415AL 416AR 417AL 418AR

MECH	INSP	MPD ITEM NUMBER
		N75-24-02-A

VISUALLY CHECK THE ENGINE 1 TURBINE VANE AND BLADE COOLING AIR SUPPLY DUCTS FOR GENERAL CONDITION AND SECURITY.

EFFECTIVITY

5
2
6
6

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-407-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		01000 HRS	10202	005	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 2 TCA AIR SUPPLY DUCTS		ALL	4000

ZONES	ACCESS PANELS
421	425AL 426AR 427AL 428AR

MECH	INSP	MPD ITEM NUMBER
		N75-24-02-A

VISUALLY CHECK THE ENGINE 2 TURBINE VANE AND BLADE COOLING AIR SUPPLY DUCTS FOR CONDITION AND SECURITY.

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-410-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	STRUT 1		2C	12424	005	AUG 22/00

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENGINE COOLING BAROMETRIC SWITCH		ALL	4000

ZONES	ACCESS PANELS
431	413AL 415AL 417AL 431CT

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE 1 EXTERNAL ACCESSORIES COOLING SYSTEM BAROMETRIC SWITCH TO CHECK FOR THE SWITCH HAVING FAILED IN THE SEA LEVEL POSITION. N75-23-00-5A

ENGINE EXTERNAL ACCESSORIES COOLING - ADJUSTMENT/TEST

1. System Test - Engine External Accessories Cooling

A. Equipment

(1) Vacuum gage - can read an altitude up to 25,000 feet, accurate to ± 50 feet.

(2) Vacuum pump - can supply a pressure of 10 psig (equivalent to an altitude of 25,000 feet).

(3) Air pressure source - adjustable from 0 to 40 psi, accurate to ± 5 psi.

B. References

(1) AMM 24-22-00/201, Electrical Power - Control

(2) AMM 71-11-04/201, Fan Cowl Panels

(3) AMM 71-11-06/201, Core Cowl Panels

(4) AMM 78-31-00/201, Thrust Reverser System

C. Access

(1) Location Zones
431 L Nacelle Strut
441 R Nacelle Strut

MECH	INSP

(2) Access Panels
431CT Forward Nacelle Strut Fairing
441CT Forward Nacelle Strut Fairing

D. Test the Nacelle Ventilation System (Fig. 501)

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure these circuit breakers on the overhead circuit breaker panel P11 are closed:

(a) 11U15, LANDING GEAR AIR/GND SYS 1

(b) 11U23, LANDING GEAR POSITION AIR/GND SYS 2

(3) Make sure the six EICAS circuit breakers are closed.

(4) For the left engine, make sure this circuit breaker on the overhead circuit breaker panel P11 is closed:

(a) 11K9, LEFT ENGINE NAC VENT VALVE

(5) Open the left fan cowl panel (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(6) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(7) Open the left core cowl panel (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(8) Open the left thrust reverser (AMM 78-31-00/201).

(9) Open the strut access door 431CT (441CT).

MECH | INSP

(10) Attach the vacuum pump line to the vent port on the barometric switch.

(11) Attach the air supply to the pneumatic line of the nacelle-zone-ventilation-shutoff valve.

(12) Make sure the nacelle-zone-ventilation-shutoff valve is in the open position.

(a) Pneumatic supply and vacuum is not applied to the barometric switch.

(13) Make sure the nacelle-zone-ventilation-shutoff valve is not manually locked in the open position.

(14) Make sure the EICAS message, L (R) NAC VENT VAL, does not show on the bottom display.

(15) Apply a slow and continuous vacuum, to the vent port on the barometric switch, to a maximum altitude of 25,000 feet (standard atmosphere).

(a) Make sure the nacelle-zone-ventilation-shutoff valve stays open.

(b) Make sure this EICAS message, L(R) NAC VENT VAL, shows on the bottom display.

(16) Apply a pressure of 35 psig to the pneumatic line on the nacelle-zone-ventilation-shutoff valve.

(a) Make sure the nacelle-zone-ventilation-shutoff valve closes.

(b) Make sure this EICAS message, L(R) NAC VENT VAL, does not show on the bottom display.

(17) Slowly and continuously decrease the vacuum to the barometic switch.

(a) Make sure the nacelle-zone-ventilation-shutoff valve opens between an altitude of 23,200 and 22,000 feet when you decrease the vacuum.

(18) Increase the vacuum to an altitude of 25,000 feet.

(a) Make sure the nacelle-zone-ventilation-shutoff valve closes between an altitude of 23,300 and 24,500 feet when you increase the vacuum.

MECH | INSP

(19) Decrease the vacuum to the vent port on the barometric switch.

(20) Remove the vacuum line from the vent port on the barometric switch.

(21) Decrease the pneumatic pressure to zero.

(22) Remove the air pressure line from the nacelle-zone-ventilation-shutoff valve.

(23) Connect the pneumatic line to the nacelle-zone-ventilation-shutoff valve with the tube nut.

(a) Tighten the tube nut.

E. Put the airplane back to its initial condition.

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(1) Close the left thrust reverser (AMM 78-31-00/201).

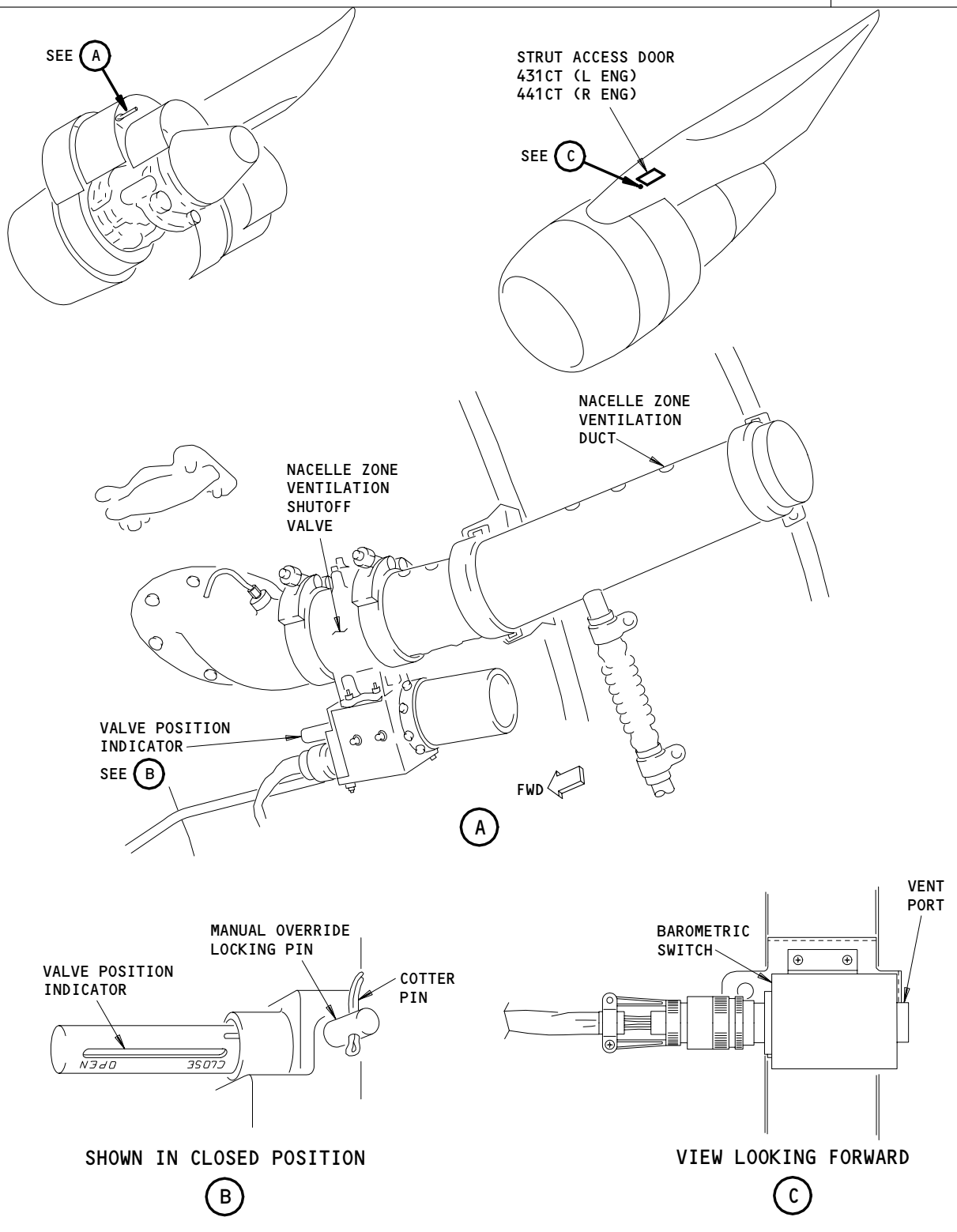
(2) Close the left core cowl panel (AMM 71-11-06/201).

(3) Close the left fan cowl panel (AMM 71-11-04/201).

(4) Close the strut access door 431CT (441CT).

(5) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

(6) Remove electrical power if it is no longer necessary (AMM 24-22-00/201).



Engine External Accessories Cooling Test
Figure 501

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-410-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	STRUT 2		2C	12424	005	DEC 22/00

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENGINE COOLING BAROMETRIC SWITCH		ALL	4000

ZONES	ACCESS PANELS
441	423AL 425AL 427AL 441CT

MECH	INSP	MPD ITEM NUMBER
		N75-23-00-5B

OPERATIONALLY CHECK THE ENGINE 2 EXTERNAL ACCESSORIES COOLING SYSTEM BAROMETRIC SWITCH TO CHECK FOR THE SWITCH HAVING FAILED IN THE SEA LEVEL POSITION.

ENGINE EXTERNAL ACCESSORIES COOLING - ADJUSTMENT/TEST

1. System Test - Engine External Accessories Cooling

A. Equipment

(1) Vacuum gage - can read an altitude up to 25,000 feet, accurate to ± 50 feet.

(2) Vacuum pump - can supply a pressure of 10 psig (equivalent to an altitude of 25,000 feet).

(3) Air pressure source - adjustable from 0 to 40 psi, accurate to ± 5 psi.

B. References

(1) AMM 24-22-00/201, Electrical Power - Control

(2) AMM 71-11-04/201, Fan Cowl Panels

(3) AMM 71-11-06/201, Core Cowl Panels

(4) AMM 78-31-00/201, Thrust Reverser System

C. Access

(1) Location Zones
431 L Nacelle Strut
441 R Nacelle Strut

MECH | INSP

(2) Access Panels
431CT Forward Nacelle Strut Fairing
441CT Forward Nacelle Strut Fairing

D. Test the Nacelle Ventilation System (Fig. 501)

(1) Supply electrical power (AMM 24-22-00/201).

(2) Make sure these circuit breakers on the overhead circuit breaker panel P11 are closed:

(a) 11U15, LANDING GEAR AIR/GND SYS 1

(b) 11U23, LANDING GEAR POSITION AIR/GND SYS 2

(3) Make sure the six EICAS circuit breakers are closed.

(4) For the right engine, make sure this circuit breaker on the overhead circuit breaker panel P11 is closed:

(a) 11L35, RIGHT ENGINE NAC VENT VALVE

(5) Open the left fan cowl panel (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(6) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(7) Open the left core cowl panel (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(8) Open the left thrust reverser (AMM 78-31-00/201).

(9) Open the strut access door 431CT (441CT).

MECH | INSP

(10) Attach the vacuum pump line to the vent port on the barometric switch.

(11) Attach the air supply to the pneumatic line of the nacelle-zone-ventilation-shutoff valve.

(12) Make sure the nacelle-zone-ventilation-shutoff valve is in the open position.

(a) Pneumatic supply and vacuum is not applied to the barometric switch.

(13) Make sure the nacelle-zone-ventilation-shutoff valve is not manually locked in the open position.

(14) Make sure the EICAS message, L (R) NAC VENT VAL, does not show on the bottom display.

(15) Apply a slow and continuous vacuum, to the vent port on the barometric switch, to a maximum altitude of 25,000 feet (standard atmosphere).

(a) Make sure the nacelle-zone-ventilation-shutoff valve stays open.

(b) Make sure this EICAS message, L(R) NAC VENT VAL, shows on the bottom display.

(16) Apply a pressure of 35 psig to the pneumatic line on the nacelle-zone-ventilation-shutoff valve.

(a) Make sure the nacelle-zone-ventilation-shutoff valve closes.

(b) Make sure this EICAS message, L(R) NAC VENT VAL, does not show on the bottom display.

(17) Slowly and continuously decrease the vacuum to the barometic switch.

(a) Make sure the nacelle-zone-ventilation-shutoff valve opens between an altitude of 23,200 and 22,000 feet when you decrease the vacuum.

(18) Increase the vacuum to an altitude of 25,000 feet.

(a) Make sure the nacelle-zone-ventilation-shutoff valve closes between an altitude of 23,300 and 24,500 feet when you increase the vacuum.

MECH | INSP

(19) Decrease the vacuum to the vent port on the barometric switch.

(20) Remove the vacuum line from the vent port on the barometric switch.

(21) Decrease the pneumatic pressure to zero.

(22) Remove the air pressure line from the nacelle-zone-ventilation-shutoff valve.

(23) Connect the pneumatic line to the nacelle-zone-ventilation-shutoff valve with the tube nut.

(a) Tighten the tube nut.

E. Put the airplane back to its initial condition.

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(1) Close the left thrust reverser (AMM 78-31-00/201).

