CHAPTER 10

PARKING AND MOORING

CHAPTER 10
PARKING AND MOORING

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

10-EFFECTIVE PAGES

CHAPTER 10
PARKING AND MOORING

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

10-EFFECTIVE PAGES

CHAPTER 10
PARKING AND MOORING

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

10-EFFECTIVE PAGES

Subject/Page	Date	COC
10-12-00 (cont)		
O 294	Sep 15/2023	
R 295	Sep 15/2023	
R 296	Sep 15/2023	
297	May 15/2023	
298	May 15/2023	
10-21-00		
R 201	Sep 15/2023	
R 202	Sep 15/2023	
O 203	Sep 15/2023	
O 204	Sep 15/2023	
R 205	Sep 15/2023	
O 206	Sep 15/2023	
O 207	Sep 15/2023	
O 208	Sep 15/2023	
R 209	Sep 15/2023	
O 210	Sep 15/2023	
R 211	Sep 15/2023	
R 212	Sep 15/2023	
O 213	Sep 15/2023	
R 214	Sep 15/2023	
R 215	Sep 15/2023	
R 216	Sep 15/2023	
R 217	Sep 15/2023	
O 218	BLANK	
D 219	Sep 15/2023	
D 220	BLANK	

Subject/Page	Date	COC

Subject/Page	Date	COC

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

10-EFFECTIVE PAGES

CHAPTER 10
PARKING AND MOORING

10-CONTENTS

CHAPTER 10
PARKING AND MOORING

CHAPTER 10
PARKING AND MOORING

NORMAL PARKING - MAINTENANCE PRACTICES

1. General

A. This procedure has this task:

(1) Airplane parking.

(2) Return airplane to service after parking.

B. The parking and storage clock continues from the day since the last flight during maintenance work.

C. Service and Protection cycles that cannot be completed while maintenance is done can stop. It is required to continue doing the Service and Protection Cycle tasks, after maintenance/modifications, as they become due based on the original schedule for when the airplane was first grounded.

D. Protect the aircraft and aircraft systems during maintenance work.

TASK 10-11-01-580-801

2. Airplane Parking

(Figure 201, Figure 202, Figure 203, Figure 204 and Figure 205, Figure 206, Figure 207, Figure 208, and Figure 209)

A. General

(1) This task gives the instructions for normal airplane parking.

(2) The assumed condition of the airplane for Normal Parking is the airplane is in a serviceable or dispatchable condition and the airplane had flown within 24 hours.

(3) Install pitot probe covers when the airplane is parked for more than 48 hours.

(4) Install static port covers when the airplane is parked for more than a standard turnaround.

(5) When the airplane is parked for more than 7 days, do the applicable task for active or prolonged parking.

B. References

Reference	Title
09-10-00-580-801	Nose Gear Maintenance Towing (P/B 201)
09-10-00-580-804	Airplane Towing in High Winds (P/B 201)
09-20-00-580-801	Taxi the Airplane (P/B 201)
10-11-03-580-801	Prepare the Airplane to be Parked in High Winds - Preferred Configuration (P/B 201)
10-11-05-500-801	Chock Installation Winds/Gusts Maximum 40 mph (35 Knots) (P/B 201)
10-11-05-500-802	Chock Installation in Winds More Than 35 Knots - Handling (P/B 201)
10-21-00-580-801	Airplane Mooring (P/B 201)
10-21-00-580-802	Airplane Mooring (Alternate Configuration) (P/B 201)
12-14-00-600-801	Potable Water System - Drain (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
20-40-11-910-801	Static Grounding (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)

(Continued)

Reference	Title
71-00-00-800-801-G00	Engine Ground Safety Precautions (P/B 201)
71-00-00-910-801-G00	Prepare the Engine for Operation (P/B 201)
71-00-03-390-801-G00	Inlet Cowl Lipskin Protective Coating Procedure (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-673	Cover - Static Port Part #: SPC-101 Supplier: 0P9C7
COM-1503	Cover - Probe, Pitot Part #: B737-415 Supplier: 1LE67 Part #: KPC3-480-325 Supplier: 0P9C7 Part #: PC737 Supplier: 3BSK6 Part #: PC757-01SB Supplier: 38002 Part #: PCDH8-400 Supplier: 3BSK6 Opt Part #: KPC4-480-325 Supplier: 0P9C7
COM-1505	Chocks - Wheel Part #: 19CAL455 - Type 1 Supplier: $1329 Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: ALPHACHOCKS MID Supplier: 6X2T Part #: W86 Supplier: 3XZM7 Part #: W88 Supplier: 3XZM7 Opt Part #: W92 Supplier: 9L752
COM-1519	Cover - Protective, Total Air Temperature Probe Part #: B737-420 Supplier: 1LE67 Part #: FTC-102 Supplier: 0P9C7 Part #: TAT102 Supplier: 3BSK6
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
COM-19183	Cover - Static Ports Part #: SPC-101 Supplier: 0P9C7 Part #: SPC-102 Supplier: 0P9C7
SPL-1508	Pole - Removal/Installation, Pitot Static Probe Cover Part #: A10002-9 Supplier: 81205 Part #: IP100 Supplier: 0P9C7 Opt Part #: A10002-7 Supplier: 81205
SPL-1517	Cover - Engine Exhaust Part #: 896812 Supplier: SBK11 Part #: C10006-1 Supplier: 81205

(Continued)

Reference	Description
SPL-1518	Plug - Auxiliary Power Unit (APU) Part #: B737-277 Supplier: 1LE67 Part #: JB-BBJ-APU-K Supplier: 4VVY1 Part #: R10009-1 Supplier: 81205
SPL-14189	Protective Cover - AOA Vane Part #: AOA100 Supplier: 3BSK6 Part #: C10004-1 Supplier: 81205
SPL-14648	Plug - Fan Reverser Part #: 895812 Supplier: SBK11 Part #: C10007-1 Supplier: 81205
SPL-14650	Cover, Engine Inlet - LEAP 1B Part #: 892812 Supplier: SBK11 Part #: B737-104 Supplier: 1LE67 Part #: B737-153 Supplier: 1LE67 Part #: C10005-23 Supplier: 81205 Opt Part #: C10005-1 Supplier: 81205
STD-1310	Mat - Neoprene rubber, 65 minimum durometer, 1/4 in thick, minimum size of 45 in. x 60 in.
STD-6132	Work Platform - Aerial , 27' Minimum Working Height, 300 lb Minimum Working Capacity and 20' Minimum Platform Horizontal Working Reach

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
G00252	Film - Polyethylene Film And Sheeting	ASTM D2103 (Supersedes L-P-512)
G00253	Material - Barrier Materials, Greaseproofed, Waterproof, Flexible, Heat-Sealable	MIL-PRF-121 (Supersedes MIL-B-121)
G00834	Cloth - Lint-free Cotton	
G00920	Tape - Waterproof, Packaging	ASTM D5486
G02443	Tape - Barricade, Non-Adhesive, Orange, 3 (76 mm) Inches Wide, 4 mils (0.102 mm) Thick, "REMOVE BEFORE FLIGHT"	
G02444	Tag - Red Paper, "STATIC PORTS COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G02447	Tag - Red Paper, "PITOT PROBES COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50330	Fabric - Insulation Covering, Flame Propagation Resistant	BMS8-377

(Continued)

Reference	Description	Specification
G51215	Tag - Red Paper, "ANGLE OF ATTACK COVERED" - 3 Inches (76.2 Mm) Wide, 6 Inches (152.4 Mm) Long	
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

E. Park the Airplane for Standard Turnaround

SUBTASK 10-11-01-580-001

(1) Install the wheel chock, COM-1505 as follows:

NOTE: The parking brake holds the airplane until the chocks are installed.

(a) In winds below 40 mph (35 knots), do this task: Chock Installation Winds/Gusts Maximum 40 mph (35 Knots), TASK 10-11-05-500-801.

(b) In winds above 40 mph (35 knots), do this task: Chock Installation in Winds More Than 35 Knots - Handling, TASK 10-11-05-500-802.

(c) If high winds are not expected, release the parking brake as follows:

NOTE: The parking brake is not necessary when the chocks are installed and high wind conditions are not expected.

1) Apply toe pressure to the top of the rudder pedals.

2) Release the parking brake lever.

F. Airplane Normal Parking

SUBTASK 10-11-01-580-002

(1) To taxi the airplane to its parked position, do these steps:

(a) Do this task: Engine Ground Safety Precautions, TASK 71-00-00-800-801-G00.

(b) Do this task: Prepare the Engine for Operation, TASK 71-00-00-910-801-G00.

(c) Make sure that the area around the engines is sufficient for protection from the engine heat and exhaust.

NOTE: To taxi an airplane, it is necessary to increase engine thrust. A high thrust position is necessary to start airplane movement. Then a decrease thrust to continue the movement.

(d) Keep a minimum distance of 15 ft (5 m) between airplanes.

NOTE: This distance between airplanes ensures that area is sufficient to turn the airplane.

(e) Taxi the airplane to its parked location, do this task: Taxi the Airplane, TASK 09-20-00-580-801.

(f) Install the main and nose landing gear lockpins, do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

SUBTASK 10-11-01-560-001

WARNING

WHEN YOU TOW THE AIRPLANE, STAY OUT OF THE DANGEROUS AREAS AROUND THE TOW VEHICLE, TOW BAR, AND AIRPLANE TIRES. IT IS POSSIBLE FOR THE TIRES AND EQUIPMENT TO PULL YOU BELOW THEM WHILE THE AIRPLANE CHANGES POSITIONS AND DIRECTIONS. IF YOU DO NOT KEEP THIS SEPARATION, INJURY TO PERSONNEL CAN OCCUR.

(2) To tow the airplane to its parked position, do these steps:

(a) Install the main and nose landing gear lockpins, do this task: Landing Gear Downlock Pins Installation, TASK 32-00-01-480-801.

(b) Tow the airplane to its parked position, do this task: Nose Gear Maintenance Towing, TASK 09-10-00-580-801.

NOTE: If it is necessary, refer to the task for towing the airplane in high winds (TASK 09-10-00-580-804).

SUBTASK 10-11-01-620-001

(3) When the airplane is parked on ice or snow, do one of these steps:

(a) Put a mat, STD-1310 below the airplane tires.

NOTE: The mat protects the tires from ice conditions.

(b) Put a layer of coarse sand below the tires.

NOTE: The sand protects the tires from ice conditions.

(c) Put a different source of material below the tires to protect the tires from ice conditions.

SUBTASK 10-11-01-580-003

(4) If you park the airplane in high wind conditions, do this task: Prepare the Airplane to be Parked in High Winds - Preferred Configuration, TASK 10-11-03-580-801.

(a) If necessary, do one of these tasks: Airplane Mooring, TASK 10-21-00-580-801 or Airplane Mooring (Alternate Configuration), TASK 10-21-00-580-802.

SUBTASK 10-11-01-860-001

(5) Do this task: Static Grounding, TASK 20-40-11-910-801.

SUBTASK 10-11-01-860-002

(6) Turn the battery switch to the ON position.

SUBTASK 10-11-01-860-003

(7) Pressurize hydraulic system B, do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

SUBTASK 10-11-01-860-004

CAUTION

DO NOT LET THE PARKING BRAKES STAY APPLIED WHEN YOU HAVE HOT BRAKES. IT IS POSSIBLE THAT THE BRAKES WILL NOT RELEASE WHEN THEY ARE APPLIED WHILE THEY ARE HOT.

(8) Set the parking brake as follows:

NOTE: There is parking brake warning light on the control stand. This light is adjacent to the parking brake lever and is on when the parking brake is engaged. Make sure that you set and release the parking brake with the same hydraulic system you pressurized. If you release the parking brake with a different system pressurized, it will move hydraulic fluid from one system to the other.

(a) Push the upper part of the rudder pedals and pull the parking brake lever.

(b) Make sure that the parking brake warning light is on.

SUBTASK 10-11-01-480-004

(9) Install the wheel chock, COM-1505 as follows:

NOTE: The parking brake holds the airplane until the chocks are installed.

(a) In winds below 40 mph (35 knots), do this task: Chock Installation Winds/Gusts Maximum 40 mph (35 Knots), TASK 10-11-05-500-801.

(b) In winds above 40 mph (35 knots), do this task: Chock Installation in Winds More Than 35 Knots - Handling, TASK 10-11-05-500-802.

SUBTASK 10-11-01-860-014

(10) If high winds are not expected, release the parking brake as follows:

NOTE: The parking brake is not necessary when the chocks are installed and high wind conditions are not expected.

(a) Apply toe pressure to the top of the rudder pedals.

(b) Release the parking brake lever.

SUBTASK 10-11-01-860-006

(11) Put the flaps in the fully up position.

SUBTASK 10-11-01-860-005

(12) Depressurize hydraulic system B, do this task: Hydraulic System A or B Power Removal, TASK 29-11-00-860-805.

SUBTASK 10-11-01-860-007

(13) If it is not necessary, turn the battery switch to the OFF position.

SUBTASK 10-11-01-860-008

(14) Set the aileron and rudder trim control to ZERO (neutral position).

SUBTASK 10-11-01-860-009

(15) Set the stabilizer trim control to “5” units.

SUBTASK 10-11-01-860-010

(16) Set the aileron control wheel to the neutral position.

SUBTASK 10-11-01-410-001

(17) Close all the lavatory doors when the airplane is parked.

NOTE: If a fire occurs while the airplane is parked, this will help minimize fire damage.

SUBTASK 10-11-01-860-011

(18) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

SUBTASK 10-11-01-480-001

(19) Attach a "PITOT PROBES COVERED" tag, G02447, to the top of the left control wheel in the flight deck with wire.

SUBTASK 10-11-01-480-002

(20) Attach a "ANGLE OF ATTACK COVERED" tag, G51215, to the top of the left control wheel in the flight deck.

SUBTASK 10-11-01-480-003

(21) Attach a "STATIC PORTS COVERED" tag, G02444, to the left control wheel in the flight deck with wire.

SUBTASK 10-11-01-620-002

(22) Install these protective covers:

(a) When the airplane is stored for an extended period in warm/humid environments, it is recommended to apply inlet cowl lipskin covering to minimize corrosion. Do this task: Inlet Cowl Lipskin Protective Coating Procedure, TASK 71-00-03-390-801-G00.

CAUTION MAKE SURE THAT THE DRAIN MASTS ARE CLEAR OF BLOCKAGE. BLOCKED DRAINS CAN CAUSE WATER TO COLLECT IN THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

(b) The engine inlet cover, SPL-14650, engine exhaust cover, SPL-1517, and engine fan reverser plug, SPL-14648.

CAUTION DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the engine inlet and exhaust covers are not available, use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thick material, and tape, G00920 or tape, G51576.

NOTE: The polyethylene covers can keep moisture inside. It is recommended to monitor humidity and keep moisture and foreign objects out of the engine.