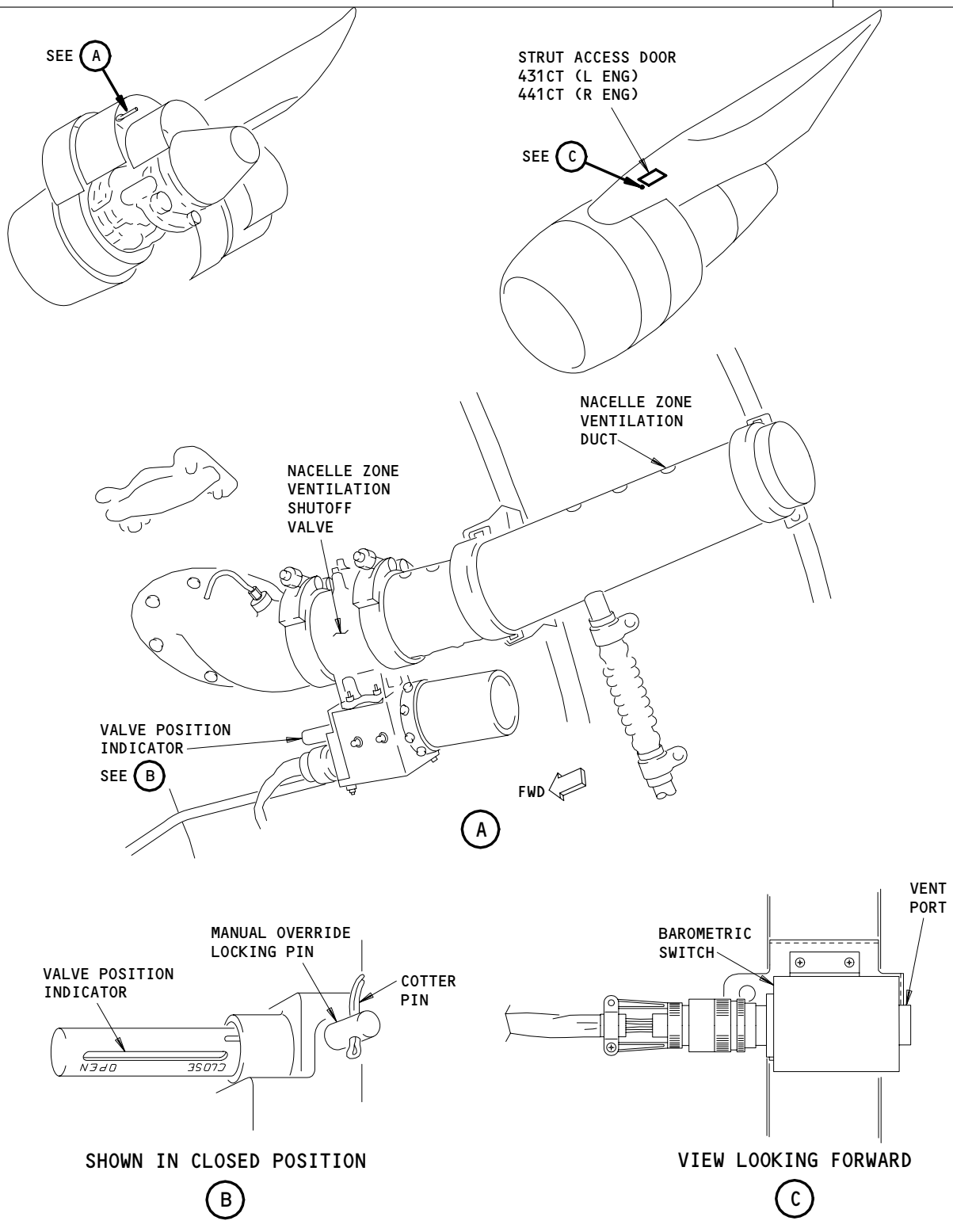
(2) Close the left core cowl panel (AMM 71-11-06/201).

(3) Close the left fan cowl panel (AMM 71-11-04/201).

(4) Close the strut access door 431CT (441CT).

(5) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

(6) Remove electrical power if it is no longer necessary (AMM 24-22-00/201).



Engine External Accessories Cooling Test
Figure 501

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-411-C1-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		01000 HRS	10202	012	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENG 1 TCA AND TRC VALVE INDICATORS		ALL	NOTE

ZONES	ACCESS PANELS
411	415AL 416AR 417AL 418AR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 1 TURBINE COOLING AIR (TCA) VALVE. N75-33-00-6 N75-33-00-6A N75-33-00-6B

.

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 1 THERMATIC ROTOR CONTROL (TRC) VALVE. N75-33-00-6

.

ENGINE NOTE: SB PW4ENG 75-091, 75-116, AND 75-120 (PRATT AND WHITNEY). APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE NOT INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. ALSO APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE NOT INCORPORATED SB 75-121.

1. Do the Inspection of the HPC Secondary Flow Control Valves

A. General

(1) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121:
This inspection examines the visual position indicators in the TCA (Turbine Cooling Air) valves and in the TRC (Thermatic Rotor Control) valves. The valves are located on the HPC case.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 75-24-01/401, Turbine Vane and Blade Cooling Air Valves

(4) AMM 75-33-01/401, HPC Secondary Flow Control Valve

(5) AMM 78-31-00/201, Thrust Reverser System

MECH | INSP

C. Access

(1) Location Zones
411 Left Engine
421 Right Engine

(2) Access Panels
415AL Fan Reverser (Left)
416AR Fan Reverser (Right)
425AL Fan Reverser (Left)
426AR Fan Reverser (Right)

D. Prepare to Do the Inspection

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

(2) Open the fan cowl panels (AMM 71-11-04/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

E. Do the Inspection of the Visual Position Indicators (Fig. 601)

MECH | INSP

(1) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121:
Examine the position of the visual position indicators in the control valves.

NOTE: Visual position indicators are in the TCA (Turbine Cooling Air) valves and the TRC (Thermatic Rotor Control) valves. The TCA valves are located at the 9:30 and 3:00 o'clock positions on the HPC case. The TRC valves are located at the 9:00 and 3:30 o'clock positions on the HPC case.

NOTE: TCA System: If the position indicator pin is not in the up position, the valve is stuck in the closed position. The valve must be replaced in ten (10) days or less.

NOTE: TRC System: If the position indicator pin is not in the up position, the valve is stuck in the closed position. The valve must be replaced in 500 hours or less.

F. Put the Airplane Back to Its Usual Condition

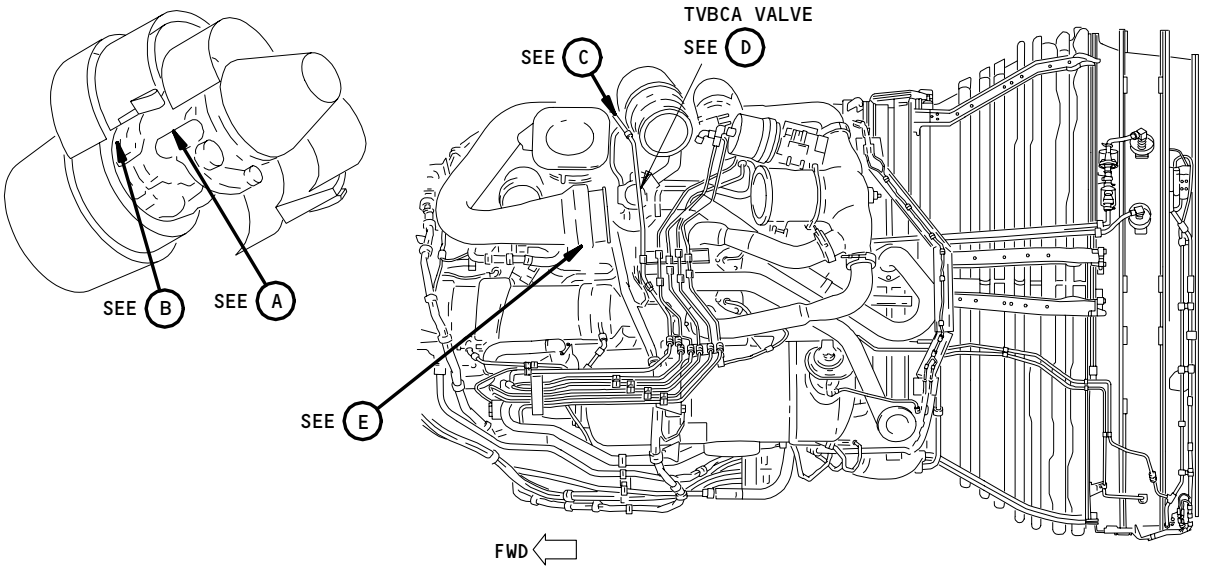
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Close the thrust reversers (AMM 78-31-00/201).

(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).



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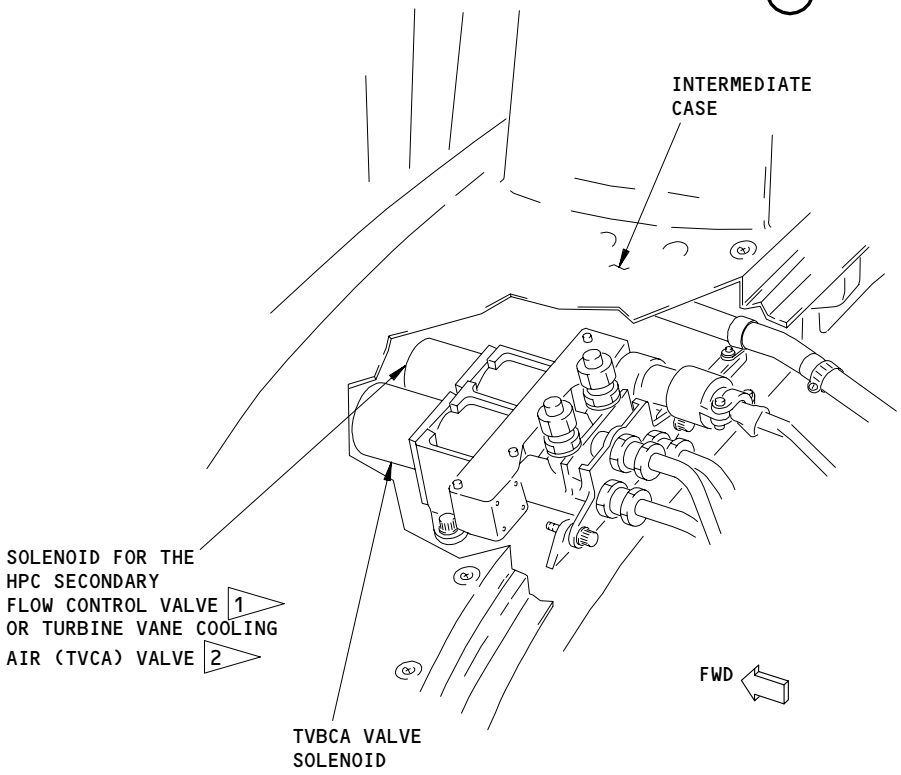
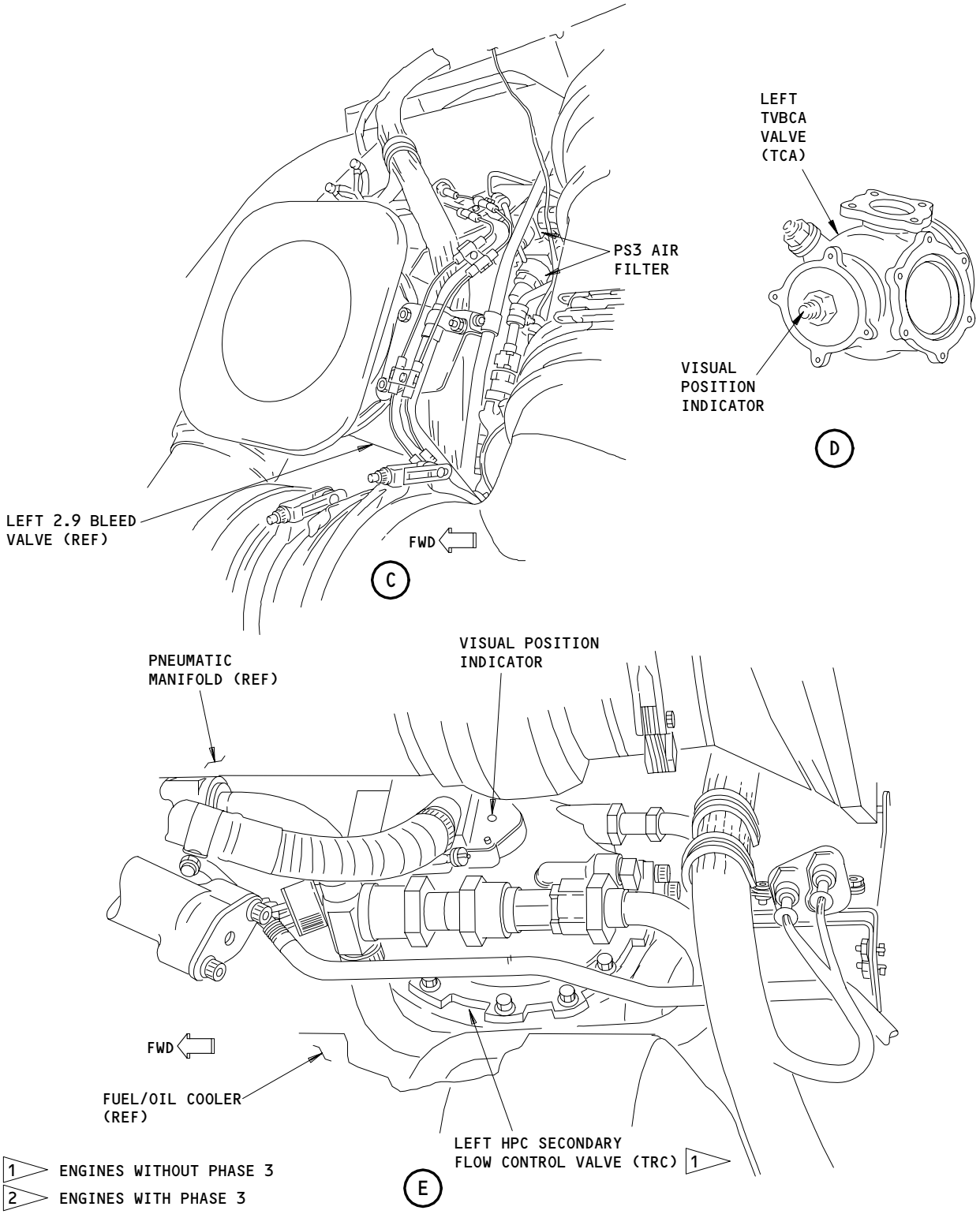


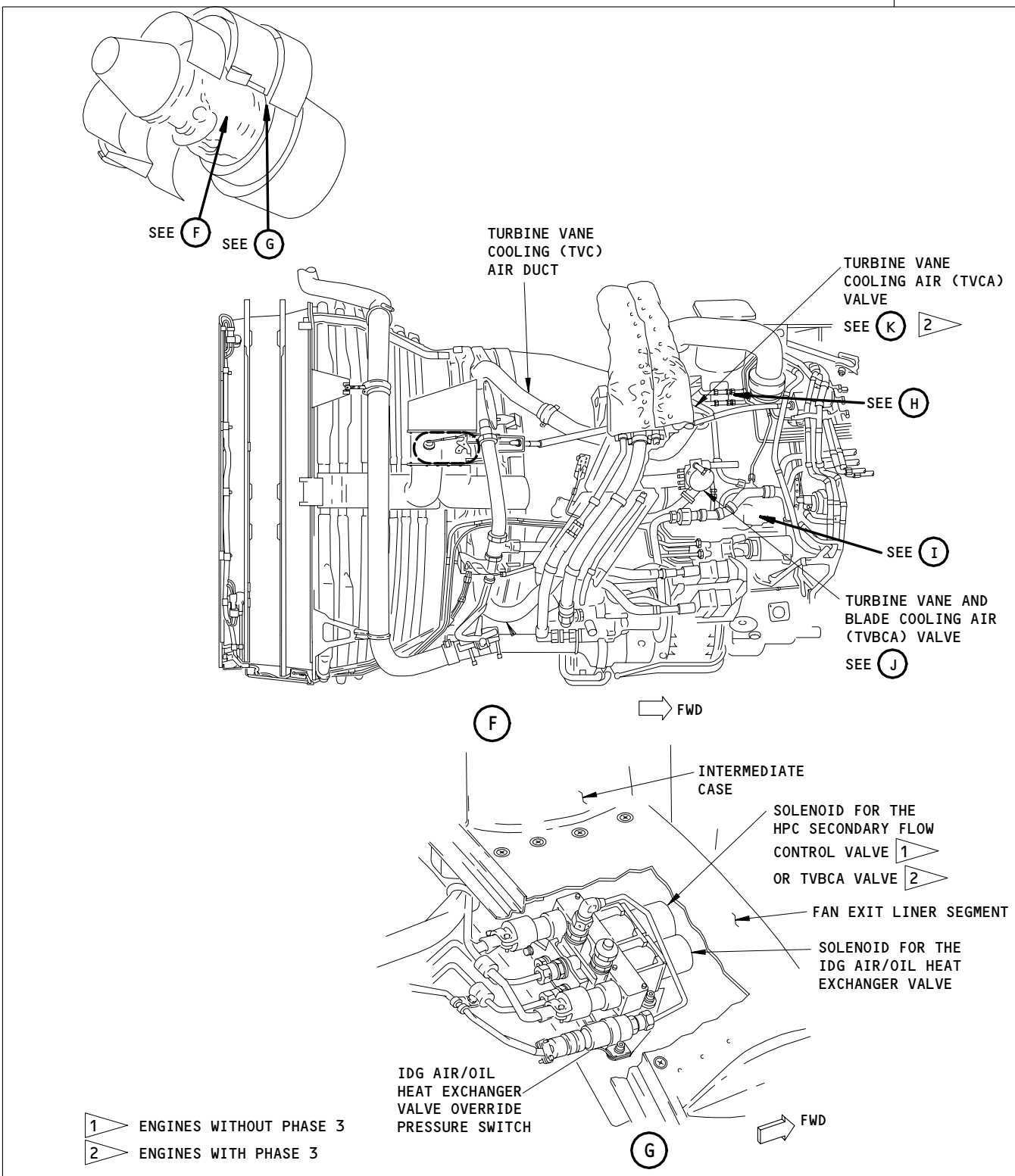
B

1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

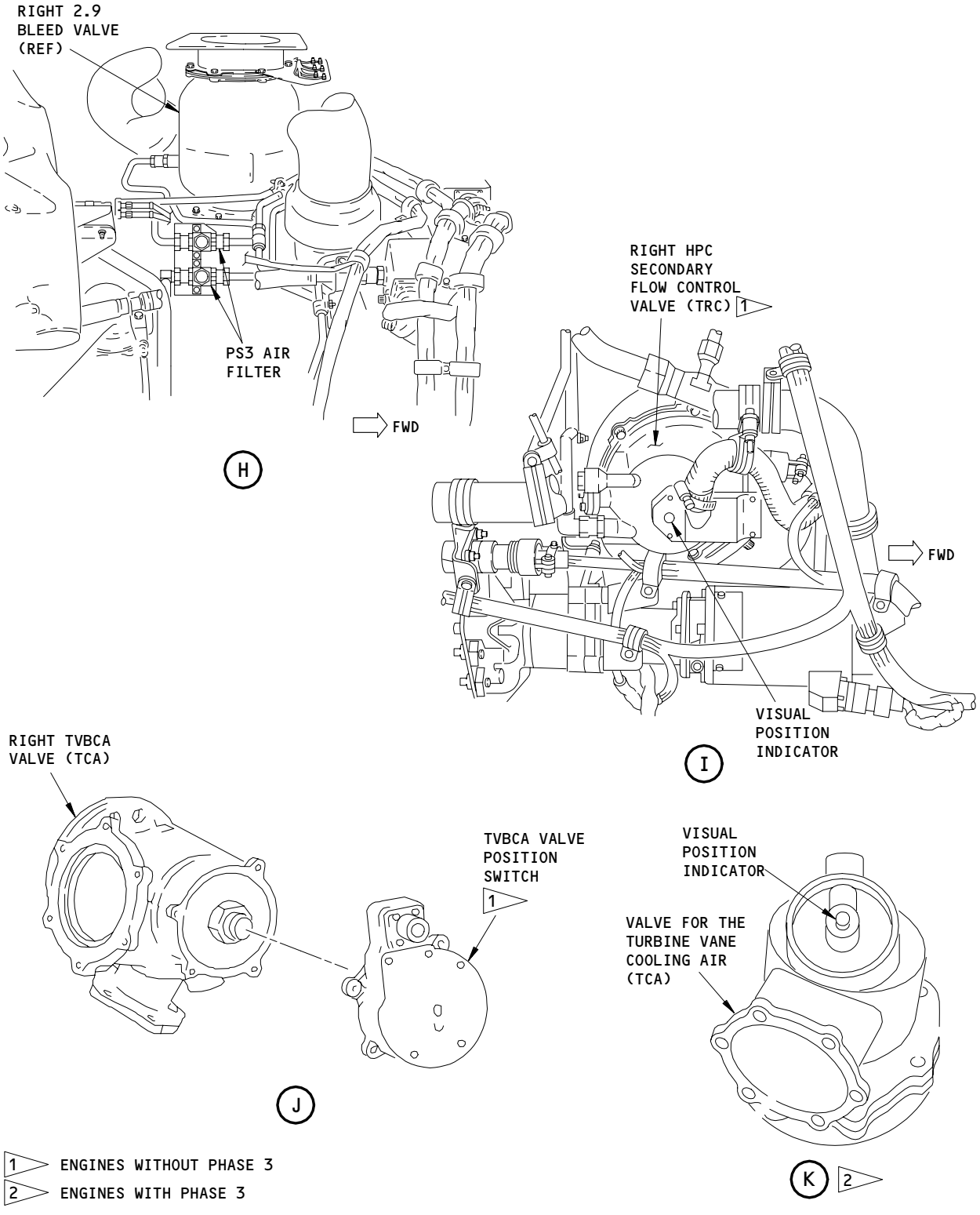
HPC Secondary Flow Control Inspection
Figure 601 (Sheet 1)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 2)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 3)



1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-411-C1-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		01000 HRS	10202	012	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENG 2 TCA AND TRC VALVE INDICATORS		ALL	NOTE

ZONES	ACCESS PANELS
421	425AL 426AR 427AL 428AR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 2 TURBINE COOLING AIR (TCA) VALVE. N75-33-00-6 N75-33-00-6A N75-33-00-6B

.

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 2 THERMATIC ROTOR CONTROL (TRC) VALVE. N75-33-00-6

.

ENGINE NOTE: SB PW4ENG 75-091, 75-116, AND 75-120 (PRATT AND WHITNEY). APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE NOT INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. ALSO APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE NOT INCORPORATED SB 75-121.

1. Do the Inspection of the HPC Secondary Flow Control Valves

A. General

(1) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121:
This inspection examines the visual position indicators in the TCA (Turbine Cooling Air) valves and in the TRC (Thermatic Rotor Control) valves. The valves are located on the HPC case.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 75-24-01/401, Turbine Vane and Blade Cooling Air Valves

(4) AMM 75-33-01/401, HPC Secondary Flow Control Valve

(5) AMM 78-31-00/201, Thrust Reverser System

MECH | INSP

C. Access

(1) Location Zones
411 Left Engine
421 Right Engine

(2) Access Panels
415AL Fan Reverser (Left)
416AR Fan Reverser (Right)
425AL Fan Reverser (Left)
426AR Fan Reverser (Right)

D. Prepare to Do the Inspection

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

(2) Open the fan cowl panels (AMM 71-11-04/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

E. Do the Inspection of the Visual Position Indicators (Fig. 601)

MECH | INSP

(1) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121:
Examine the position of the visual position indicators in the control valves.

NOTE: Visual position indicators are in the TCA (Turbine Cooling Air) valves and the TRC (Thermatic Rotor Control) valves. The TCA valves are located at the 9:30 and 3:00 o'clock positions on the HPC case. The TRC valves are located at the 9:00 and 3:30 o'clock positions on the HPC case.

NOTE: TCA System: If the position indicator pin is not in the up position, the valve is stuck in the closed position. The valve must be replaced in ten (10) days or less.

NOTE: TRC System: If the position indicator pin is not in the up position, the valve is stuck in the closed position. The valve must be replaced in 500 hours or less.

F. Put the Airplane Back to Its Usual Condition

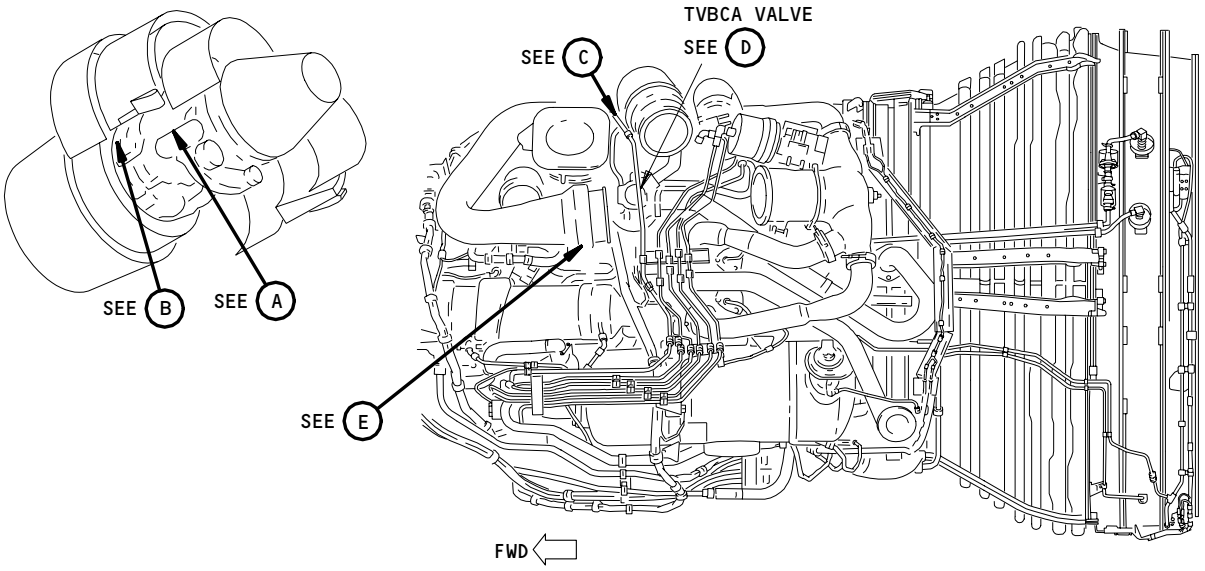
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Close the thrust reversers (AMM 78-31-00/201).

(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).