NOTE: When applying plastic sheeting and tape to the exhaust, make sure that the drain holes or tubes are clear and not covered.

a) When using plastic sheeting to cover the inlet, do the steps that follow:

<1> Use a lint-free cloth, G00834 and solvent, B00666 to wipe the area where the tape will be used.

<2> Cut approximately 70 in. (1.8 m) diameter circle from plastic sheet.

<3> Tape the plastic circle on FWD edge of the acoustic panel behind the lipskin. Apply with at least 3 layers of overlapping tape around the perimeter of the inlet acoustic panel.

NOTE: Do not place plastic or tape over the lipskin or encase the lipskin with plastic.

<4> Apply the tape across the diameter of the circular sheet to reduce the pillowing of the plastic sheeting.

(c) The Total Air Temperature (TAT) probe cover, COM-1519 (recommended) or:

1) Protective cover using fabric, G50330 (alternate) (Figure 209).

(d) The angle of attack vane cover, COM-2499 (recommended) or:

1) The AOA vane protective cover, SPL-14189 (alternate)

2) Protective cover using fabric, G50330 (alternate) (Figure 208).

(e) The Auxiliary Power Unit (APU) exhaust plug, SPL-1518.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the APU exhaust cover is not available, use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thick material, and tape, G00920 or tape, G51576.

SUBTASK 10-11-01-620-003

WARNING

MAKE SURE THAT THE PITOT-STATIC SYSTEM COVERS ARE INSTALLED. IF THE PITOT-STATIC COVERS ARE NOT INSTALLED, UNWANTED MATERIALS SUCH AS INSECTS, VOLCANIC ASH, DUST CAN CAUSE BLOCKAGES IN THE SYSTEM. IF THERE ARE BLOCKAGES IN THE SYSTEM, DAMAGE TO THE AIRPLANE OR LOSS OF SAFE FLIGHT CAN OCCUR.

(23) Install protective covers to keep out unwanted materials for these components:

(a) For the pitot probe and static port locations, see Figure 204.

(b) For the Angle of Attack (AOA) sensor locations, see Figure 207.

SUBTASK 10-11-01-620-004

WARNING

MAKE SURE THAT WHEN COVERS ARE INSTALLED ON THE PITOT PROBES, STATIC PORTS, TAT, AND AOA THAT THEY CAN BE SEEN FROM THE GROUND. ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE PITOT PROBE AND STATIC PORTS HAVE COVERS. ENGINES MUST NOT BE OPERATED WITH COVERS IN PLACE. IF THE COVERS ARE NOT REMOVED BEFORE FLIGHT, IT CAN CAUSE ERRORS IN THE AIRSPEED AND ALTITUDE SENSING SIGNALS. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS AND INJURY TO PERSONS.

CAUTION

MAKE SURE THAT THE PITOT PROBE COVER IS IN GOOD CONDITION. FIBERS FROM THE COVER WITH OTHER CONTAMINATION CAN CAUSE A BLOCKAGE IN THE PROBE. THIS CAUSES DAMAGE TO THE PROBE.

(24) Install the pitot probe protective covers (Figure 204, Detail A).

(a) Attach the protective pitot probe cover, COM-1503 to the installation pitot static probe cover removal/installation pole, SPL-1508.

(b) Install the protective cover on the pitot probes (Detail A).

(c) Remove the installation pitot static probe cover removal/installation pole, SPL-1508.

NOTE: To install the two covers on the elevator feel pitot probes, use a aerial work platform, STD-6132.

SUBTASK 10-11-01-620-005

(25) To make the protective covers for the alternate and primary static ports, use polyethylene film, G00252, tape, G51576, and orange barricade tape, G02443, that has REMOVE BEFORE FLIGHT printed on it in black letters.

NOTE: If the yellow, orange or red vinyl adhesive tape is not available or blends in with the background color, use a vinyl adhesive tape of another color. Select a color which is distinctive and provides a good contrast to the background colors.

SUBTASK 10-11-01-620-006

WARNING

MAKE SURE THAT WHEN COVERS ARE INSTALLED ON THE PITOT PROBES, STATIC PORTS, TAT, AND AOA THAT THEY CAN BE SEEN FROM THE GROUND. ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE PITOT PROBE AND STATIC PORTS HAVE COVERS. ENGINES MUST NOT BE OPERATED WITH COVERS IN PLACE. IF THE COVERS ARE NOT REMOVED BEFORE FLIGHT, IT CAN CAUSE ERRORS IN THE AIRSPEED AND ALTITUDE SENSING SIGNALS. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS AND INJURY TO PERSONS.

(26) Install the protective covers on the alternate static ports (Figure 204, Detail B).

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Clean the area around each static port with solvent, B00316 (or equivalent) and a clean cotton cloth, G50316 (Figure 204).

(b) To seal the alternate static ports with the polyethylene film and barricade tape (method 1), do these steps:

1) Use a piece of polyethylene film, G00252, or equivalent 6 MIL or greater thick material sheeting to cover the entire static port area (Figure 205, Step 1).

NOTE: The cover must extend at least 2 in. (51 mm) past the edge of the static port holes.

WARNING

DO NOT PUT ADHESIVE TAPE OVER THE HOLES OF THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

2) Put one end of an approximately 48 in. (1219 mm) piece of orange barricade tape, G02443, on the airplane above polyethylene film, G00252 (Figure 205, Step 2).

a) Make sure that orange barricade tape, G02443, has an overlap on polyethylene film, G00252, and polyethylene film, G00252, cannot be seen.

3) Secure the top edge of orange barricade tape, G02443, with 5 in. (127 mm) of tape, G51576 (Figure 205, Step 3).

a) Make sure that tape, G51576, is smooth on the airplane surface to make sure that the bond is satisfactory.

b) If the yellow, orange, or red vinyl adhesive tape is not available or blends in with the background color, use a vinyl adhesive tape of another color.

NOTE: Select a color that is distinctive and provides a good contrast to the background colors.

4) Put a 5 in. (127 mm) piece of tape, G51576, on each vertical edge of orange barricade tape, G02443, overlapping the first strip of adhesive tape (Figure 205, Step 4).

5) Put a 8 in. (203 mm) piece of tape, G51576, horizontally on orange barricade tape, G02443, below the static port holes, overlapping the two vertical strips of adhesive tape (Figure 205, Step 5).

6) Carefully hold the free section of orange barricade tape, G02443 (Figure 205, Step 6).

a) Fold the tape up to touch the surface of the airplane.

7) Put a 8 in. (203 mm) strip of tape, G51576, horizontally on the rear side of orange barricade tape, G02443, overlapping the upper half of the first 8 in. (203 mm) strip of tape, G51576 (Figure 205, Step 7).

8) Let orange barricade tape, G02443, stream down (Figure 205, Step 8).

9) Put a 8 in. (203 mm) strip of tape, G51576, horizontally on orange barricade tape, G02443, half way down the length of orange barricade tape, G02443 (Figure 205, Step 8).

10) Put a 8 in. (203 mm) strip of tape, G51576, horizontally on the lower end of orange barricade tape, G02443 (Figure 205, Step 9).

CAUTION

INSTALL THE STATIC PORT ADAPTER SLOWLY AND CAREFULLY. THE ADAPTER CAN CAUSE SCRATCHES ON THE STATIC PORT, WHICH CAN CAUSE FALSE ALTITUDE READINGS.

(c) Install the static test adapters, COM-1921, with the blanking cap tightened, to use as protective covers (method 2).

1) Make sure that the mating surface of the static test adapters, COM-1921, are clean.

a) Use the tool manufacturer instructions to clean the mating surface of the static test adapters, COM-1921.

(d) Install the static port cover, COM-673, or static port cover, COM-19183, on the static ports (method 3).

SUBTASK 10-11-01-620-007

WARNING

MAKE SURE THAT WHEN COVERS ARE INSTALLED ON THE PITOT PROBES, STATIC PORTS, TAT, AND AOA THAT THEY CAN BE SEEN FROM THE GROUND. ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE PITOT PROBE AND STATIC PORTS HAVE COVERS. ENGINES MUST NOT BE OPERATED WITH COVERS IN PLACE. IF THE COVERS ARE NOT REMOVED BEFORE FLIGHT, IT CAN CAUSE ERRORS IN THE AIRSPEED AND ALTITUDE SENSING SIGNALS. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS AND INJURY TO PERSONS.

WARNING

DO NOT PUT ADHESIVE TAPE OVER THE HOLES OF THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

(27) Install the protective covers on the primary static ports (Figure 204, Detail C).

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Clean the area around each primary static port with solvent, B00316 (or equivalent) and a clean cotton cloth, G50316 (Detail C).

(b) To seal the primary static ports with the polyethylene film and barricade tape (method 1), do these steps:

1) Use a piece of polyethylene film, G00252, or equivalent 6 MIL or greater thick material sheeting to cover the entire static port area (Figure 206, Step 1).

NOTE: The cover must extend at least 2 in. (51 mm) past the edge of the static port holes.

2) Put one end of an approximately 36 in. (914 mm) piece of orange barricade tape, G02443, on the airplane above polyethylene film, G00252 (Figure 206, Step 2).

a) Make sure that orange barricade tape, G02443, has an overlap on polyethylene film, G00252, and polyethylene film, G00252, cannot be seen.

3) Secure the top edge of orange barricade tape, G02443, with 5 in. (127 mm) of tape, G51576 (Figure 206, Step 3).

a) Make sure that tape, G51576, is smooth on the airplane surface to make sure that the bond is satisfactory.

b) If the yellow, orange, or red vinyl adhesive tape is not available or blends in with the background color, use a vinyl adhesive tape of another color.

NOTE: Select a color that is distinctive and provides a good contrast to the background colors.

4) Put a 8 in. (203 mm) strip of tape, G51576, on each vertical edge of orange barricade tape, G02443, overlapping the first strip of adhesive tape (Figure 206, Step 4).

5) Put a 8 in. (203 mm) strip of tape, G51576 horizontally on orange barricade tape, G02443, below the static port holes, overlapping the two vertical strips of adhesive tape (Figure 206, Step 5).

6) Carefully hold the free section of orange barricade tape, G02443 (Figure 206, Step 6).

a) Fold the tape up to touch the surface of the airplane.

7) Put a 8 in. (203 mm) strip of tape, G51576, horizontally on the rear side of orange barricade tape, G02443, overlapping the upper half of the first horizontal strip of 8 in. (203 mm) tape, G51576 (Figure 206, Step 7).

8) Let orange barricade tape, G02443, stream down (Figure 206, Step 8).

9) Put a 8 in. (203 mm) strip of tape, G51576, horizontally on orange barricade tape, G02443, half way down the length of orange barricade tape, G02443 (Figure 206, Step 8).

10) Put an 8 in. (203 mm) strip of tape, G51576, horizontally on the lower end of orange barricade tape, G02443 (Figure 206, Step 9).

CAUTION INSTALL THE STATIC PORT ADAPTER SLOWLY AND CAREFULLY. THE ADAPTER CAN CAUSE SCRATCHES ON THE STATIC PORT, WHICH CAN CAUSE FALSE ALTITUDE READINGS.

(c) Install the static test adapters, COM-1921, with the blanking cap tightened, to use as protective covers (method 2).

1) Make sure that the mating surface of the static test adapters, COM-1921, are clean.

a) Use the tool manufacturer instructions to clean the mating surface of the static test adapters, COM-1921.

(d) Install the static port cover, COM-673, or static port cover, COM-19183, on the static ports (method 3).

SUBTASK 10-11-01-620-008

WARNING MAKE SURE THAT WHEN COVERS ARE INSTALLED ON THE PITOT PROBES, STATIC PORTS, TAT, AND AOA THAT THEY CAN BE SEEN FROM THE GROUND. ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE PITOT PROBE AND STATIC PORTS HAVE COVERS. ENGINES MUST NOT BE OPERATED WITH COVERS IN PLACE. IF THE COVERS ARE NOT REMOVED BEFORE FLIGHT, IT CAN CAUSE ERRORS IN THE AIRSPEED AND ALTITUDE SENSING SIGNALS. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS AND INJURY TO PERSONS.

(28) Install the two AOA sensor covers (Figure 207, Detail A).

(a) Use a piece of fabric, G50330 sheeting to cover the two AOA vanes (Figure 208, Step 1).

(b) Attach a 4 ft (1219 mm) piece of the orange barricade tape, G02443 to the piece of fabric sheeting (Step 1).

(c) Put the fabric sheeting along the upper edge of the AOA sensor.

NOTE: Make sure that the edge of the fabric on the upper edge of the AOA sensor is opposite of the end with the piece of barricade tape.

(d) Put one piece of the tape, G51576 on the upper edge of the fabric sheeting (Step 2).

(e) Put a piece of the tape, G51576 on each vertical edge of the fabric sheeting as follows:

1) Overlap the horizontal piece of tape with the two vertical pieces of tape (Step 3).

(f) Put a piece of the tape, G51576 horizontally over the fabric sheeting below the AOA sensor.

NOTE: Overlap the two vertical strips of tape.

SUBTASK 10-11-01-620-012

WARNING

MAKE SURE THAT WHEN COVERS ARE INSTALLED ON THE PITOT PROBES, STATIC PORTS, TAT, AND AOA THAT THEY CAN BE SEEN FROM THE GROUND. ATTACH TAGS TO THE LEFT CONTROL WHEEL IN THE FLIGHT COMPARTMENT TO SHOW THAT THE PITOT PROBE AND STATIC PORTS HAVE COVERS. ENGINES MUST NOT BE OPERATED WITH COVERS IN PLACE. IF THE COVERS ARE NOT REMOVED BEFORE FLIGHT, IT CAN CAUSE ERRORS IN THE AIRSPEED AND ALTITUDE SENSING SIGNALS. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS AND INJURY TO PERSONS.

(29) Install the TAT probe cover (Figure 204, Detail D).

(a) Use a piece of fabric, G50330 sheeting to cover the TAT probe (Figure 209, Step 1).

(b) Attach a 4 ft (1219 mm) piece of the orange barricade tape, G02443 to the piece of fabric sheeting (Step 1).

(c) Put the fabric sheeting along the upper edge of the TAT probe.

NOTE: Make sure that the edge of the fabric on the upper edge of the TAT probe is opposite of the end with the piece of barricade tape.

(d) Put one piece of the tape, G51576 on the upper edge of the fabric sheeting (Step 2).

(e) Put a piece of the tape, G51576 on each vertical edge of the fabric sheeting as follows:

1) Overlap the horizontal piece of tape with the two vertical pieces of tape (Step 3).

(f) Put a piece of the tape, G51576 horizontally over the fabric sheeting below the TAT probe.

NOTE: Overlap the two vertical strips of tape.

SUBTASK 10-11-01-620-013

(30) If the airplane will be parked for three days or more, prepare the water and waste systems for storage:

WARNING DRAIN, OR USE THE POTABLE WATER SYSTEM A MINIMUM OF ONE TIME EACH THREE DAYS. IF YOU DO NOT DRAIN, OR USE THE WATER SYSTEM FREQUENTLY, IT CAN CAUSE BACTERIA IN THE WATER. IF YOU DRINK WATER WITH BACTERIA IN IT, ILLNESS CAN OCCUR.

(a) Drain or use the potable water system for a minimum of one time each three days.

NOTE: It is not required to drain or use the potable water system for a minimum of one time each three days while the average temperature stays at or below 32°F (0°C) during each storage day.

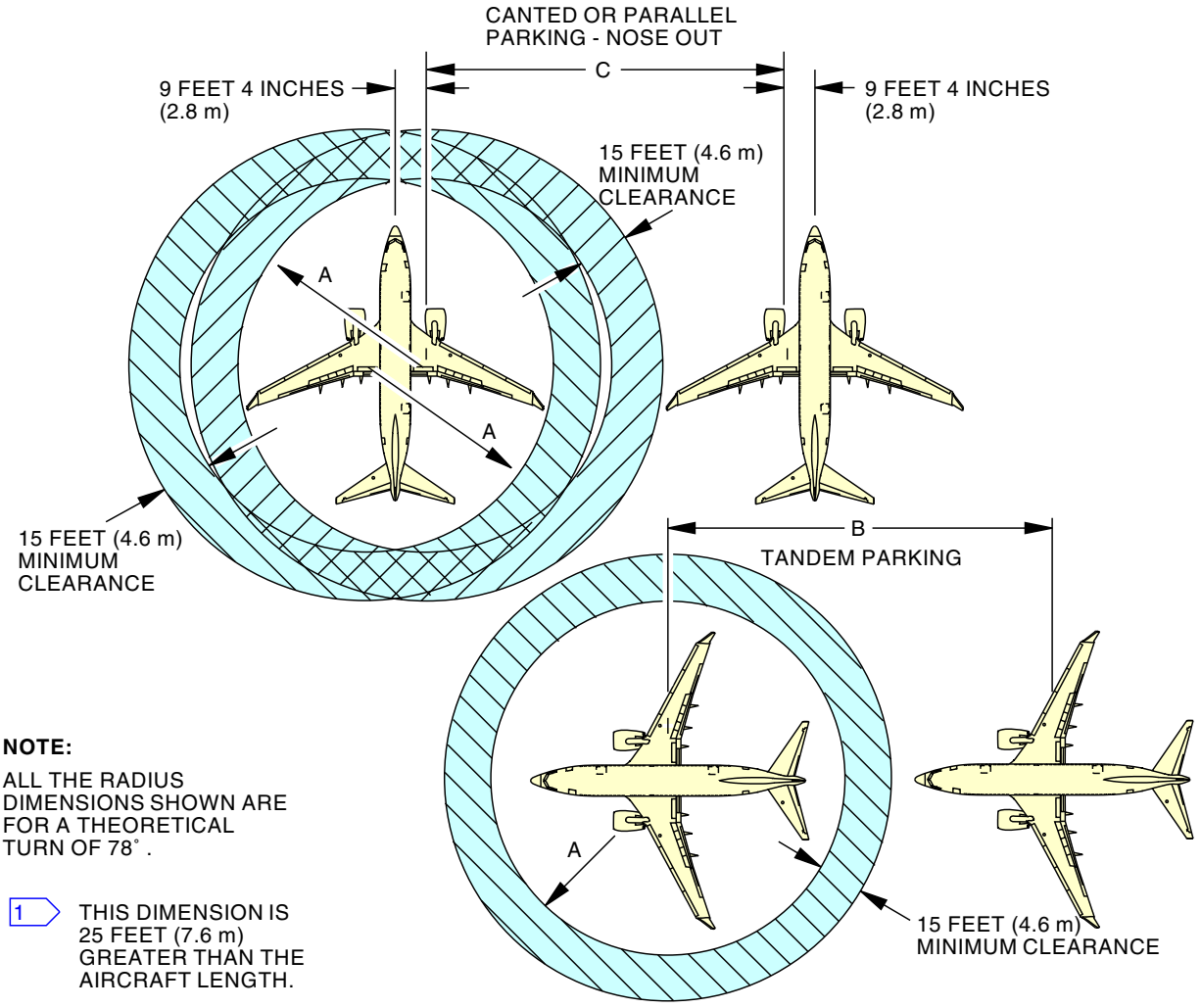
1) To drain the potable water system, do this task: Potable Water System - Drain, TASK 12-14-00-600-801.

(b) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

SUBTASK 10-11-01-020-002

(31) Disconnect the main and auxiliary battery electrical connectors (TASK 24-31-11-000-801-002).

——— END OF TASK ———



NOTE:

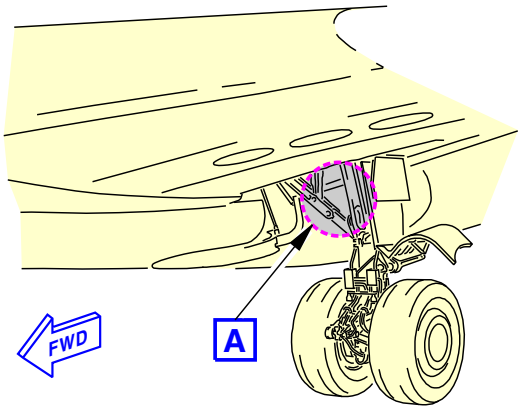
ALL THE RADIUS DIMENSIONS SHOWN ARE FOR A THEORETICAL TURN OF 78˚.

1 THIS DIMENSION IS 25 FEET (7.6 m) GREATER THAN THE AIRCRAFT LENGTH.

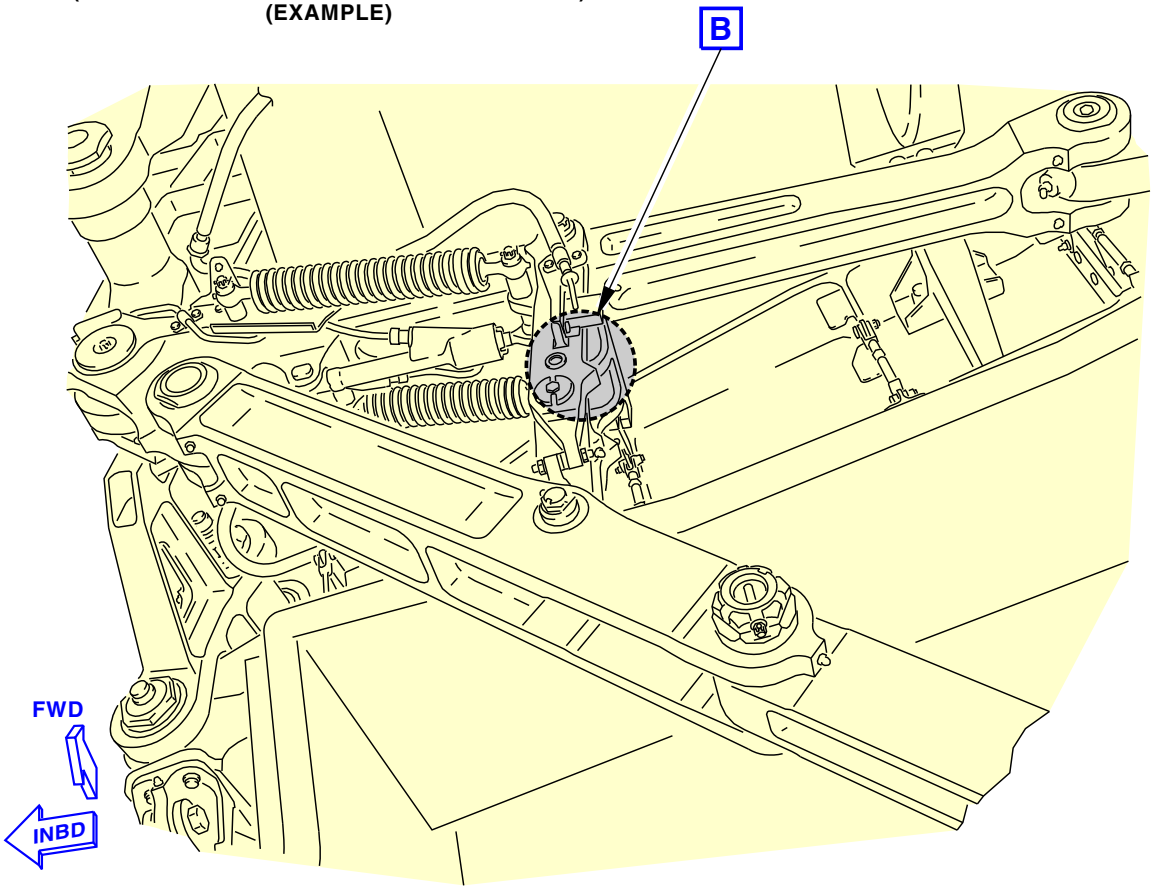
MODEL	A	B 1	C
737 MAX	60 FEET (18.3 m)	155 FEET (47.2 m)	135 FEET (41.1 m)

2410688 S00061526147_V1

Airplane Parking
Figure 201/10-11-01-990-801



LEFT MAIN LANDING GEAR
(RIGHT MAIN LANDING GEAR IS EQUIVALENT)
(EXAMPLE)

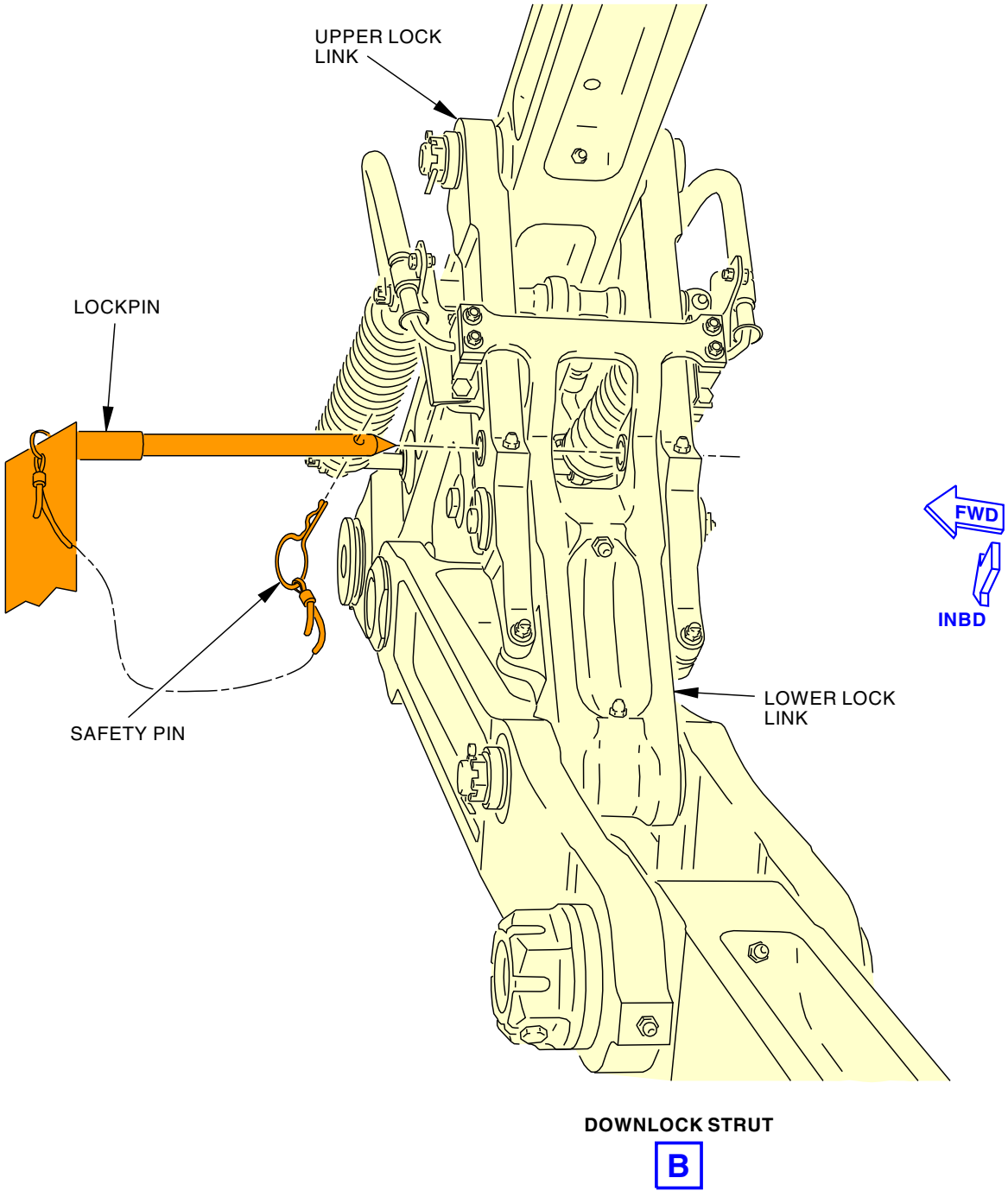


SIDE STRUT ASSEMBLY

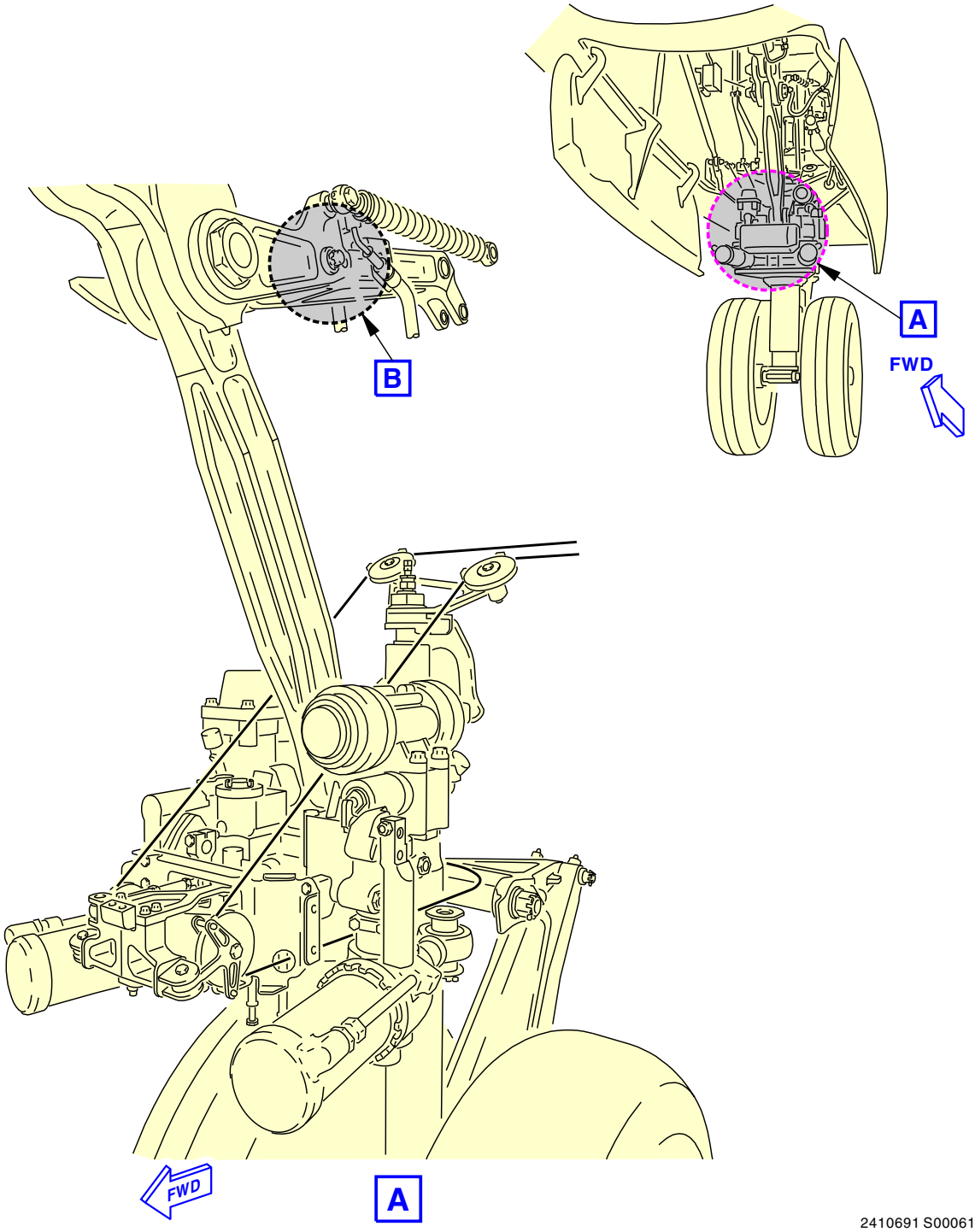
A

2410689 S00061526148_V2

Main Landing Gear Downlock Pin Installation
Figure 202/10-11-01-990-802 (Sheet 1 of 2)