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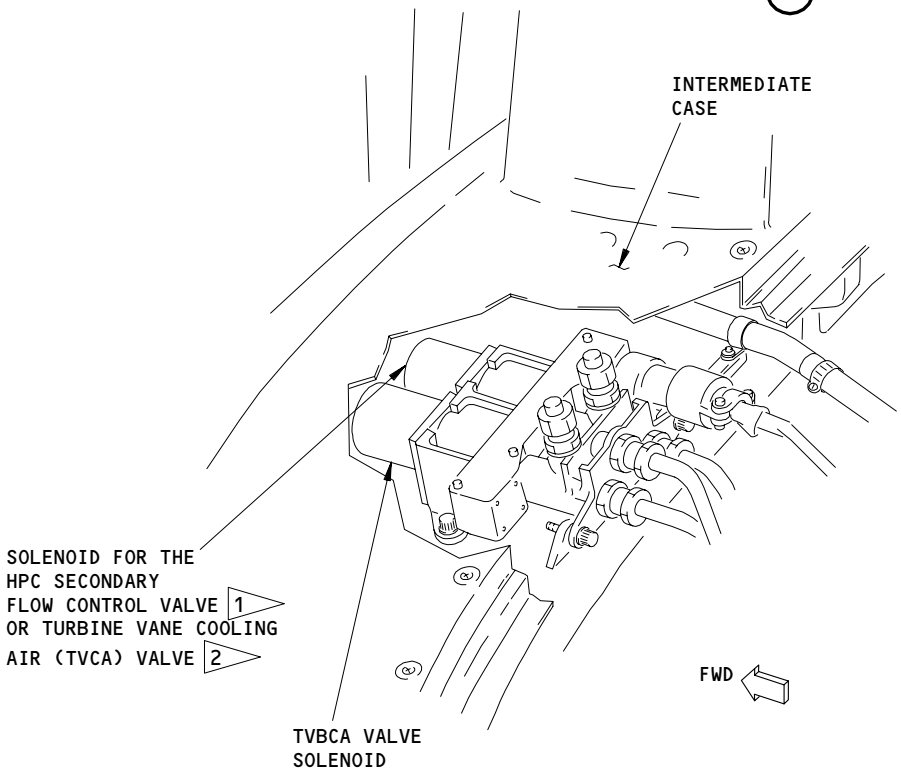
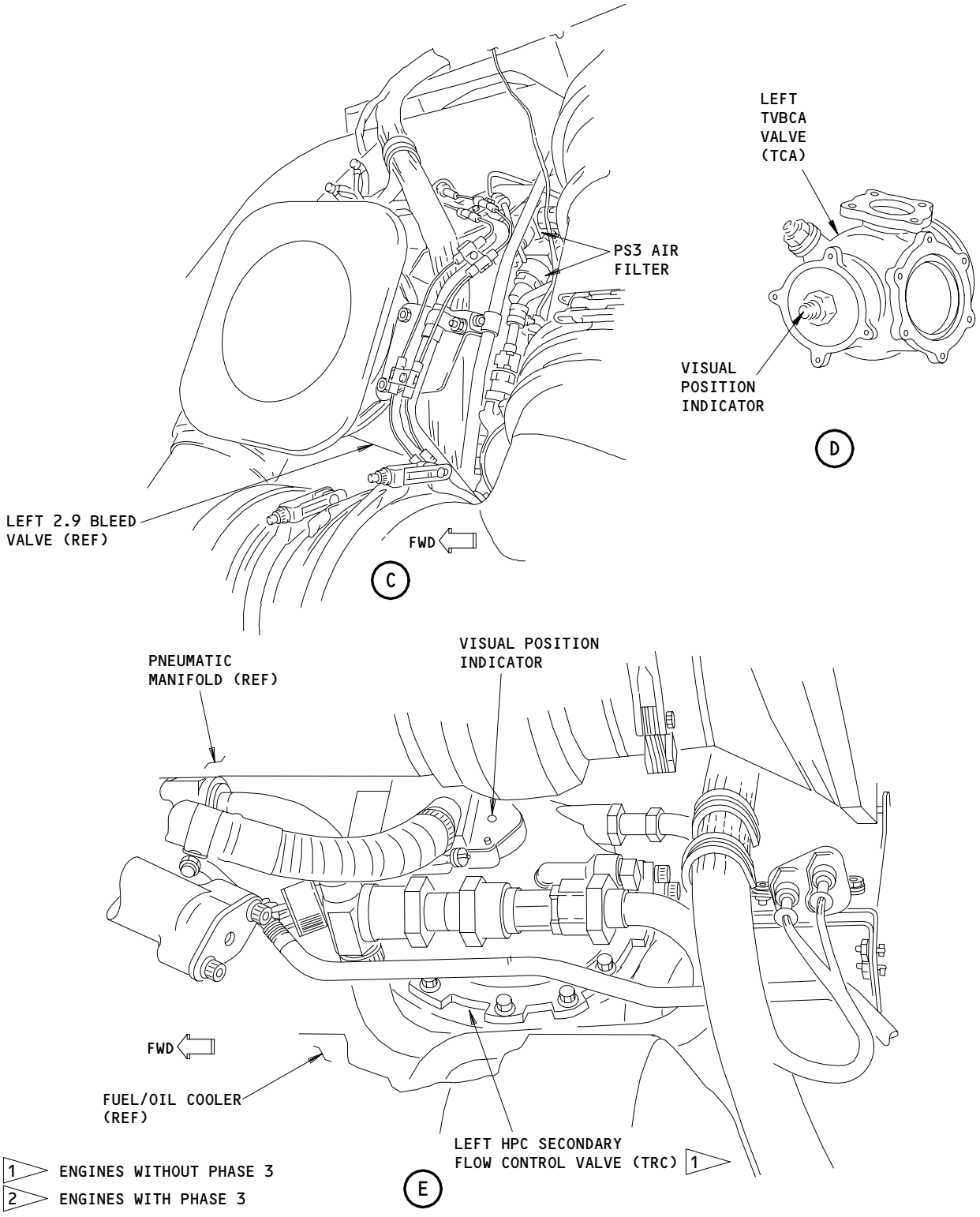


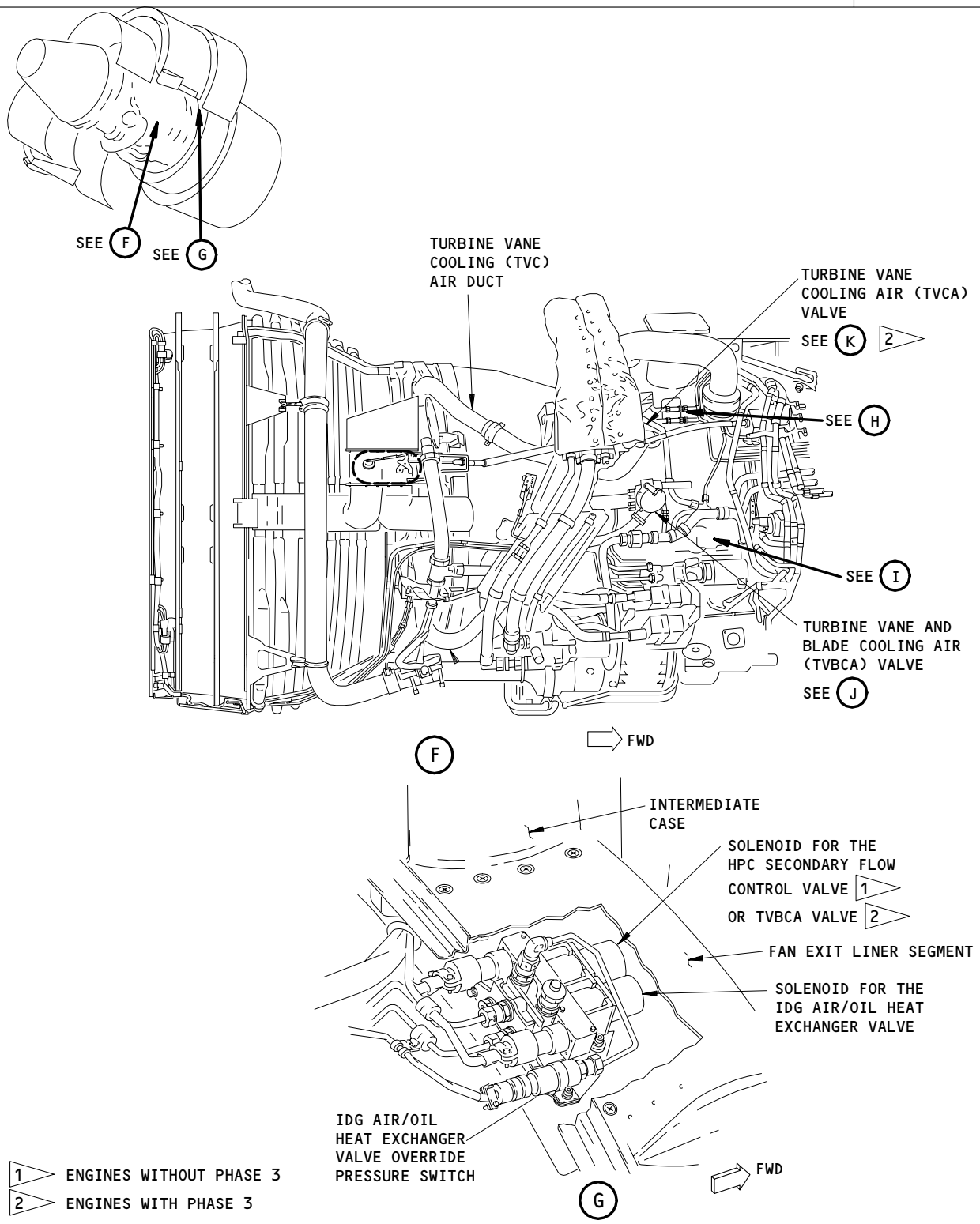
B

1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

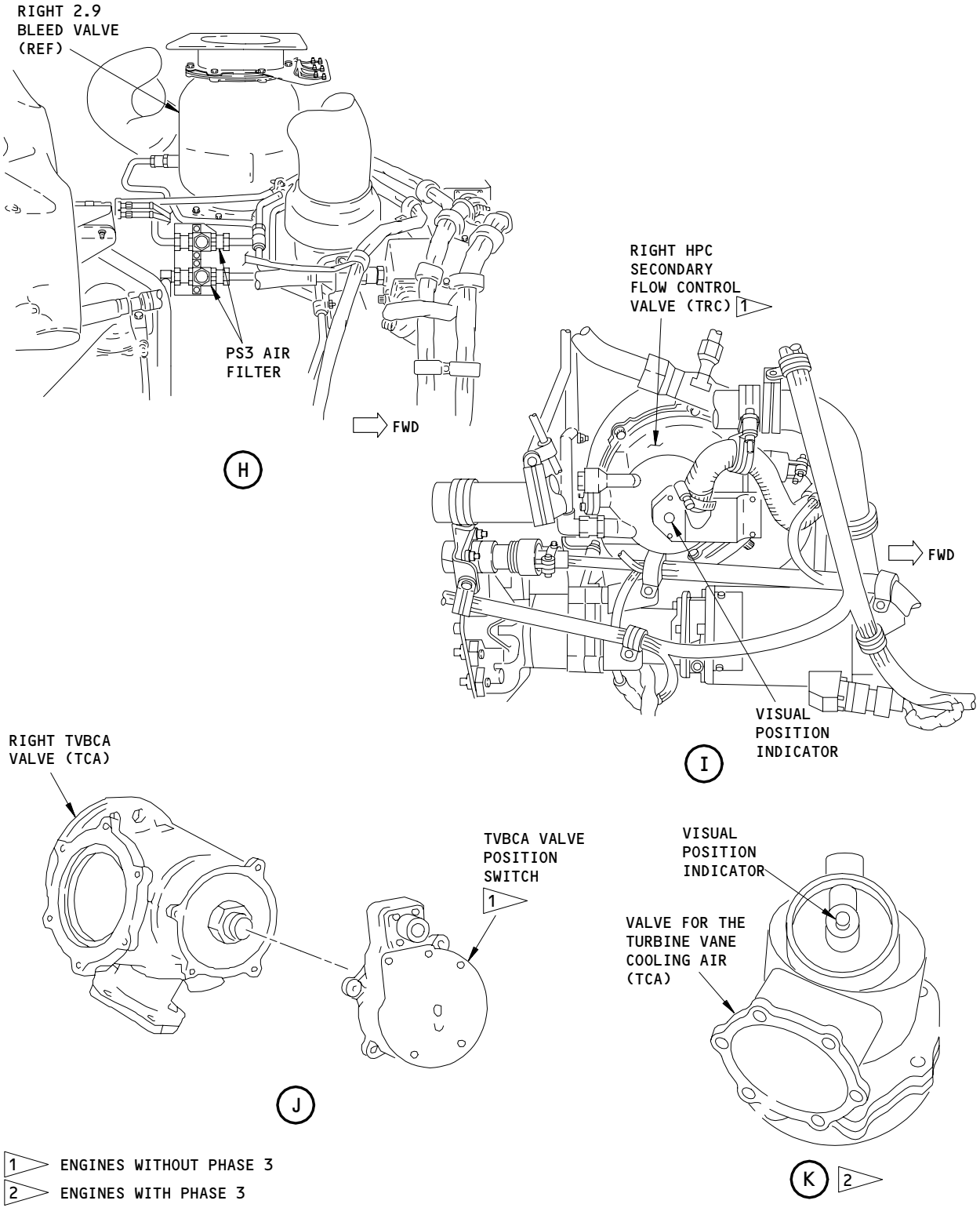
HPC Secondary Flow Control Inspection
Figure 601 (Sheet 1)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 2)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 3)



1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-412-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		1C	11212	018	AUG 22/00

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 1 TCA SOLENOID VALVE		ALL	NOTE

ZONES	ACCESS PANELS
411	413AL 414AR 415AL 416AR 417AL 418AR

MECH	INSP	MPD ITEM NUMBER
		N75-24-00-6B

FUNCTIONALLY CHECK THE ENGINE 1 TURBINE VANE AND BLADE COOLING AIR (TCA) SOLENOID.

ENGINE NOTE: SB PW4ENG 75-091, 75-116, 75-120 AND 75-121 (PRATT AND WHITNEY). APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE NOT INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. ALSO APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE NOT INCORPORATED SB 75-121.

A. Equipment

(1) Air pressure source - adjustable from 100 to 500 psi.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 78-31-00/201, Thrust Reverser System

C. Prepare to do the Inspection of the Turbine Cooling System

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH	INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

(a) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121;

Do the following functional test of the Turbine Vane and Blade Cooling Air (TVBCA) Valve Soleniod.

1) The indicators on the TVBCA valves must be extended. If the indicators are not extended, the valves have failed and must be replaced before you continue with the functional inspection.

2) Loosen the tube clamp on the 15th stage air supply tube (AA22) that is closest to the TVBCA valve soleniod.

3) Disconnect the 15th stage air supply tube (AA22) from the center connector on the TVBCA valve solenoid.

4) Connect a flex hose to the TVBCA valve soleniod at the 15th stage air supply port.

a) Use a number 7 Aero-Equip fitting.

5) Apply a pressure of 100 - 500 psi (689.5 - 3447.4 kPa) to pressurize the TVBCA valve soleniod.

NOTE: Use filtered shop air or a portable pressure bottle.