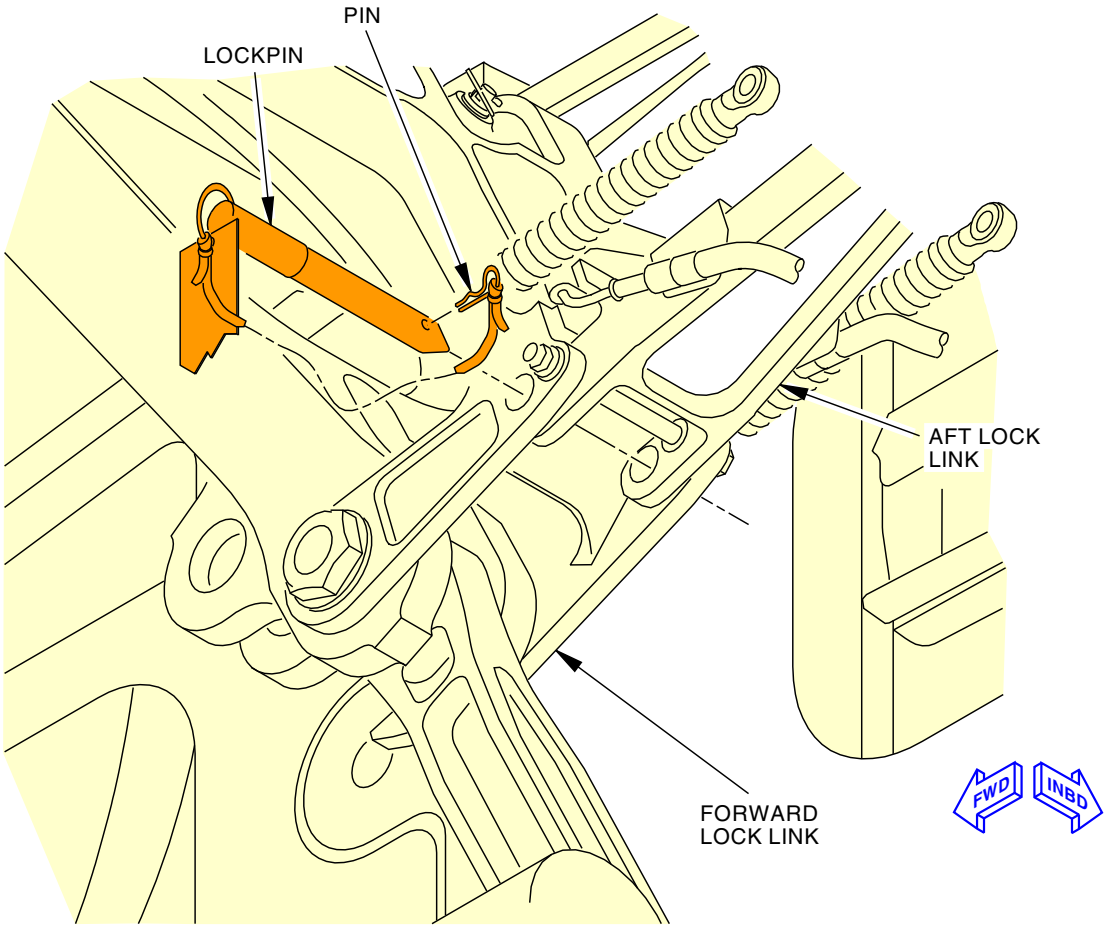


Main Landing Gear Downlock Pin Installation
Figure 202/10-11-01-990-802 (Sheet 2 of 2)



2410691 S00061526150_V2

Nose Landing Gear Downlock Pin Installation
Figure 203/10-11-01-990-803 (Sheet 1 of 2)

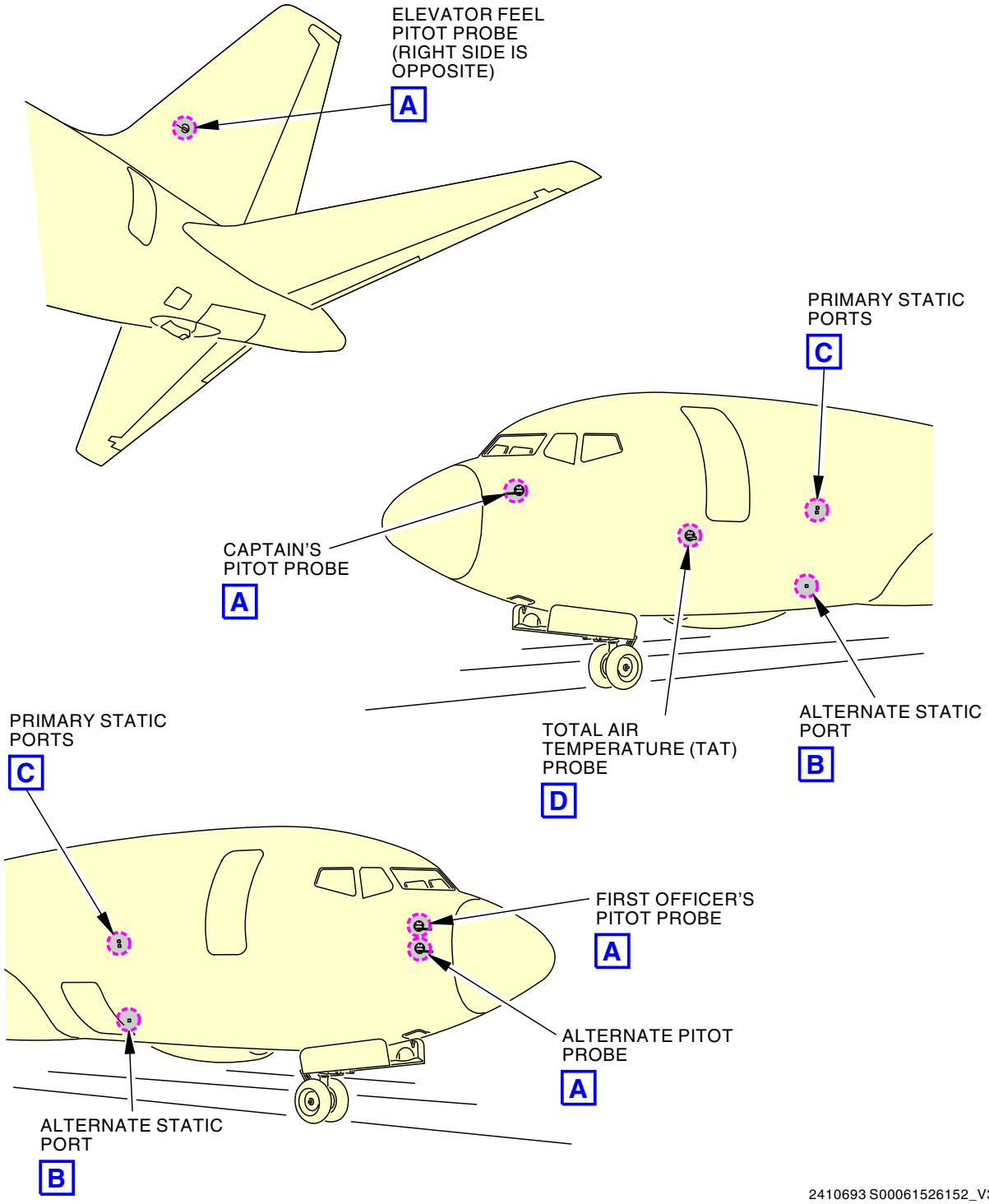


LOCK MECHANISM

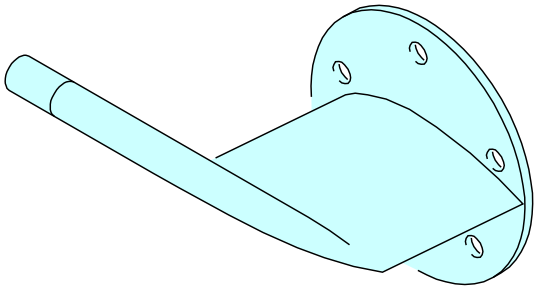
B

2410692 S00061526151_V1

Nose Landing Gear Downlock Pin Installation
Figure 203/10-11-01-990-803 (Sheet 2 of 2)



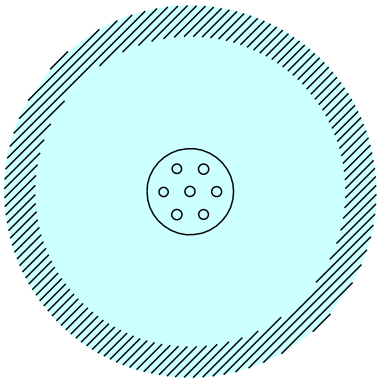
Pitot Static System - Component Location
Figure 204/10-11-01-990-804 (Sheet 1 of 2)



PITOT PROBE (EXAMPLE)

A

ALTERNATE



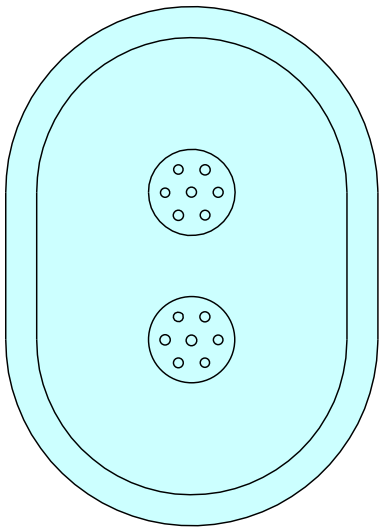
STATIC PORT

DO NOT PLUG OR DEFORM HOLES
INDICATED AREAS MUST BE
SMOOTH AND CLEAN

ALTERNATE STATIC PORT (EXAMPLE)

B

CAPTAIN



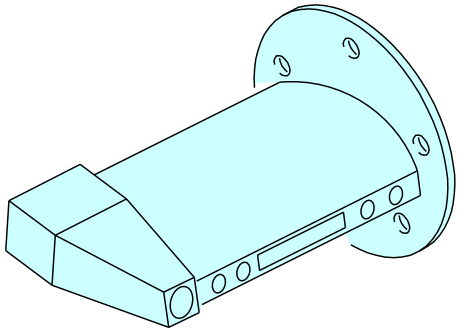
FIRST
OFFICER

STATIC PORT

DO NOT PLUG OR DEFORM HOLES
INDICATED AREAS MUST BE
SMOOTH AND CLEAN

PRIMARY STATIC PORTS (EXAMPLE)

C

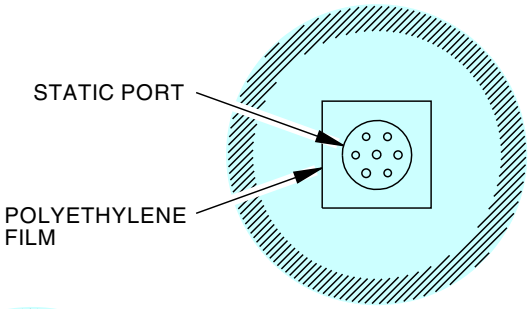


TOTAL AIR TEMPEATURE
(TAT) PROBE
(EXAMPLE)

D

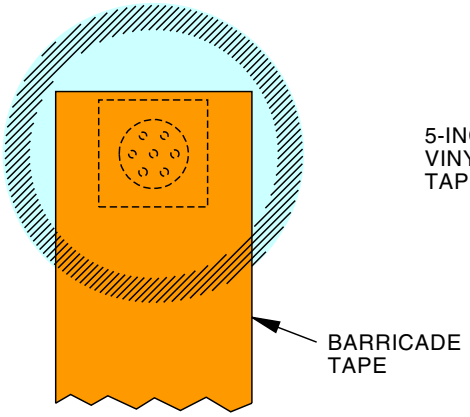
2410694 S00061526153_V1

Pitot Static System - Component Location
Figure 204/10-11-01-990-804 (Sheet 2 of 2)



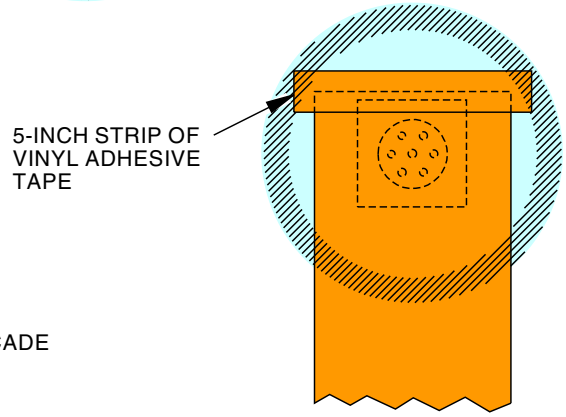
STEP 1

PUT POLYETHYLENE FILM OVER THE STATIC PORT TO COVER THE HOLES, AT LEAST 2 INCHES PAST THE EDGE OF THE STATIC PORT HOLES.



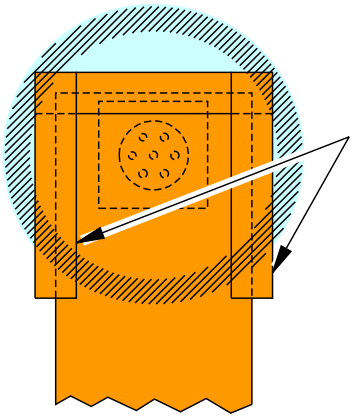
STEP 2

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



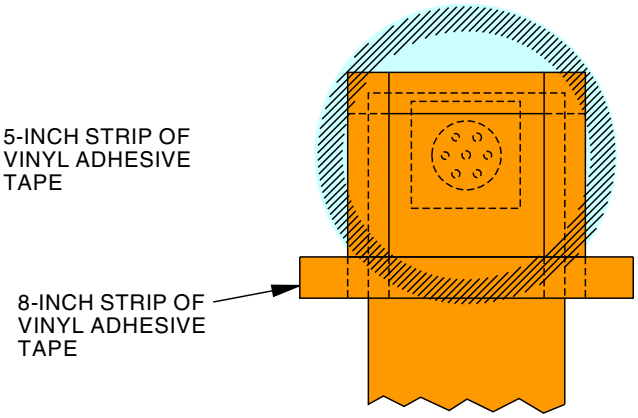
STEP 3

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



STEP 4

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

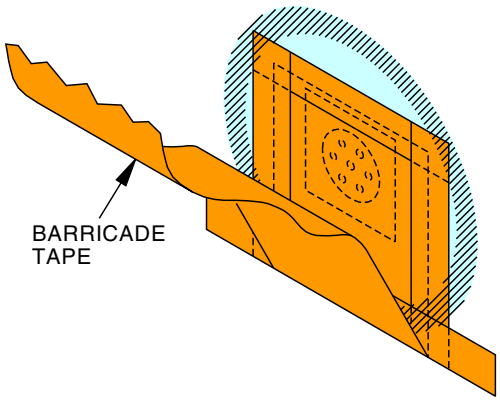


STEP 5

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

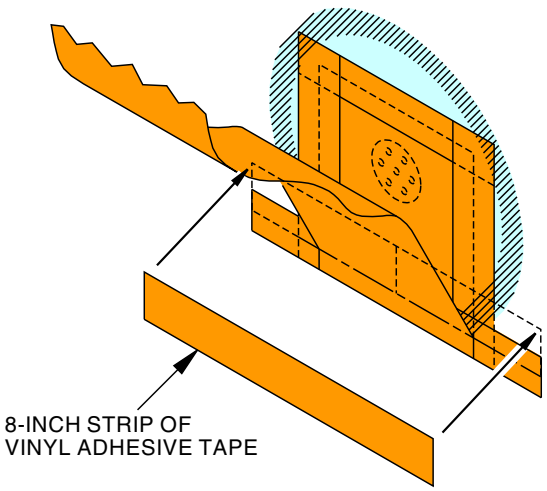
2410695 S00061526154_V2

Alternate Static Ports - Cover Procedure
Figure 205/10-11-01-990-805 (Sheet 1 of 2)



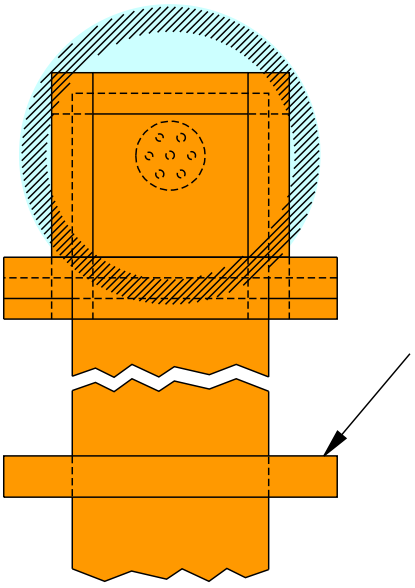
STEP 6

CAREFULLY HOLD THE FREE SECTION OF BARRICADE TAPE. FOLD THE TAPE UP TO TOUCH THE SURFACE OF THE AIRPLANE.



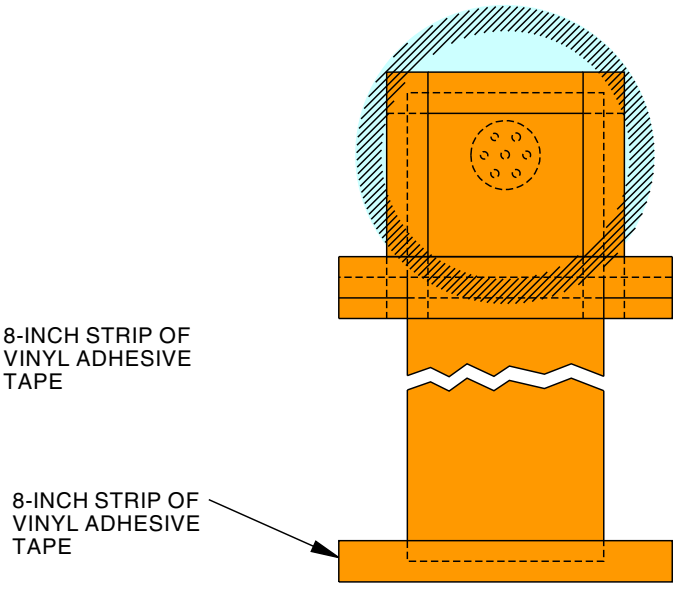
STEP 7

PLACE AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BACK SIDE OF THE BARRICADE TAPE, OVERLAPPING THE UPPER HALF OF THE FIRST 8-INCH STRIP OF ADHESIVE TAPE.



STEP 8

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

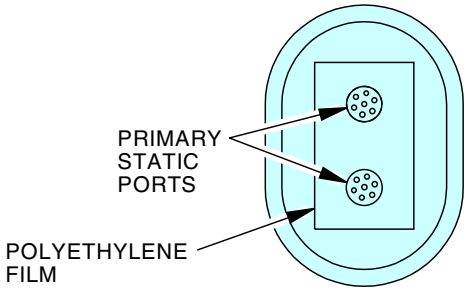


STEP 9

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

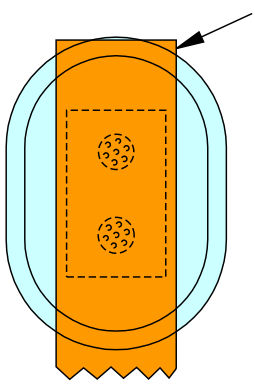
2410696 S00061526155_V3

Alternate Static Ports - Cover Procedure
Figure 205/10-11-01-990-805 (Sheet 2 of 2)



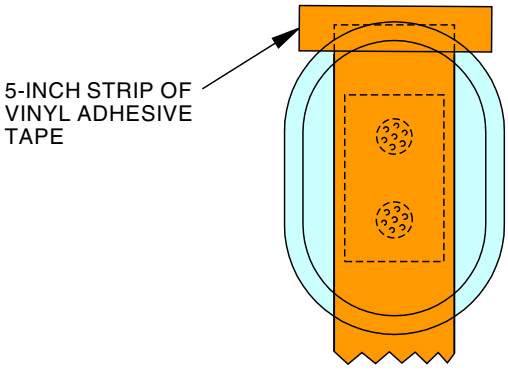
STEP 1

PUT POLYETHYLENE FILM OVER THE STATIC PORT TO COVER THE HOLES, AT LEAST 2 INCHES PAST THE EDGE OF THE STATIC PORT HOLES.



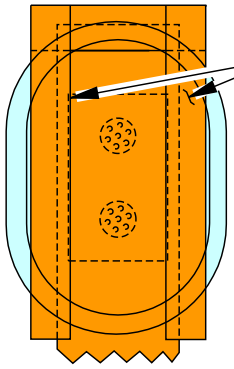
STEP 2

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



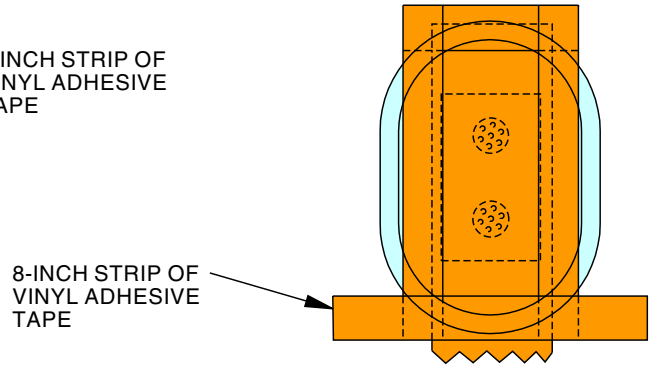
STEP 3

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



STEP 4

PUT 8-INCH STRIPS OF VINYL TAPE ON EACH VERTICAL EDGE OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE.

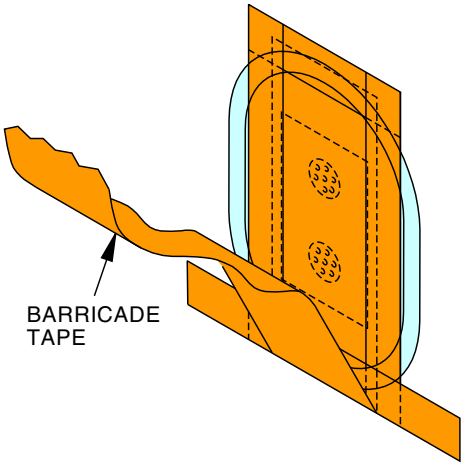


STEP 5

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

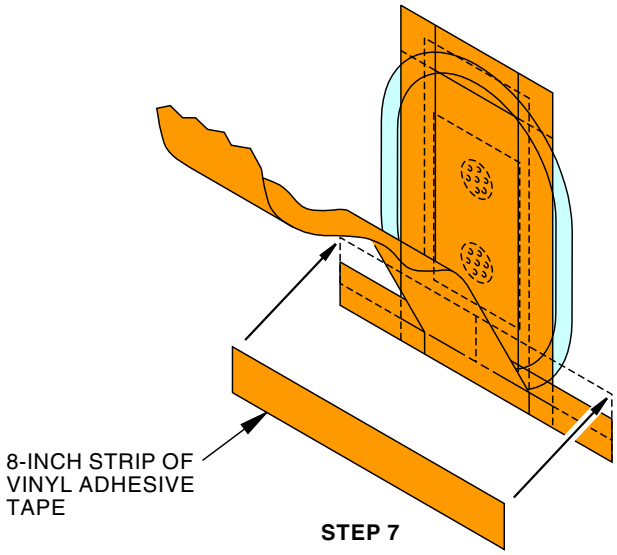
2410697 S00061526156_V2

Primary Static Ports - Cover Procedure
Figure 206/10-11-01-990-806 (Sheet 1 of 2)



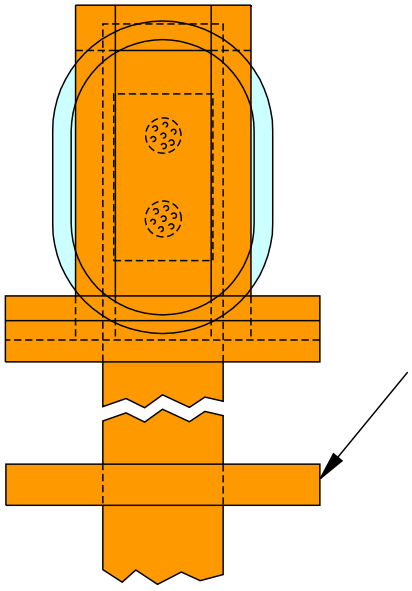
STEP 6

CAREFULLY HOLD THE FREE SECTION OF BARRICADE TAPE. FOLD THE TAPE UP TO TOUCH THE SURFACE OF THE AIRPLANE.



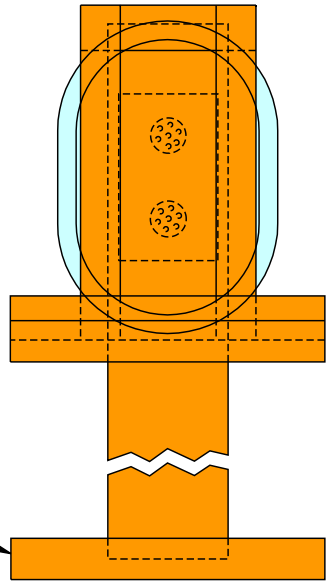
STEP 7

PLACE AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BACK SIDE OF THE BARRICADE TAPE, OVERLAPPING THE UPPER HALF OF THE FIRST 8-INCH STRIP OF ADHESIVE TAPE.