6) While the TVBCA valve soleniod is pressurized, examine the position indicators on the TVBCA valves and make sure they have not retracted (AMM 75-33-00/601).

MECH | INSP

7) If the position indicators are retracted (not fully extended) the TVBCA valve soleniod has failed.

NOTE: With the TVBCA valve soleniod de-engergized, air should not flow to the TVBCA valve. The position indicators will then be in the extended (not retracted) position.

a) Refer to PW SB 75-101 for engine disposition.

8) Remove the flex line from the TVBCA valve soleniod.

9) Connect the 15th stage air supply tube (AA22) to the center connector on the TVBCA valve solenoid.

a) Torque the tube nut to 225 - 250 pound-inches (25.4 - 28.2 newton-meters).

10) Tighten the tube clamp on the 15th stage air supply tube (AA22) which is closest to the TVBCA soleniod valve.

D. Return the Aircraft to its Usual Condition

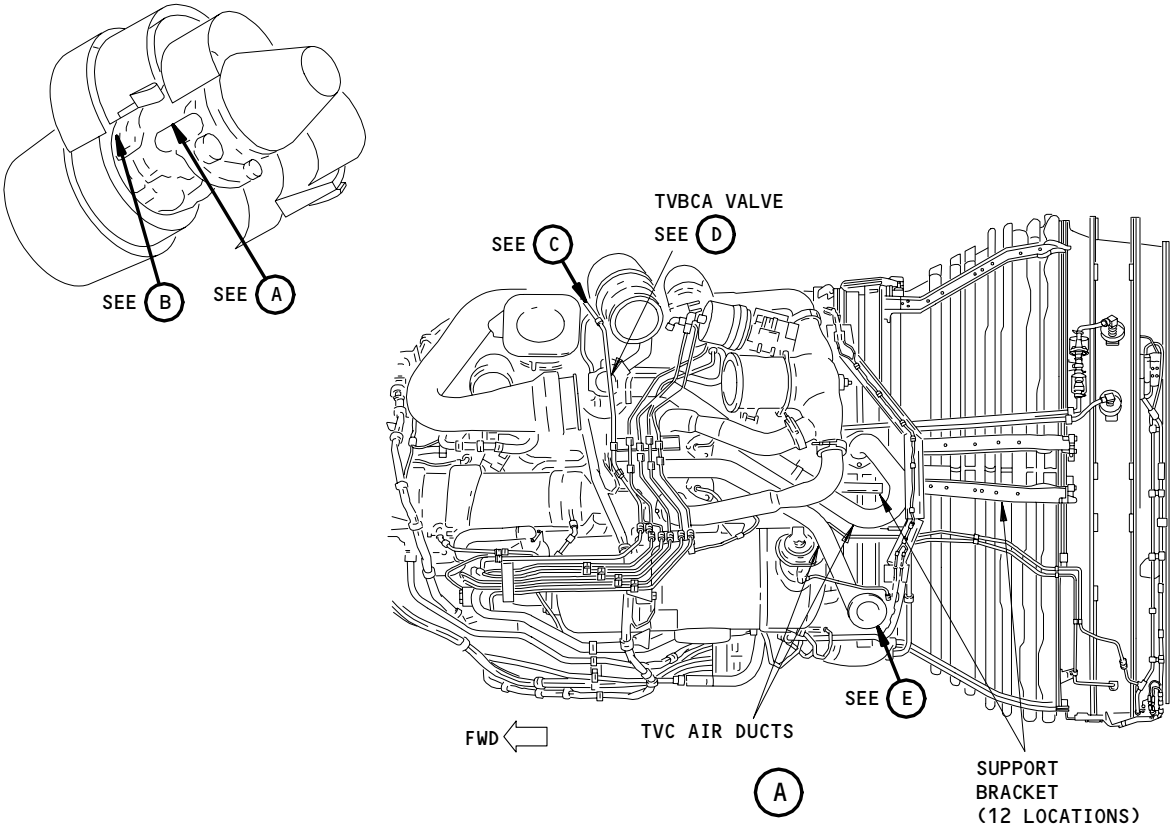
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

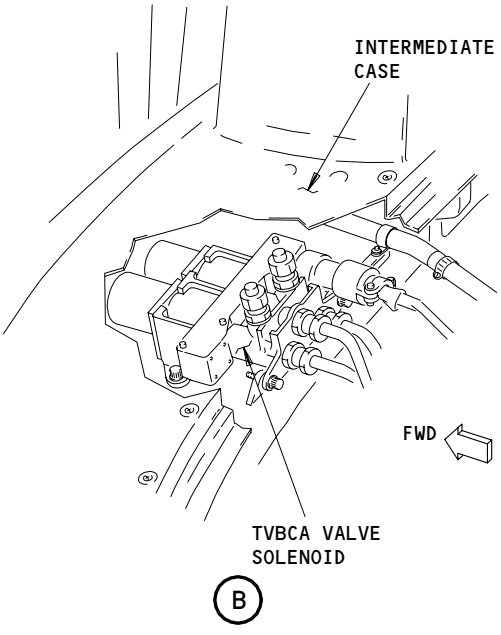
(1) Close the thrust reversers (AMM 78-31-00/201).

(2) Close the core cowl panels (AMM 71-11-06/201).

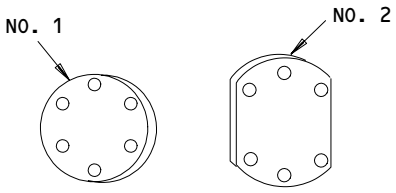
(3) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

(4) Close the fan cowl panels (AMM 71-11-04/201).

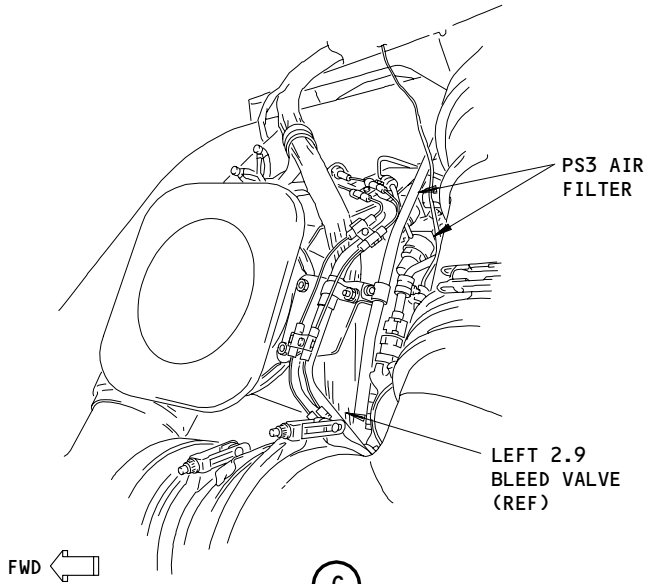




Turbine Cooling System (Left Side)
Figure 601 (Sheet 1)



PWA 85986
COVERS FOR A
REMOVED TVCA DUCT



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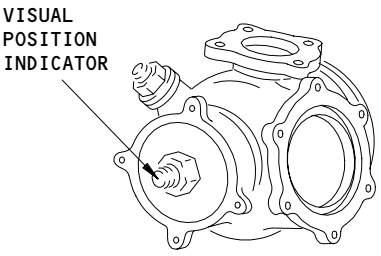
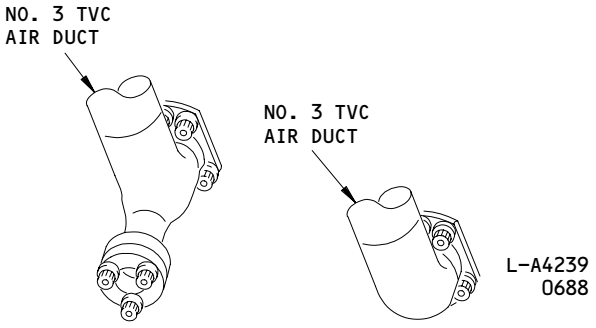


LEFT TVBCA VALVE

D



ENGINES WITH
BORESCOPE PLUG

ENGINES WITHOUT
BORESCOPE PLUG

E

Turbine Cooling System (Left Side)
Figure 601 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-412-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		1C	11212	018	AUG 22/00

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 2 TCA SOLENOID VALVE		ALL	NOTE

ZONES	ACCESS PANELS
421	423AL 424AR 425AL 426AR 427AL 428AR

MECH	INSP	MPD ITEM NUMBER
		N75-24-00-6B

FUNCTIONALLY CHECK THE ENGINE 2 TURBINE VANE AND BLADE COOLING AIR (TCA) SOLENOID.

ENGINE NOTE: SB PW4ENG 75-091, 75-116, 75-120 AND 75-121 (PRATT AND WHITNEY). APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE NOT INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. ALSO APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE NOT INCORPORATED SB 75-121.

A. Equipment

(1) Air pressure source - adjustable from 100 to 500 psi.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 78-31-00/201, Thrust Reverser System

C. Prepare to do the Inspection of the Turbine Cooling System

(1) Open the fan cowl panels (AMM 71-11-04/201).

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU OR DAMAGE TO EQUIPMENT.

(2) Do this procedure: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

MECH	INSP

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

(a) ENGINES WITHOUT PHASE 3 AND PRE-PW-SB 75-91;
ENGINES WITHOUT PHASE 3, PRE-PW-SB 75-116 AND PRE-PW-SB 75-120;
ENGINES WITHOUT PHASE 3, POST-PW-SB 72-504 AND PRE-PW-SB 75-121;

Do the following functional test of the Turbine Vane and Blade Cooling Air (TVBCA) Valve Soleniod.

1) The indicators on the TVBCA valves must be extended. If the indicators are not extended, the valves have failed and must be replaced before you continue with the functional inspection.

2) Loosen the tube clamp on the 15th stage air supply tube (AA22) that is closest to the TVBCA valve soleniod.

3) Disconnect the 15th stage air supply tube (AA22) from the center connector on the TVBCA valve solenoid.

4) Connect a flex hose to the TVBCA valve soleniod at the 15th stage air supply port.

a) Use a number 7 Aero-Equip fitting.

5) Apply a pressure of 100 - 500 psi (689.5 - 3447.4 kPa) to pressurize the TVBCA valve soleniod.

NOTE: Use filtered shop air or a portable pressure bottle.

6) While the TVBCA valve soleniod is pressurized, examine the position indicators on the TVBCA valves and make sure they have not retracted (AMM 75-33-00/601).

7) If the position indicators are retracted (not fully extended) the TVBCA valve soleniod has failed.

NOTE: With the TVBCA valve soleniod de-engergized, air should not flow to the TVBCA valve. The position indicators will then be in the extended (not retracted) position.

a) Refer to PW SB 75-101 for engine disposition.

8) Remove the flex line from the TVBCA valve soleniod.

9) Connect the 15th stage air supply tube (AA22) to the center connector on the TVBCA valve solenoid.

a) Torque the tube nut to 225 - 250 pound-inches (25.4 - 28.2 newton-meters).

10) Tighten the tube clamp on the 15th stage air supply tube (AA22) which is closest to the TVBCA soleniod valve.

D. Return the Aircraft to its Usual Condition

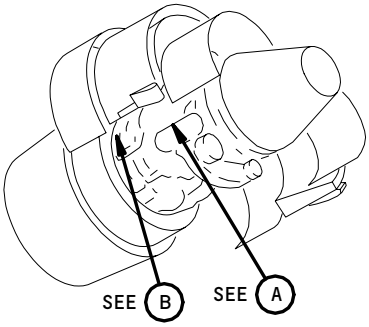
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00/201 WHEN YOU CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT COULD OCCUR.

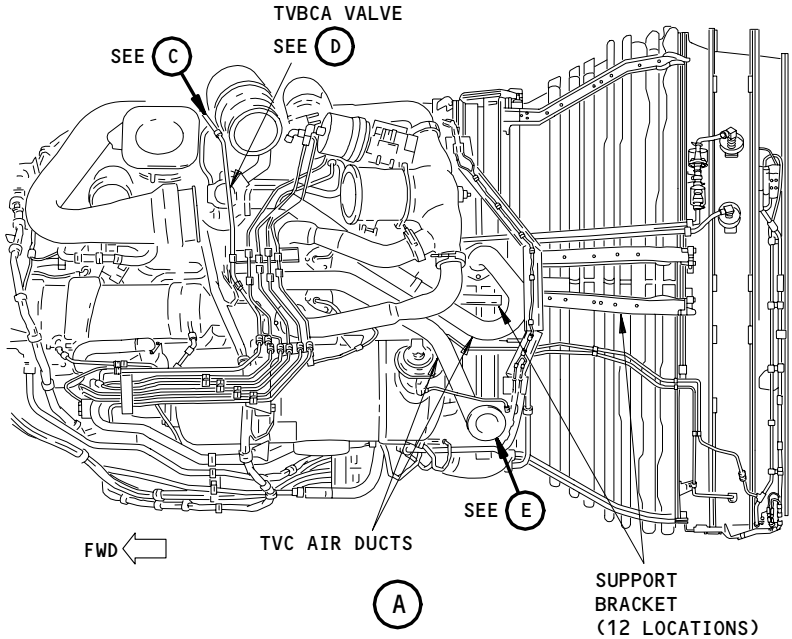
(1) Close the thrust reversers (AMM 78-31-00/201).

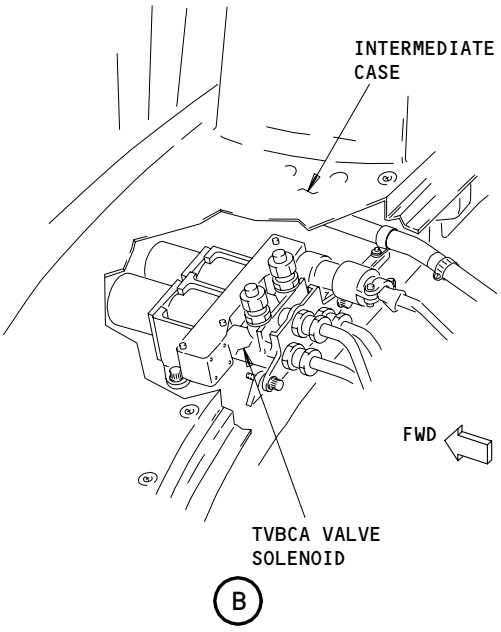
(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

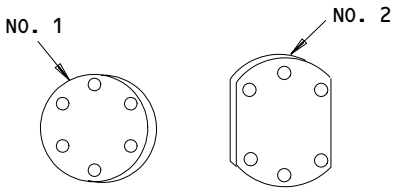
(4) Close the fan cowl panels (AMM 71-11-04/201).



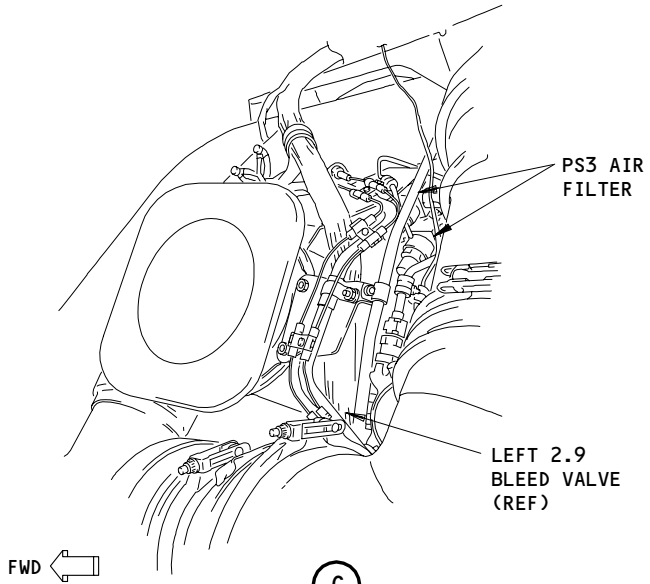




Turbine Cooling System (Left Side)
Figure 601 (Sheet 1)



PWA 85986
COVERS FOR A
REMOVED TVCA DUCT



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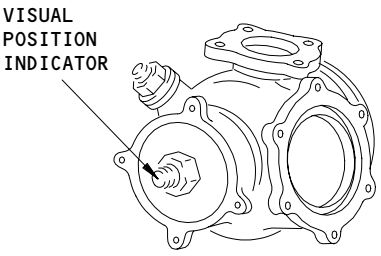
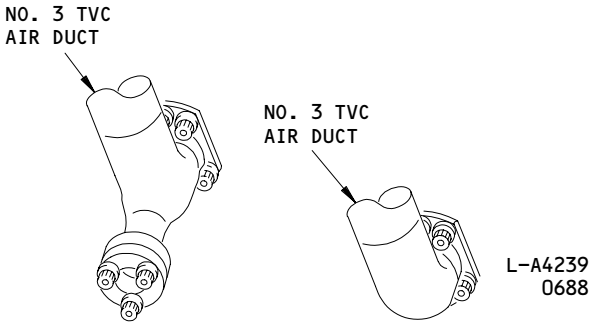


LEFT TVBCA VALVE

D



ENGINES WITH
BORESCOPE PLUG

ENGINES WITHOUT
BORESCOPE PLUG

E

Turbine Cooling System (Left Side)
Figure 601 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-414-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 1		01000 HRS	10202	018	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 1 TCA VALVE INDICATOR		ALL	NOTE

ZONES	ACCESS PANELS
411	415AL 416AR 417AL 418AR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 1 TURBINE COOLING AIR (TCA) VALVES. N75-33-00-6C

ENGINE NOTE: SB PW4ENG 75-091, 75-116, 75-120 AND 75-121 (PRATT AND WHITNEY). APPLICABLE TO ALL ORIGINALLY CONFIGURED PHASE 3 PW4000 ENGINES. APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE INCORPORATED SB 75-121. PHASE 3 ENGINES CAN BE IDENTIFIED BY LOOKING FOR THE DESIGNATION PW40XX(-3) OR PW40XX(-3B) ON THE ENGINE DATA PLATE.

1. Do the Inspection of the HPC Secondary Flow Control Valves

A. General

(1) ENGINES WITH PHASE 3;
This inspection examines the visual position indicators in the TCA (Turbine Cooling Air) valves. The valves are located on the HPC case.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 75-24-01/401, Turbine Vane and Blade Cooling Air Valves

(4) AMM 75-24-16/401, Turbine Vane Cooling Air Valve

(5) AMM 78-31-00/201, Thrust Reverser System

MECH	INSP

C. Access

(1) Location Zones
411 Left Engine
421 Right Engine

(2) Access Panels
415AL Fan Reverser (Left)
416AR Fan Reverser (Right)
425AL Fan Reverser (Left)
426AR Fan Reverser (Right)

D. Prepare to Do the Inspection

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

(2) Open the fan cowl panels (AMM 71-11-04/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

E. Do the Inspection of the Visual Position Indicators (Fig. 601)

MECH | INSP

(1) ENGINES WITH PHASE 3;
Examine the position of the visual position indicators in the control valves.

NOTE: Visual position indicators are in the TCA (Turbine Cooling Air) valves located at the 9:30, 2:30, and 3:00 o'clock positions on the HPC case.

(a) If the position indicator pins are not fully extended, replace the defective control valve as it is necessary (AMM 75-24-01/401, 75-24-16/401).

NOTE: If the position indicator pin in the valve is not in the up position, the valve is stuck in the closed position. The valve must be replaced in ten (10) days or less.

F. Put the Airplane Back to Its Usual Condition

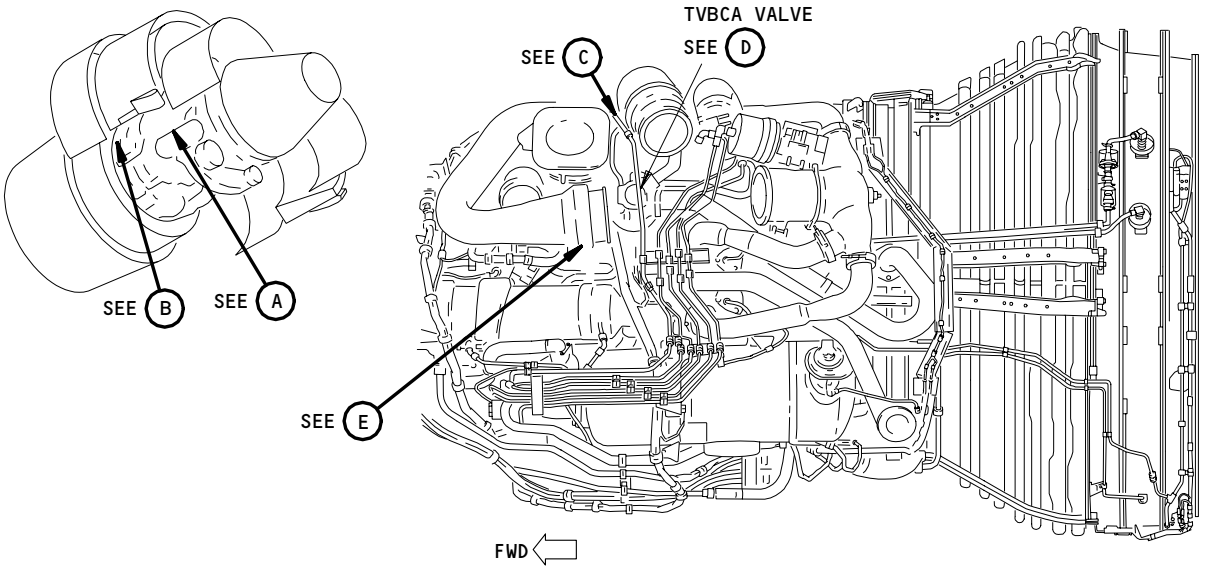
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Close the thrust reversers (AMM 78-31-00/201).

(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).



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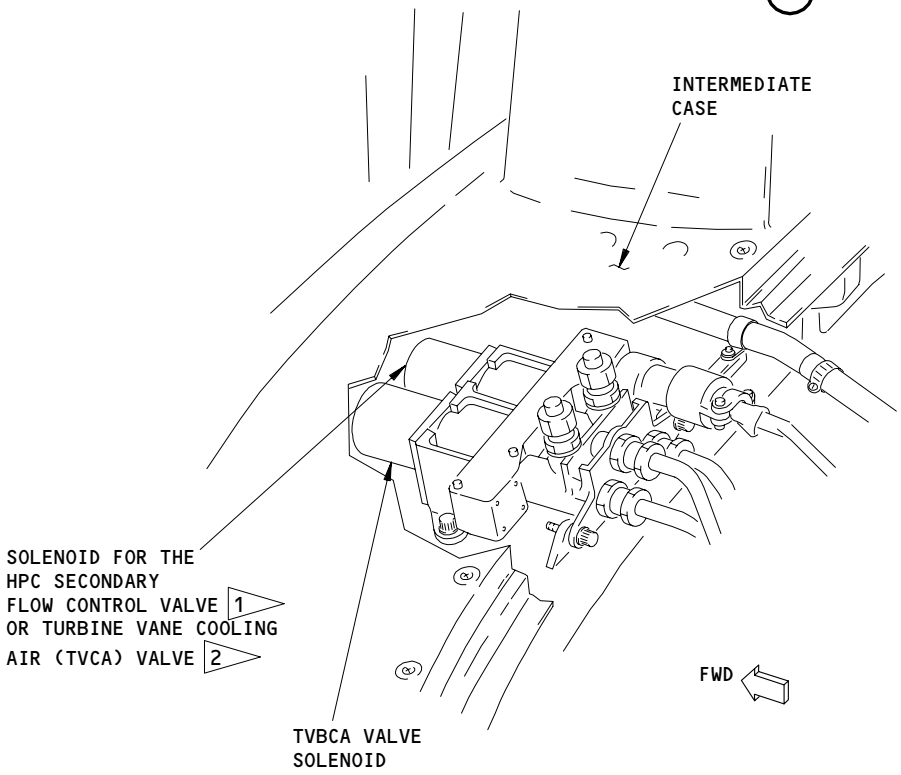
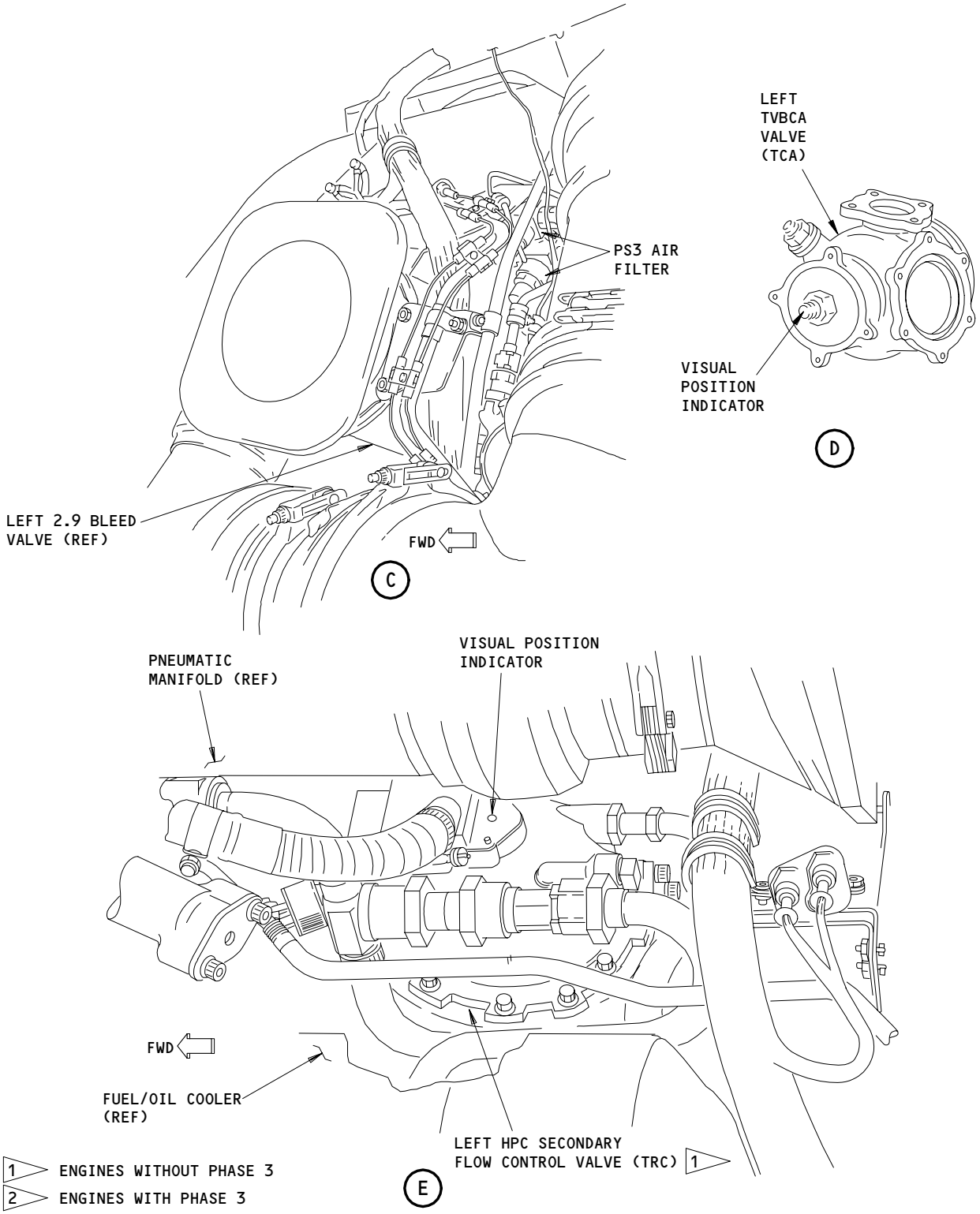