STEP 8

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

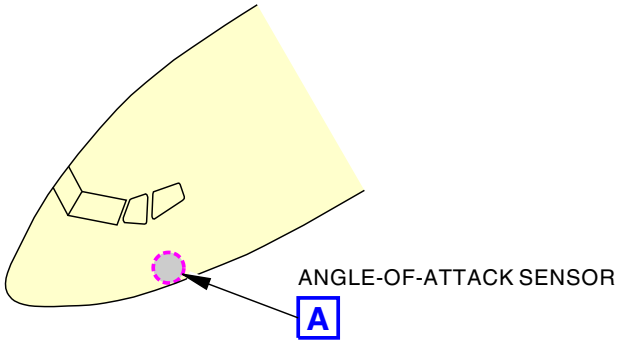


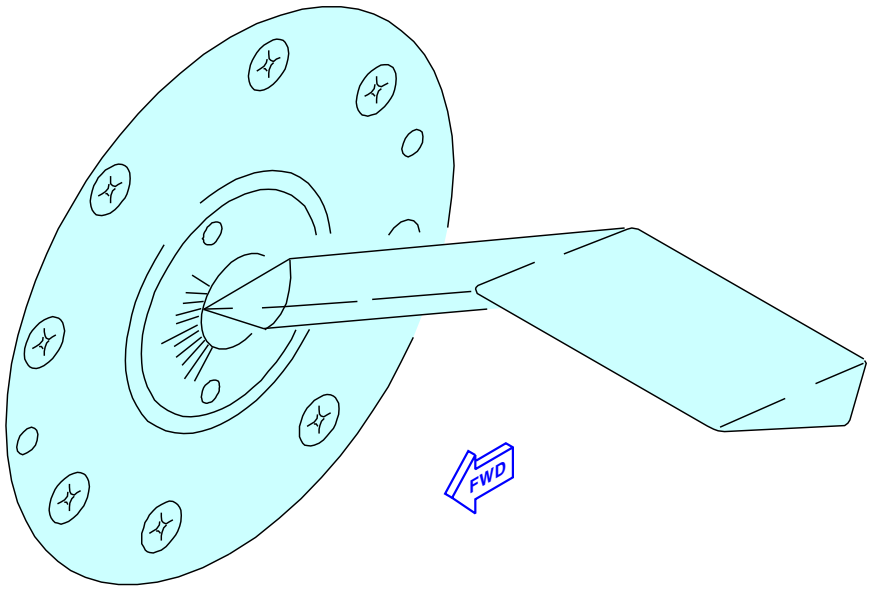
STEP 9

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

2410698 S00061526157_V3

Primary Static Ports - Cover Procedure
Figure 206/10-11-01-990-806 (Sheet 2 of 2)

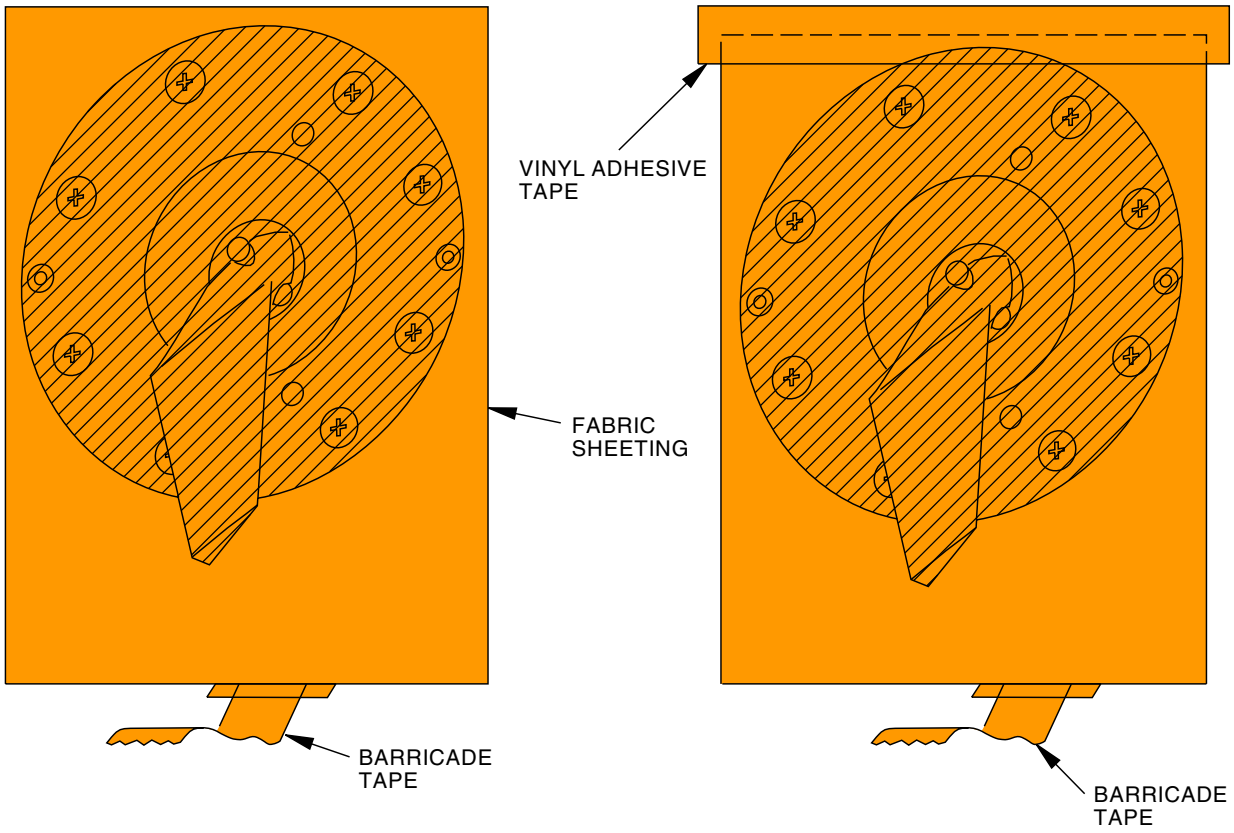




ANGLE-OF-ATTACK SENSOR
(LEFT SIDE IS SHOWN, RIGHT SIDE IS EQUIVALENT)
A

2410699 S00061526158_V1

Angle-of-Attack Sensors - Component Locations
Figure 207/10-11-01-990-807



STEP 1

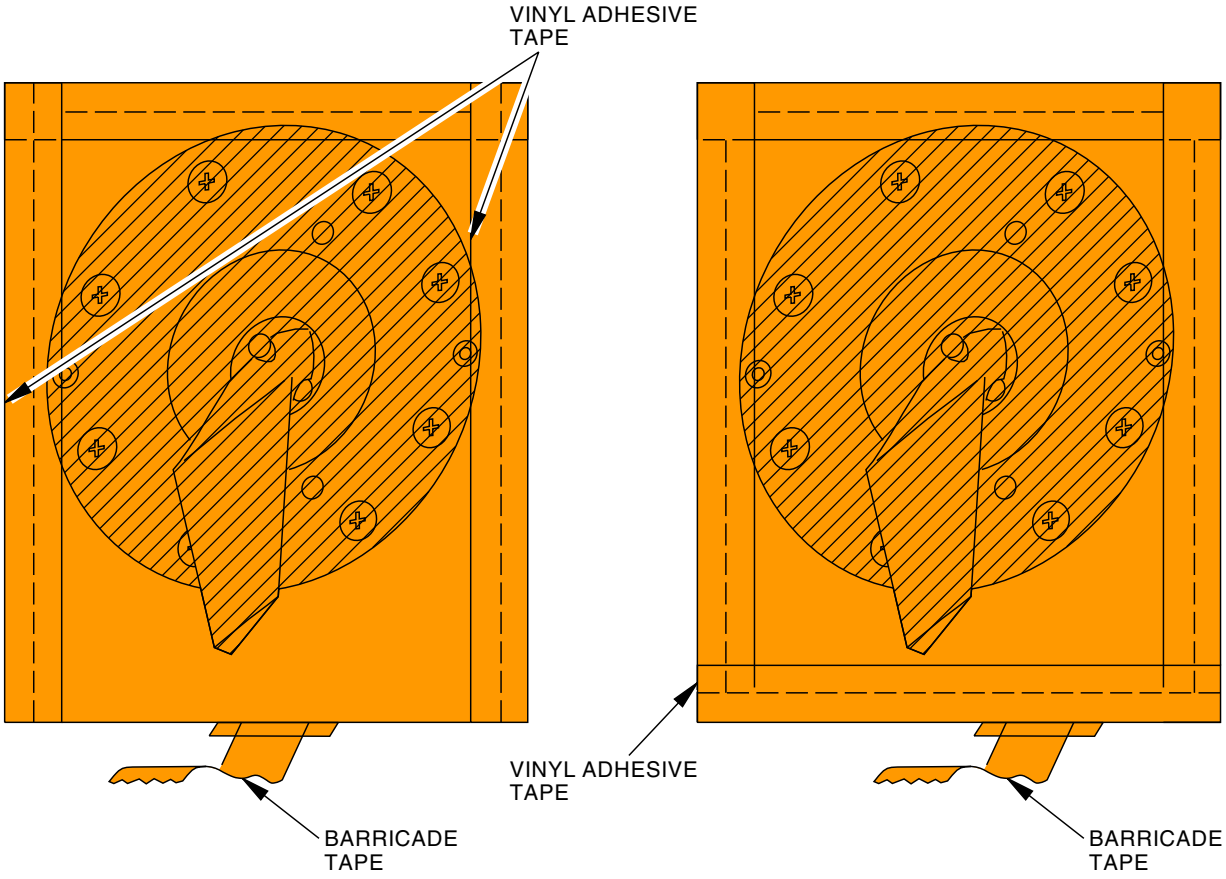
PUT THE FABRIC SHEETING OVER THE ANGLE-OF-ATTACK VANE WITH THE END WITH THE BARRICADE TAPE ATTACHED DOWN.

STEP 2

ATTACH THE TOP EDGE OF THE FABRIC SHEETING WITH VINYL ADHESIVE TAPE.

2410700 S00061526159_V2

Angle-of-Attack Sensors - Cover Procedure
Figure 208/10-11-01-990-808 (Sheet 1 of 2)



STEP 3

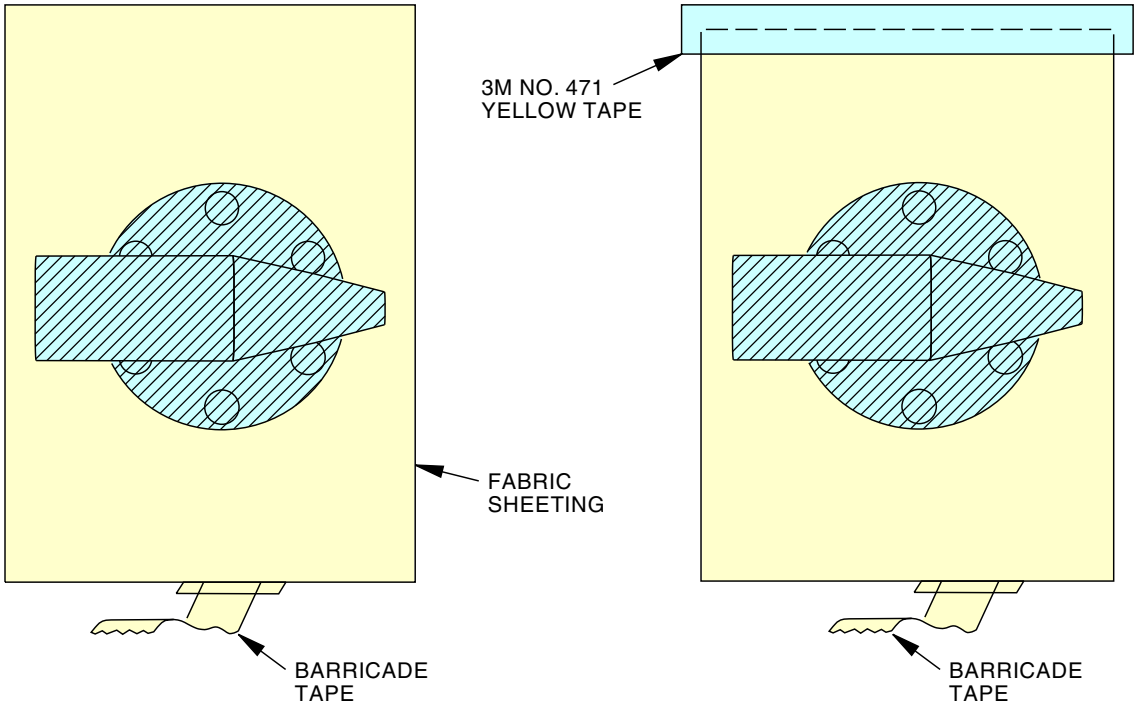
ATTACH THE FABRIC SHEETING WITH ONE PIECE OF VINYL TAPE ON EACH VERTICAL EDGE, OVERLAPPING THE HORIZONTAL PIECE OF TAPE WITH THE TWO VERTICAL PIECES OF TAPE.

STEP 4

ATTACH THE FABRIC SHEETING ON THE LOWER EDGE WITH ONE PIECE OF VINYL TAPE, OVERLAPPING EACH VERTICAL STRIP OF TAPE.

2410701 S00061526160_V2

Angle-of-Attack Sensors - Cover Procedure
Figure 208/10-11-01-990-808 (Sheet 2 of 2)

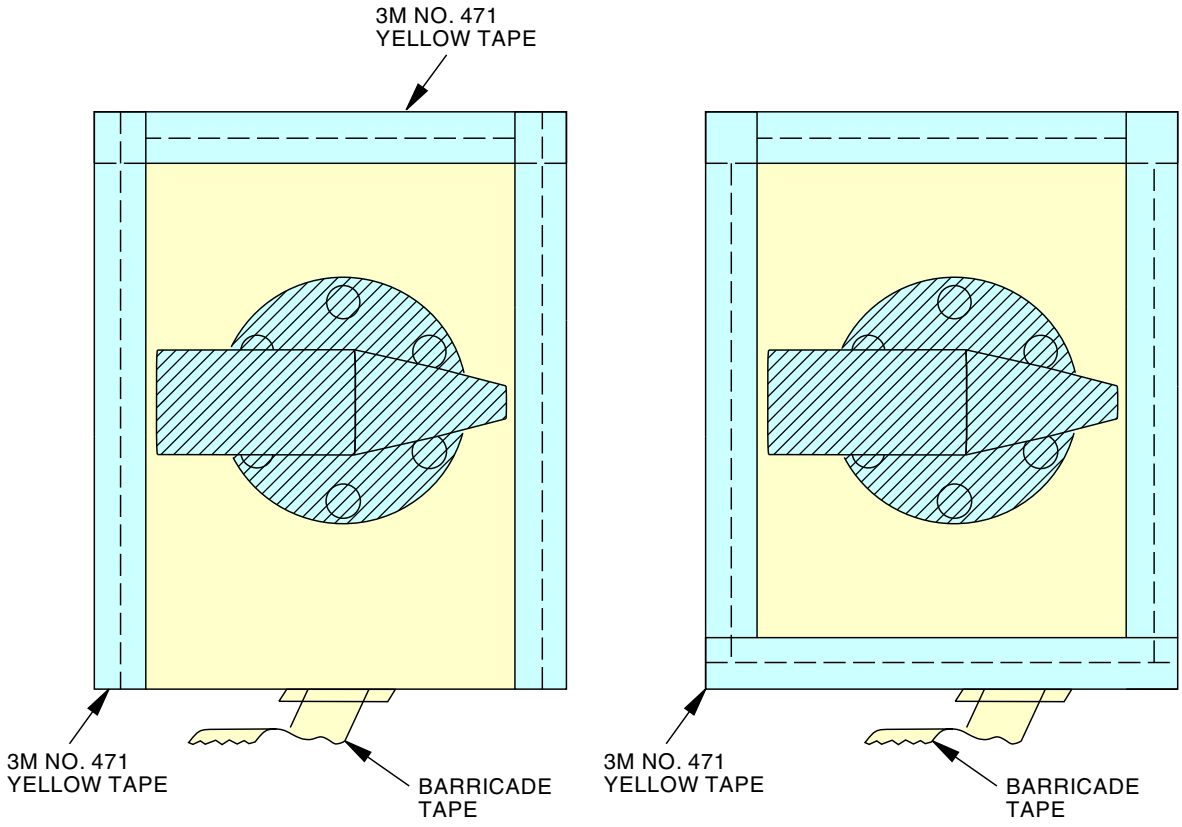


STEP 1
PUT THE FABRIC SHEETING OVER THE TAT PROBE VANE WITH THE END WITH THE BARRICADE TAPE ATTACHED DOWN.

STEP 2
ATTACH THE TOP EDGE OF THE FABRIC SHEETING WITH VINYL ADHESIVE TAPE.