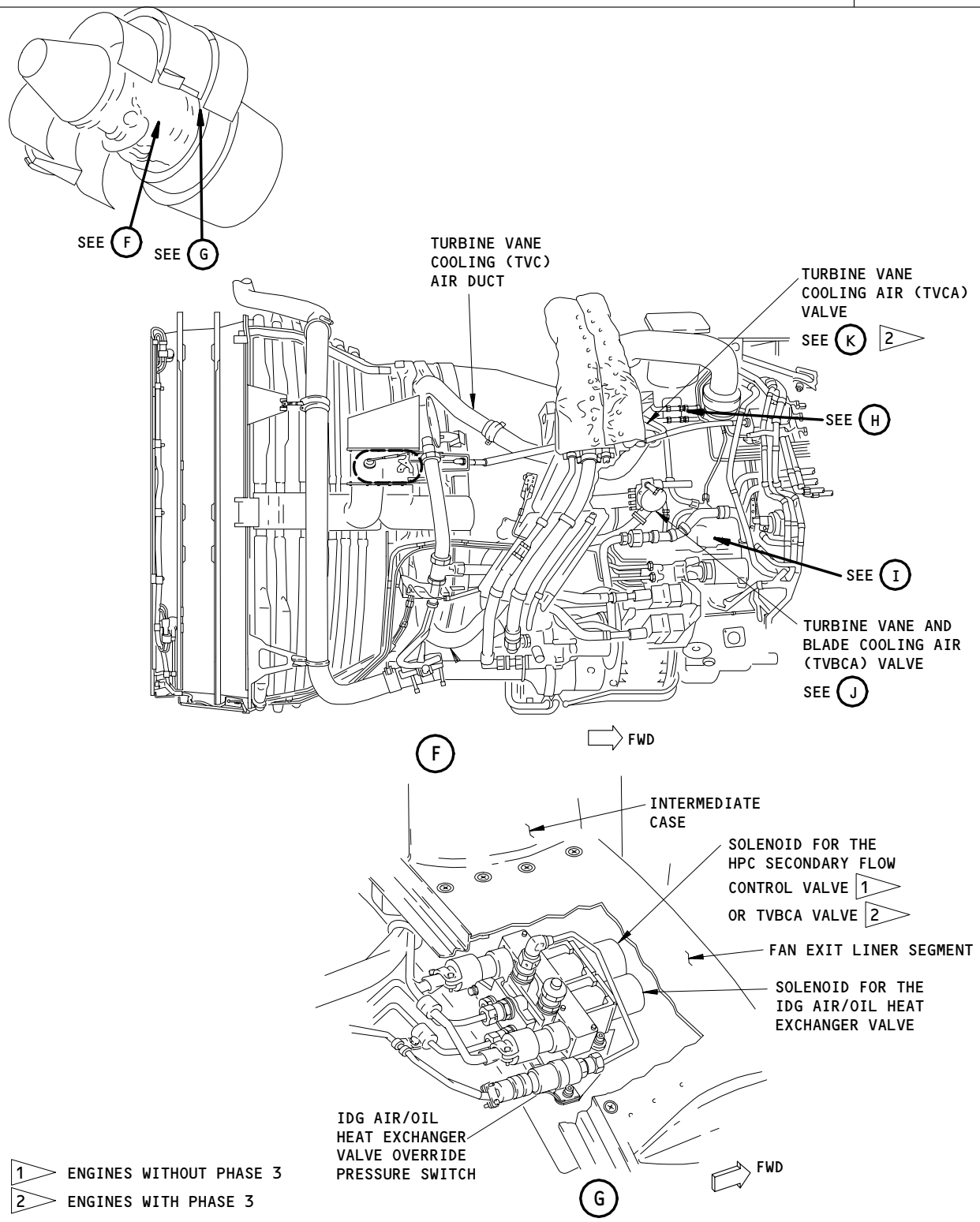
B

1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

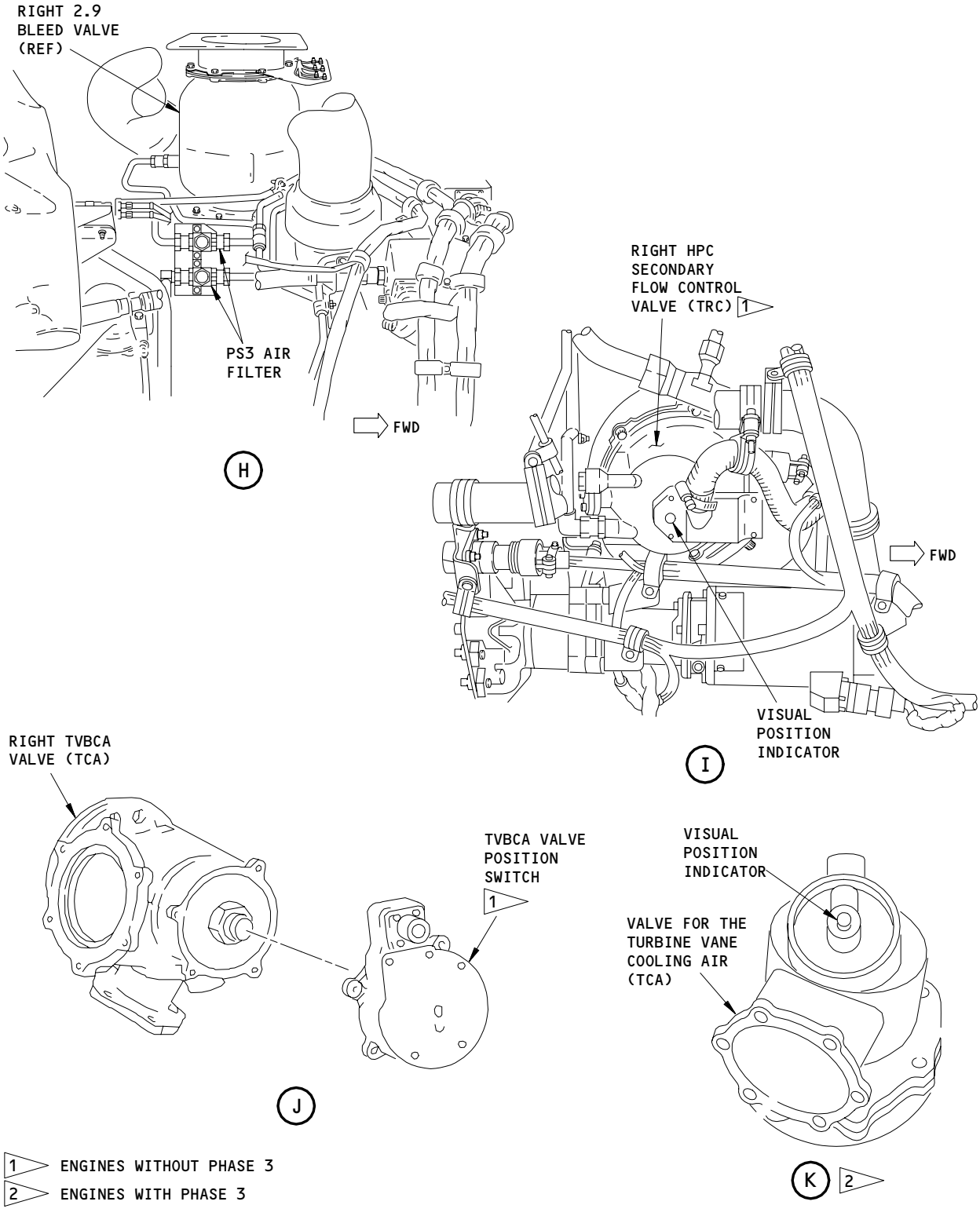
HPC Secondary Flow Control Inspection
Figure 601 (Sheet 1)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 2)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 3)



1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-414-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ENGIN	ENGINE 2		01000 HRS	10202	018	DEC 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENGINE 2 TCA VALVE INDICATOR		ALL	NOTE

ZONES	ACCESS PANELS
421	425AL 426AR 427AL 428AR

MECH | INSP

MPD ITEM NUMBER

VISUALLY CHECK FOR EXTENSION OF THE POP-UP INDICATOR ON THE ENGINE 2 TURBINE COOLING AIR (TCA) VALVES. N75-33-00-6C

ENGINE NOTE: SB PW4ENG 75-091, 75-116, 75-120 AND 75-121 (PRATT AND WHITNEY). APPLICABLE TO ALL ORIGINALLY CONFIGURED PHASE 3 PW4000 ENGINES. APPLICABLE TO PHASE 1 PW4000 ENGINES THAT HAVE INCORPORATED SB 75-91 OR BOTH 75-116 AND 75-120. APPLICABLE TO PW4000 ENGINES CONVERTED TO PHASE 3 THAT HAVE INCORPORATED SB 75-121. PHASE 3 ENGINES CAN BE IDENTIFIED BY LOOKING FOR THE DESIGNATION PW40XX(-3) OR PW40XX(-3B) ON THE ENGINE DATA PLATE.

1. Do the Inspection of the HPC Secondary Flow Control Valves

A. General

(1) ENGINES WITH PHASE 3;
This inspection examines the visual position indicators in the TCA (Turbine Cooling Air) valves. The valves are located on the HPC case.

B. References

(1) AMM 71-11-04/201, Fan Cowl Panels

(2) AMM 71-11-06/201, Core Cowl Panels

(3) AMM 75-24-01/401, Turbine Vane and Blade Cooling Air Valves

(4) AMM 75-24-16/401, Turbine Vane Cooling Air Valve

(5) AMM 78-31-00/201, Thrust Reverser System

MECH	INSP

C. Access

(1) Location Zones
411 Left Engine
421 Right Engine

(2) Access Panels
415AL Fan Reverser (Left)
416AR Fan Reverser (Right)
425AL Fan Reverser (Left)
426AR Fan Reverser (Right)

D. Prepare to Do the Inspection

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

(2) Open the fan cowl panels (AMM 71-11-04/201).

(3) Open the core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Open the thrust reversers (AMM 78-31-00/201).

E. Do the Inspection of the Visual Position Indicators (Fig. 601)

MECH | INSP

(1) ENGINES WITH PHASE 3;
Examine the position of the visual position indicators in the control valves.

NOTE: Visual position indicators are in the TCA (Turbine Cooling Air) valves located at the 9:30, 2:30, and 3:00 o'clock positions on the HPC case.

(a) If the position indicator pins are not fully extended, replace the defective control valve as it is necessary (AMM 75-24-01/401, 75-24-16/401).

NOTE: If the position indicator pin in the valve is not in the up position, the valve is stuck in the closed position. The valve must be replaced in ten (10) days or less.

F. Put the Airplane Back to Its Usual Condition

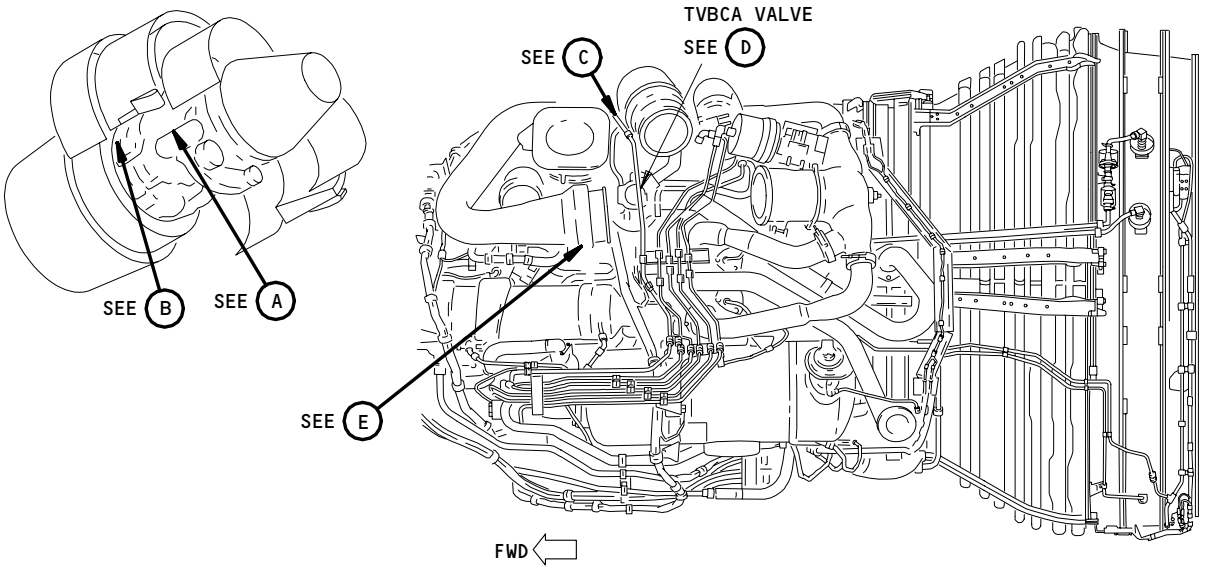
WARNING: OBEY THE INSTRUCTIONS IN AMM 78-31-00 TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Close the thrust reversers (AMM 78-31-00/201).

(2) Close the core cowl panels (AMM 71-11-06/201).

(3) Close the fan cowl panels (AMM 71-11-04/201).

(4) Do the activation procedure for the thrust reversers (AMM 78-31-00/201).



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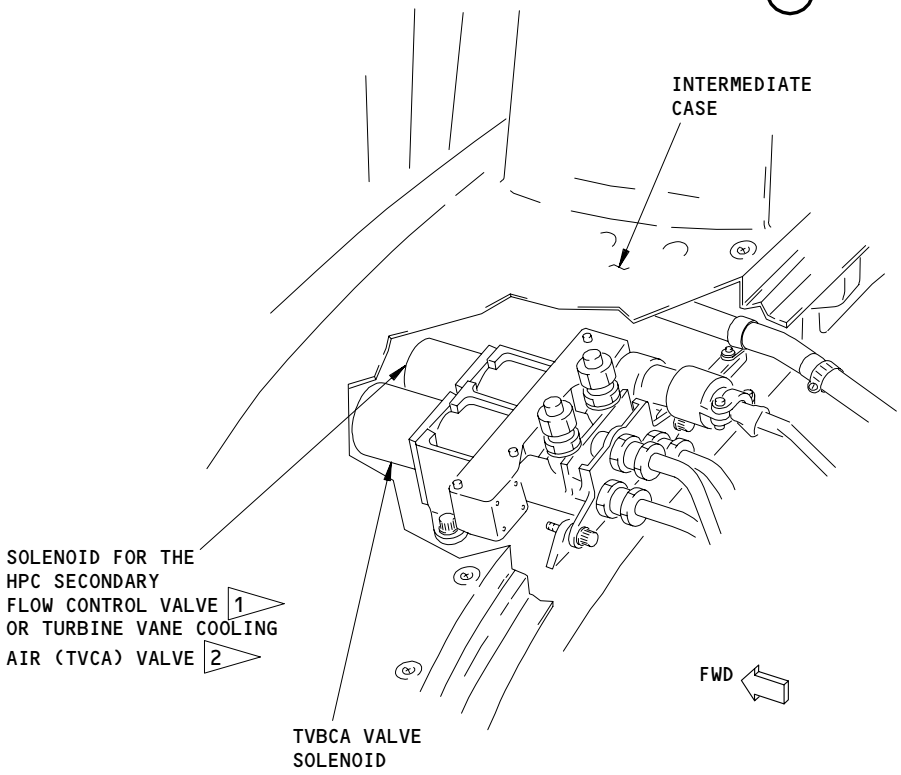
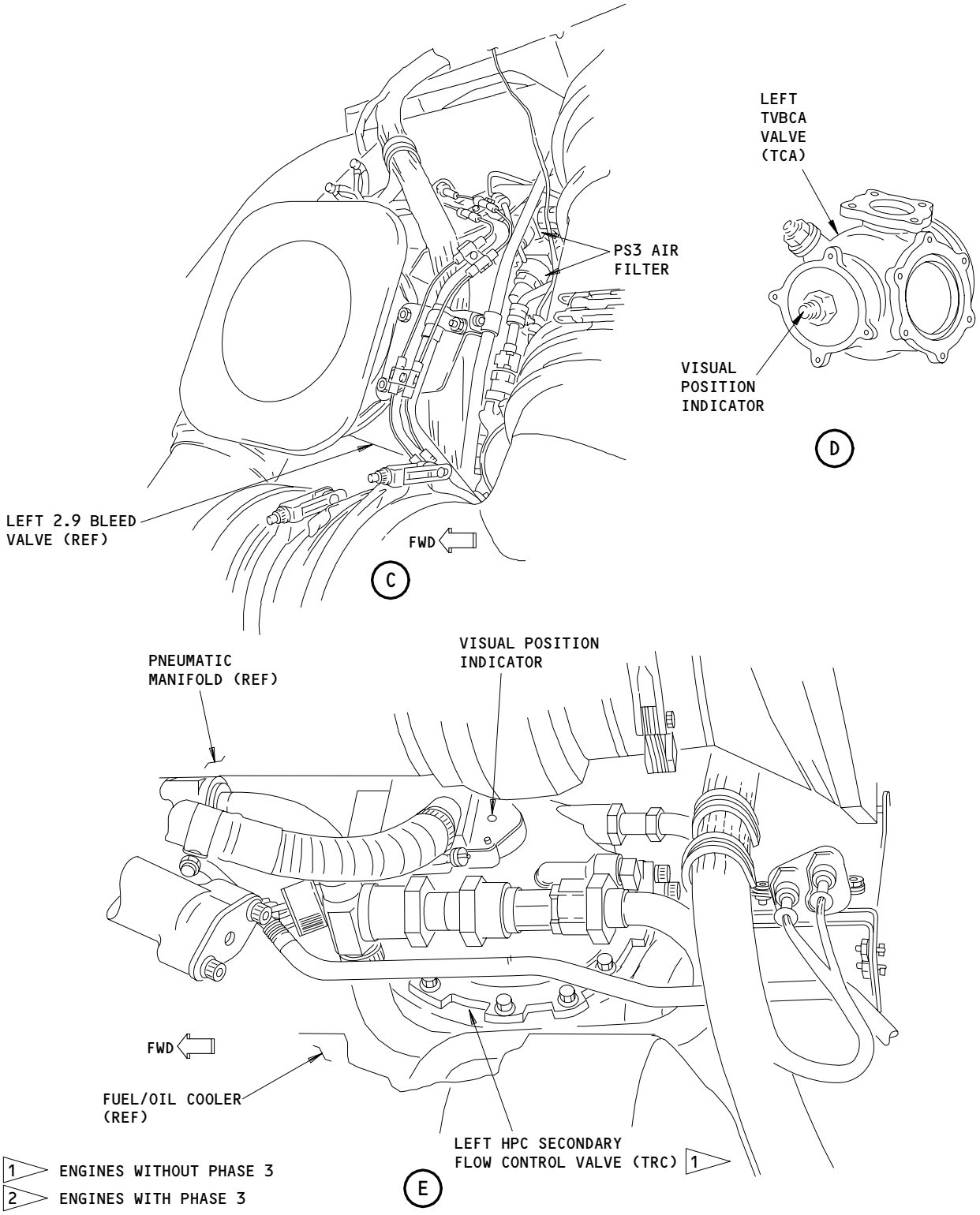


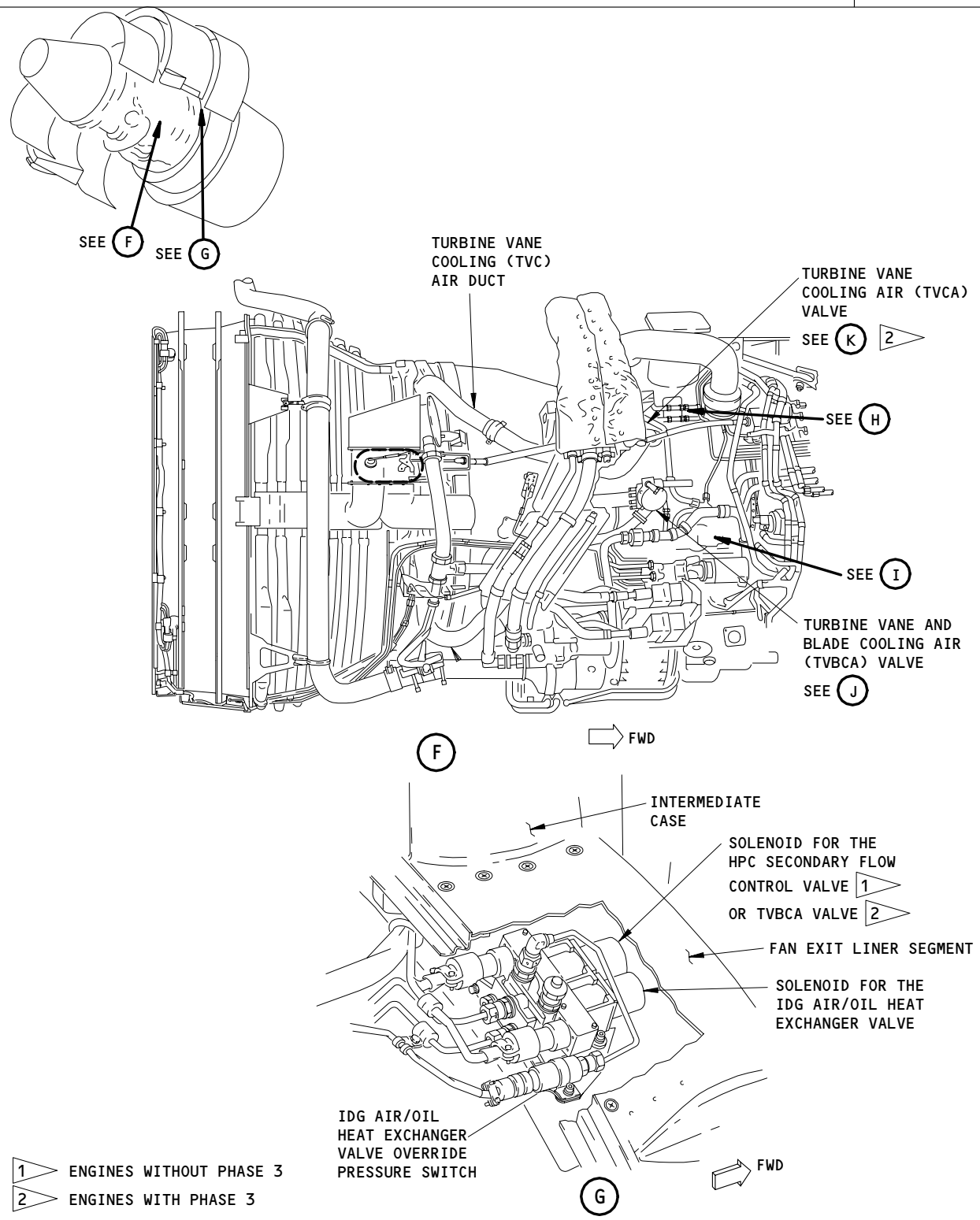
B

1 ENGINES WITHOUT PHASE 3
2 ENGINES WITH PHASE 3

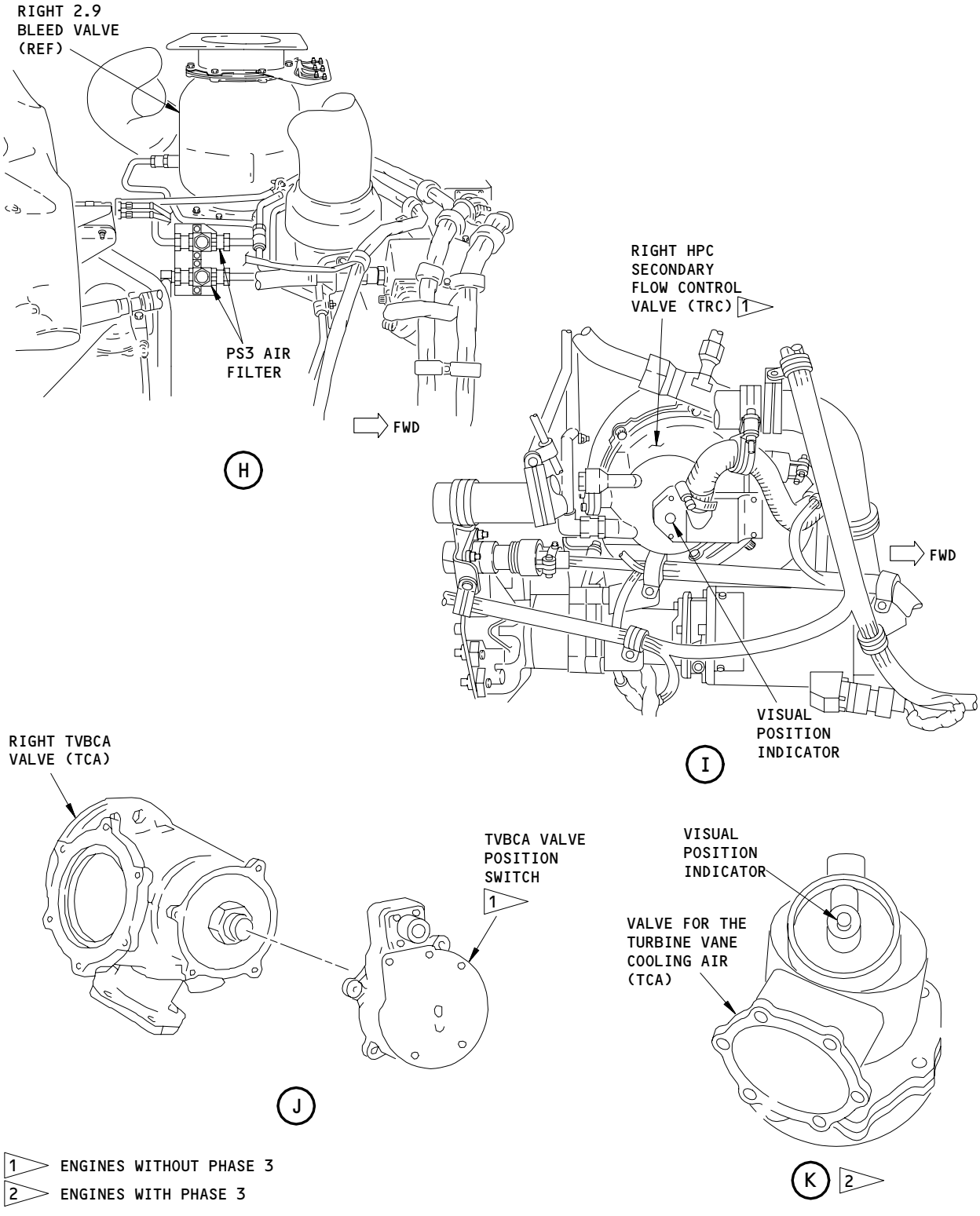
HPC Secondary Flow Control Inspection
Figure 601 (Sheet 1)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 2)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 3)



HPC Secondary Flow Control System Inspection
Figure 601 (Sheet 4)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-415-01-1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
	ENGINE 1		1C	11212	013	NOV 10/96

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	ENGINE 1 PS3 AIR FILTERS		ALL	4000

ZONES	ACCESS PANELS
410	416AR

MECH	INSP	MPD ITEM NUMBER

REPLACE THE ENGINE 1 PS3 AIR SYSTEM FILTERS PER THE INSTRUCTIONS CONTAINED IN PRATT & WHITNEY MAINTENANCE ADVISORY NOTICE MAN-PW4000-2-96. N75-33-05-A

EFFECTIVITY

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	75-415-01-2
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
	ENGINE 2		1C	11212	013	NOV 10/96

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	ENGINE 2 PS3 AIR FILTERS		ALL	4000

ZONES	ACCESS PANELS
420	426AR

MECH	INSP	MPD ITEM NUMBER

REPLACE THE ENGINE 2 PS3 AIR SYSTEM FILTERS PER THE INSTRUCTIONS CONTAINED IN PRATT & WHITNEY MAINTENANCE ADVISORY NOTICE MAN-PW4000-2-96. N75-33-05-A

EFFECTIVITY