2880306 S0000682438_V1

TAT Probe - Cover Procedure
Figure 209/10-11-01-990-809 (Sheet 1 of 2)



STEP 3
ATTACH THE FABRIC SHEETING WITH ONE PIECE OF VINYL TAPE ON EACH VERTICAL EDGE, OVERLAPPING THE HORIZONTAL AT THE TOP STRIP OF TAPE.

STEP 4
ATTACH THE FABRIC SHEETING ON THE LOWER EDGE WITH ONE PIECE OF VINYL TAPE, OVERLAPPING EACH VERTICAL STRIP OF TAPE.

2880316 S0000682439_V1

TAT Probe - Cover Procedure
Figure 209/10-11-01-990-809 (Sheet 2 of 2)

TASK 10-11-01-580-802

3. Return Airplane to Service After Parking

(Figure 204)

A. General

(1) This task gives the instructions to return the airplane back to service.

B. References

Reference	Title
05-51-27-210-801	Extreme Dust or Sand Conditional Inspection (P/B 201)
09-10-00-580-801	Nose Gear Maintenance Towing (P/B 201)
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-14-00-600-802	Potable Water Tank - Fill (P/B 301)
12-33-01-600-801	Cold Weather Maintenance Procedure (P/B 301)
24-31-11-400-801-002	Battery Installation (P/B 401)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-673	Cover - Static Port Part #: SPC-101 Supplier: 0P9C7
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6
COM-19183	Cover - Static Ports Part #: SPC-101 Supplier: 0P9C7 Part #: SPC-102 Supplier: 0P9C7

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
G02444	Tag - Red Paper, "STATIC PORTS COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G02447	Tag - Red Paper, "PITOT PROBES COVERED" - 3 inches (76.2 mm) Wide, 6 inches (152.4 mm) Long	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G51215	Tag - Red Paper, "ANGLE OF ATTACK COVERED" - 3 Inches (76.2 Mm) Wide, 6 Inches (152.4 Mm) Long	
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

E. Put the Airplane Back to Its Usual Condition

SUBTASK 10-11-01-630-003

WARNING MAKE SURE THAT YOU REMOVE ALL COVERS FROM PITOT PROBES. IF YOU DO NOT REMOVE PITOT PROBE COVERS BEFORE FLIGHT, THE PITOT PROBE COVERS CAN CAUSE INCORRECT AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

CAUTION MAKE SURE YOU REMOVE ALL PITOT-PROBE, STATIC-PORT, AND OTHER COVERS BEFORE YOU OPERATE THE ENGINES. IF THE COVERS ARE NOT REMOVED, THEY CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

(1) Remove the protective covers and plugs from these components:

(a) Pitot probes

(b) Alternate static ports

(c) Primary static ports

(d) Engine inlet, turbine exhaust, and fan exhaust

(e) Total Air Temperature (TAT) probe

(f) Angle of Attack (AOA) sensor.

SUBTASK 10-11-01-630-004

WARNING MAKE SURE THAT ALL BARRICADE TAPE, VINYL ADHESIVE TAPE, AND TAPE RESIDUE IS REMOVED FROM THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

CAUTION REMOVE ALL OF THE BARRICADE TAPE, AND VINYL ADHESIVE TAPE. DO NOT OPERATE THE ENGINES WITH THE COVERS ON. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

CAUTION REMOVE THE ADAPTER SLOWLY AND CAREFULLY. THE ADAPTER CAN CAUSE SCRATCHES ON THE STATIC PORT, WHICH CAN CAUSE FALSE ALTITUDE READINGS.

(2) Remove all of tape, G51576, adhesive, static test adapter, COM-1921, static port cover, COM-673, or static port cover, COM-19183, from all of the static ports.

SUBTASK 10-11-01-210-005

(3) Examine each static port for unwanted material.

SUBTASK 10-11-01-160-003

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(4) Remove the unwanted material from the area around each static port with solvent, B00316, (or equivalent) and a clean cotton cloth, G50316.

SUBTASK 10-11-01-100-002

(5) Remove all of the tape, G51576, adhesive tape from the AOA sensors.

SUBTASK 10-11-01-210-006

(6) Examine the AOA sensors for unwanted materials.

SUBTASK 10-11-01-160-004

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(7) Remove the unwanted material from the area around each AOA sensors with solvent, B00316, (or equivalent) and a clean cotton cloth, G50316.

SUBTASK 10-11-01-080-004

(8) Remove the "PITOT PROBES COVERED" tag, G02447, from the left control wheel in the flight deck.

SUBTASK 10-11-01-080-005

(9) Remove the "STATIC PORTS COVERED" tag, G02444, from the left control wheel in the flight deck.

SUBTASK 10-11-01-080-006

(10) Remove the "ANGLE OF ATTACK COVERED" tag, G51215, from the left control wheel in the flight deck.

SUBTASK 10-11-01-860-015

(11) Make sure that these circuit breakers are closed:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
D	8	C01946	PROBE AUTO HEAT CAPT
D	9	C01947	PROBE AUTO HEAT F/O

SUBTASK 10-11-01-860-016

(12) Remove the safety locks and close these circuit breakers:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-01-420-002

(13) Connect the main battery and auxiliary battery electrical connectors (TASK 24-31-11-400-801-002).

SUBTASK 10-11-01-410-003

(14) Make sure that the Electronic Equipment (EE) bay door is closed.

SUBTASK 10-11-01-210-007

(15) Do a check for water at the fuel tank sump drain valves as follows:

(a) If the fuel temperature is above 32°F (0°C), drain the fuel tank sumps to check for water.

(b) If the fuel temperature is 32°F (0°C) or below, do these steps:

1) Fill the tanks with warm fuel or tow the airplane to a warm hangar (TASK 12-11-00-650-803 or TASK 09-10-00-580-801).

2) Let the fuel temperature increase to above 32°F (0°C).

3) Drain the fuel tank sumps to check for water.

SUBTASK 10-11-01-660-002

(16) These requirements must be followed when adding fuel.

(a) Make sure that the fuel temperature is at least 6°F or 3°C above the fuel freeze point or -45.4°F (-43.0°C), whichever is higher. Refer to American Society for Testing and Materials (ASTM) D1655 specification to determine the freeze point.

NOTE: The fuel quantity indicator on the wing fuel station will indicate slowly or not show numbers in extreme cold conditions. Use an external fuel flow meter to show the amount of fuel added to the airplane.

(b) Use fuels that meet specification ASTM D1655 or GOST 10227.

(c) Use approved fuel additive, specification GOST 8313, Fluid I (also known as Fluid E).

NOTE: Fluid I can be used at a mixture of no more than 0.15 percent by volume.

NOTE: Adding an anti-icing fuel additive can help in the sumping of the fuel tanks.

SUBTASK 10-11-01-210-008

(17) In cold weather, make sure that there is no ice in the pitot probes or the static ports (TASK 12-33-01-600-801).

SUBTASK 10-11-01-620-011

(18) Prepare the Water and Waste for operation.

(a) For airplanes where the potable water system has been maintained by flush and fill every three days, do a qualitative taste test of the water.

(b) If it is necessary, clean the potable water system.

1) Do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

2) Do this task: Potable Water Tank - Fill, TASK 12-14-00-600-802.

SUBTASK 10-11-01-630-005

(19) If there is dust and sand accumulated on surface of airplane, do Extreme Dust or Sand Conditional Inspection, TASK 05-51-27-210-801.

——— END OF TASK ———

HIGH WIND CONDITIONS PARKING - MAINTENANCE PRACTICES

1. General

A. If you cannot move the airplane away from the areas of the high wind, follow this procedure:

(1) It is always recommended to move the airplane away from areas of expected high winds. If relocation is not possible, then store the airplane in a hangar, moor to outside anchors or use the Preferred Configuration of this procedure as the recommended options in order of minimum risk.

B. This procedure is for an airplane that has all of its weight on the landing gear (not lifted on jacks).

C. This procedure gives instruction to make sure that the airplane is stable on the ground and stays in its position when parked during high winds. It contains these two tasks:

(1) Prepare the Airplane to be Parked in High Winds (Preferred Configuration) – Handling. This is the preferred unmoored configuration. It relies on tire to ground friction and correct chock installation to make sure that the aircraft is stable on the ground during high winds.

(2) Prepare the Airplane to be Parked in High Winds (Alternative Configuration) - Handling. This is the alternative moored configuration and is recommended to be used if the preferred configuration is not possible or the aircraft is too light and the expected winds are too high.

D. It is recommended to examine engine covers frequently to prevent possible engine cover damage or blowing off.

(1) The interval for the inspection is up to your discretion.

E. When operational constraints make this procedure impractical, other special precautions may be recommended. In those situations, contact Boeing for guidance.

F. When ground stability is required for maximum winds above 65 knots (75 mph), contact Boeing for guidance.

G. Use the maximum winds data provided in the preferred un-moored configuration to add more ballast. This will provide more protection from high winds for moored aircraft.

TASK 10-11-03-580-801

2. Prepare the Airplane to be Parked in High Winds - Preferred Configuration

(Figure 201 or Figure 202 or Figure 203 or Figure 204, Figure 205 or Figure 206)

A. General

(1) If the winds will be above the Gross Weight (GW) and Center of Gravity (CG) levels, as given in (Figure 201 or Figure 202 or Figure 203 or Figure 204) or tables in (Figure 205 or Figure 206), then you must move the airplane away from the area. If you cannot move the airplane away from the area, follow the alternative configuration.

(2) The airplane is resistant to high velocity ground winds from all angles without mooring the airplane. The airplane structure and the weight of the airplane make it unnecessary to moor the airplane in some wind conditions.

(3) The type of ground surface that the airplane is parked on can change the airplane wind resistance on dry or wet surfaces. On wet surfaces the airplane side wind resistance will be less than on a dry surface. To decrease airplane movement, remove all snow or ice from the surface below the tires and chocks.

(4) To increase aircraft resistance to high winds, it is very important to prevent the nose gear from turning or castering. Make sure that you follow chocking installation procedures. If you do not, the aircraft will be at a high risk of yaw movement, weather-vaning or weather-cocking because of high winds.

B. References

Reference	Title
09-10-00-580-804	Airplane Towing in High Winds (P/B 201)
10-11-01-580-801	Airplane Parking (P/B 201)
10-11-05-500-801	Chock Installation Winds/Gusts Maximum 40 mph (35 Knots) (P/B 201)
10-11-05-500-802	Chock Installation in Winds More Than 35 Knots - Handling (P/B 201)
10-21-00-580-801	Airplane Mooring (P/B 201)
10-21-00-580-802	Airplane Mooring (Alternate Configuration) (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1501	Kit - Engine Cover Part #: JB-LEAP1B-6875-KT Supplier: 4VVY1
COM-1503	Cover - Probe, Pitot Part #: B737-415 Supplier: 1LE67 Part #: KPC3-480-325 Supplier: 0P9C7 Part #: PC737 Supplier: 3BSK6 Part #: PC757-01SB Supplier: 38002 Part #: PCDH8-400 Supplier: 3BSK6 Opt Part #: KPC4-480-325 Supplier: 0P9C7
COM-1519	Cover - Protective, Total Air Temperature Probe Part #: B737-420 Supplier: 1LE67 Part #: FTC-102 Supplier: 0P9C7 Part #: TAT102 Supplier: 3BSK6
COM-2499	Cover - Vane, Angle of Attack Part #: R/C-AOAC-2 Supplier: 0P9C7
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205
SPL-1518	Plug - Auxiliary Power Unit (APU) Part #: B737-277 Supplier: 1LE67 Part #: JB-BBJ-APU-K Supplier: 4VVY1 Part #: R10009-1 Supplier: 81205
SPL-14189	Protective Cover - AOA Vane Part #: AOA100 Supplier: 3BSK6 Part #: C10004-1 Supplier: 81205

(Continued)

Reference	Description
SPL-14650	Cover, Engine Inlet - LEAP 1B Part #: 892812 Supplier: SBK11 Part #: B737-104 Supplier: 1LE67 Part #: B737-153 Supplier: 1LE67 Part #: C10005-23 Supplier: 81205 Opt Part #: C10005-1 Supplier: 81205
SPL-18118	Plug - Air Intake, Ram Part #: B737-275 Supplier: 1LE67
SPL-18121	Plug - Bypass & Exhaust Part #: B737-258 Supplier: 1LE67

D. Location Zones

Zone	Area
700	Landing Gear and Landing Gear Doors

E. Prepare the Airplane to be Parked in High Winds

SUBTASK 10-11-03-840-001

WARNING MAKE SURE THAT YOU DO THIS PROCEDURE BEFORE HIGH WINDS OCCUR. THIS WILL PREVENT THE AIRPLANE FROM ACCIDENTAL MOVEMENT. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING MAKE SURE THAT YOU STAY AWAY FROM THE NOSE WHEELS WHEN YOU REMOVE THE TOWING LEVER LOCKPIN AND STREAMER. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do this task: Airplane Parking, TASK 10-11-01-580-801.

(a) If it is necessary, remove NLG towing lever pin, SPL-1499.

NOTE: Winds acting from the tail to nose are the most critical. When possible, point the nose of the airplane in the direction that the wind is usually from. When possible, park tail end to buildings or other infrastructure large enough to block winds acting toward the tail.

SUBTASK 10-11-03-970-001

(2) Use the recommended tire to ground friction values for wet or dry configurations, and for WITH and WITHOUT parking brakes set.

SUBTASK 10-11-03-840-002

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

(3) Refer to (Figure 201 or Figure 202 or Figure 203 or Figure 204) for permitted winds.

(a) If ice conditions exist or measured values for tire-to-ground friction coefficients are necessary, use actual tire-to-ground friction, the GW and CG, and (Figure 205 or Figure 206) to interpolate to maximum winds.

(b) Do these steps to check the maximum winds considerations and assumptions:

1) Make sure that the airplane GW and CG are within the limits for the anticipated wind gust velocity and tire-to-ground surface condition and that they are also within the Weight and Balance Manual (WBM) approved limits.
   a) Use different configurations of fuel in the tanks, and ballast in the lower cargo compartments.
   b) Use the WBM to calculate the correct load necessary to get to the specified target maximum winds.

(c) If wind speeds are below the one you identify as acceptable for parking the airplane, it is not necessary to moor the airplane.

(d) If using the maximum winds WITH parking brakes set, do the following steps:
1) Make sure that the chocks are installed and the nose gear chocks are attached to each other.
2) Obey to the maximum time limit the parking brakes are effective.
   a) If this is not possible and the WITHOUT parking brakes maximum winds are not sufficient, contact Boeing for guidance.

(e) If using the maximum winds WITHOUT parking brakes, do the following steps:
1) Make sure that the chocks are installed and the nose gear chocks are attached to each other.
2) To tow the airplane, do this task: Airplane Towing in High Winds, TASK 09-10-00-580-804.

(f) To increase the tire chock effectiveness, do the following:
1) Prevent the nose gear from turning
   a) Make sure that the nose gear chocks are safe
      <1> Make sure that the nose gear tires are in the neutral (zero-degree steering) position, with chocks installed forward and aft of the nose gear tires.
      <2> Attach together on inboard and outboard sides of the chocks to keep a positive connection with the nose gear tires.
      <3> If it is necessary, get approval from the Boeing to use other alternative procedures.
2) Where possible, make sure that the parking surface is flat, free of Foreign Object Damage (FOD), debris, ice, snow or other material that can decrease the friction between the chock and the parking surface.
3) Make sure that the bottom surface of the chock makes and maintains maximum contact with the parking surface.
4) Make sure that the tire chocks are in contact with the tires.
5) Use chocks that have engineered anti-slip/skid properties to increase friction between the chock, the tire, and the parking surface.
6) Make sure that the nose landing gear is in the zero-degree neutral position.
7) Make sure that the nose gear chocks are installed forward and aft of both nose gear tires, perpendicular to the direction of tire roll.

8) Make sure that the nose gear chocks are strap, lace or tied together on both the inboard and outboard sides of the chocks to make sure that they maximize contact with the nose gear tires and the parking surface.

NOTE: Use straps and strapping hardware rated to 200 lb (91 kg) or greater.

a) If load or fuel ballast is necessary, make sure that the chocks are installed and their location is approximately 2 in. (51 mm) away from the wheels.

b) Install the chocks to connect with the tires when the ballast loading is completed.

NOTE: If the chocks are near the wheels while ballast increases, the effectiveness of the chocks will decrease and the airplane resistance to high wind will also decrease.

(g) If measured values for tire-to-ground friction coefficients (μ) are not available, use the lower limit of the applicable limit friction bands (Table 201).

Table 201/10-11-03-993-801 Main and Nose Gear Tire-to-Ground Friction Coefficient

Surface Condition	WITH and WITHOUT Parking Brakes Set
Surface Conditions (Icy)	0.05 to 0.15
Surface Conditions (Wet)	0.4*[1] to 0.6
Surface Conditions (Dry)	0.6*[1] to 0.8

*[1] Maximum winds for these recommended tire-to-ground friction coefficients (μ) are provided in (Figure 201 or Figure 202 or Figure 203 or Figure 204). For other data points use (Figure 205 or Figure 206).

(h) Add the wind gusts to steady wind velocity for maximum wind speed.

(i) Decrease the wind limits to account for operational considerations or contaminated runways.

(j) Pay attention that a zero-ground slope is assumed

F. Park the Airplane in High Winds

SUBTASK 10-11-03-860-008

WARNING

WHEN YOU USE THE PARKING BRAKE TO PARK, THE RIGHT HYDRAULIC SYSTEM MUST INITIALLY BE FULLY PRESSURIZED, AND THE RIGHT HYDRAULIC SYSTEM MUST BE REPRESSURIZED AFTER EVERY 8 HOURS. WITHOUT THE RIGHT HYDRAULIC SYSTEM INITIALLY BEING FULLY PRESSURIZE AND REPRESSURIZED AFTER 8 HOURS THE AIRPLANE TIRE-TO-GROUND FRICTION COEFFICIENT WILL DECREASE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION

THE PARKING BRAKES WILL HAVE AN EFFECT FOR 8 HOURS AFTER THEY ARE SET. BEFORE THE 8 HOURS ARE DONE, YOU MUST RELEASE AND SET THE PARKING BRAKE AGAIN. THIS WILL MAKE SURE THERE IS SUFFICIENT HYDRAULIC PRESSURE. IF THERE IS NOT SUFFICIENT HYDRAULIC PRESSURE, THE AIRPLANE CAN MOVE AND CAUSE DAMAGE TO THE AIRPLANE.

(1) Set the parking brakes.

(a) Turn the battery switch to the ON position.

(b) Pressurize the hydraulic system B to 3000 ±150 psig (20,684 ±1034 kPa), do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

(c) Push the brake pedals and pull up the parking brake handle on the captain's control stand.

(d) Release the pressure on the brake pedals and release the parking brake handle.

(e) If the hydraulic system B is not necessary, do this task: Hydraulic System A or B Power Removal, TASK 29-11-00-860-805.

(f) If battery power is not necessary, turn the battery switch to the OFF position.

SUBTASK 10-11-03-860-009

(2) Set the parking brake again before 8 hours are up if the high wind conditions continue.

SUBTASK 10-11-03-480-005

(3) Install the wheel chocks.

(a) If applicable, do this task: Chock Installation Winds/Gusts Maximum 40 mph (35 Knots), TASK 10-11-05-500-801.

(b) If applicable, do this task:Chock Installation in Winds More Than 35 Knots - Handling, TASK 10-11-05-500-802.

SUBTASK 10-11-03-860-010

(4) Set the aerodynamic surfaces to neutral positions.

(a) Move the trailing edge flaps to the UP position to decrease lift (Retract the Trailing Edge Flaps, TASK 27-51-00-860-804).

(b) Move the leading edge of the Krueger flaps and slats (if applicable) to the UP position to decrease lift (Leading Edge Flaps and Slats Retraction, TASK 27-81-00-860-804).

(c) Stow the speed brakes to the retracted position.

(d) Set the stabilizer to 0°arc (0 rad) to the fuselage reference line.

(e) If you remove the power control units from the flight control surfaces, install the ground locks at the correct locations.

SUBTASK 10-11-03-480-006

(5) If you removed the engines, attach special blocks that are approximately equal to the weight of the engines.

NOTE: If special blocks are not available, it is serviceable to use different configurations of fuel in the fuel tanks and ballast in the lower cargo compartment(s) to get a stable airplane. Also, you can use the WBM to calculate the correct loads necessary to get the specified airplane conditions of weight and balance.

SUBTASK 10-11-03-580-002

(6) In an area with many airplanes that are close together, moor the airplane, do this task: Airplane Mooring, TASK 10-21-00-580-801 or Airplane Mooring (Alternate Configuration), TASK 10-21-00-580-802.

SUBTASK 10-11-03-580-003

(7) Close and latch all the external doors, hatches, and access panels.

SUBTASK 10-11-03-480-007

(8) Make sure that all the covers and plugs are held tightly in their positions.

(a) The pitot probe cover, pitot probe cover, COM-1503.

(b) The engine cover kit, kit, COM-1501 (preferred).

NOTE: It is recommended to inspect engine covers frequently to avoid potential engine cover damage or the cover blowing off.

(c) The engine inlet cover, cover, SPL-14650 (alternate).

(d) The engine exhaust plug, SPL-18121 (alternate).

NOTE: The exhaust plug, SPL-1821, installs to the exhaust and bypass of the engine.

NOTE: The engine exhaust cover, SPL-1517, and engine fan reverser plug, SPL-14648, are alternative covers to the exhaust plug, SPL-18121.

(e) The Total Air Temperature (TAT) probe cover, COM-1519.

(f) The angle of attack vane cover, COM-2499 (recommended), or AOA vane protective cover, SPL-14189 (alternate).

(g) The APU plug, SPL-1518.

(h) The ram air inlet ram plug, SPL-18118.

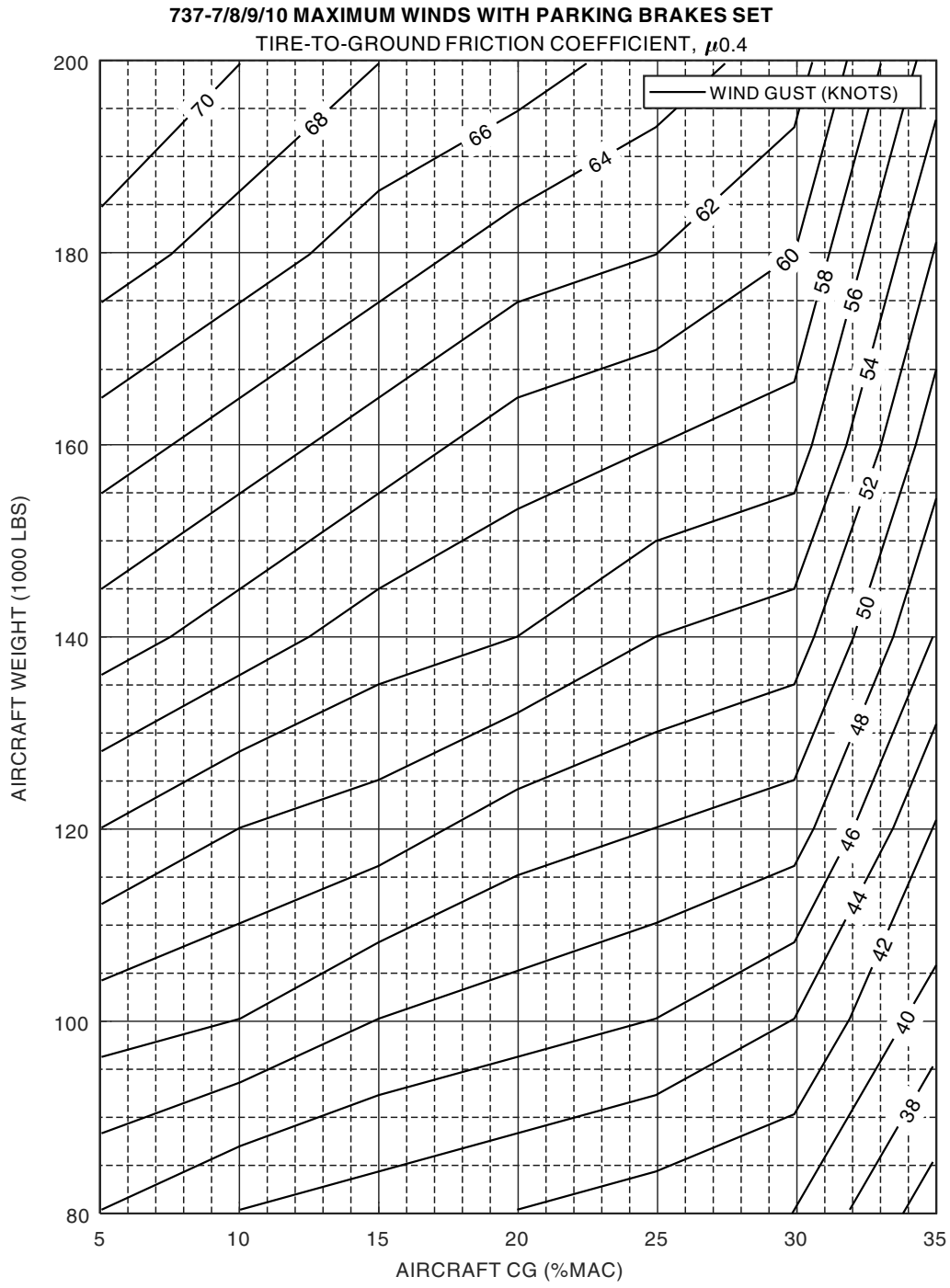
(i) Covers on all other openings, including vents and scoops.

SUBTASK 10-11-03-080-002

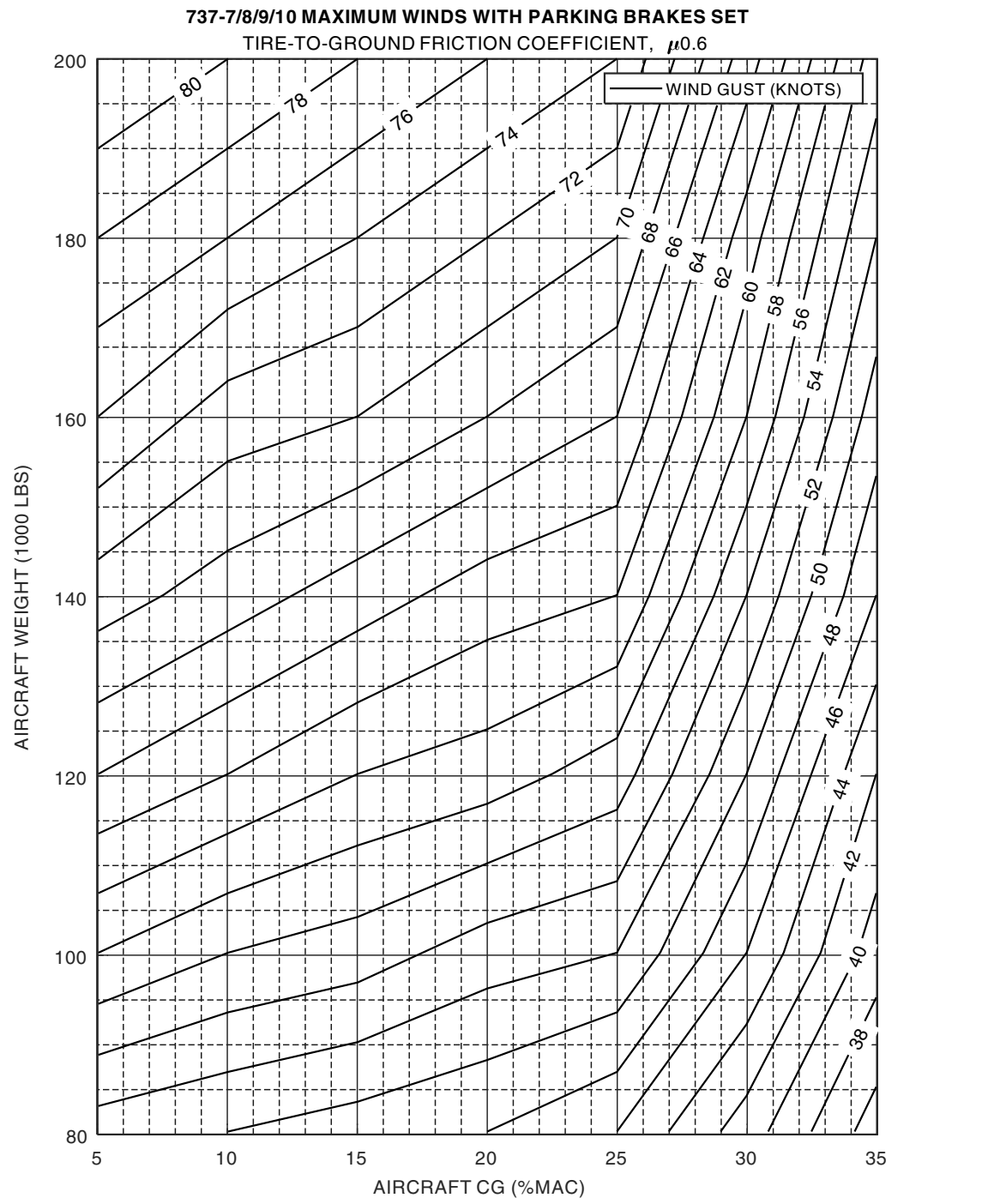
(9) Remove all the stands and movable objects from the area.

NOTE: The area up the wind of the airplane is the most important area to keep clean.

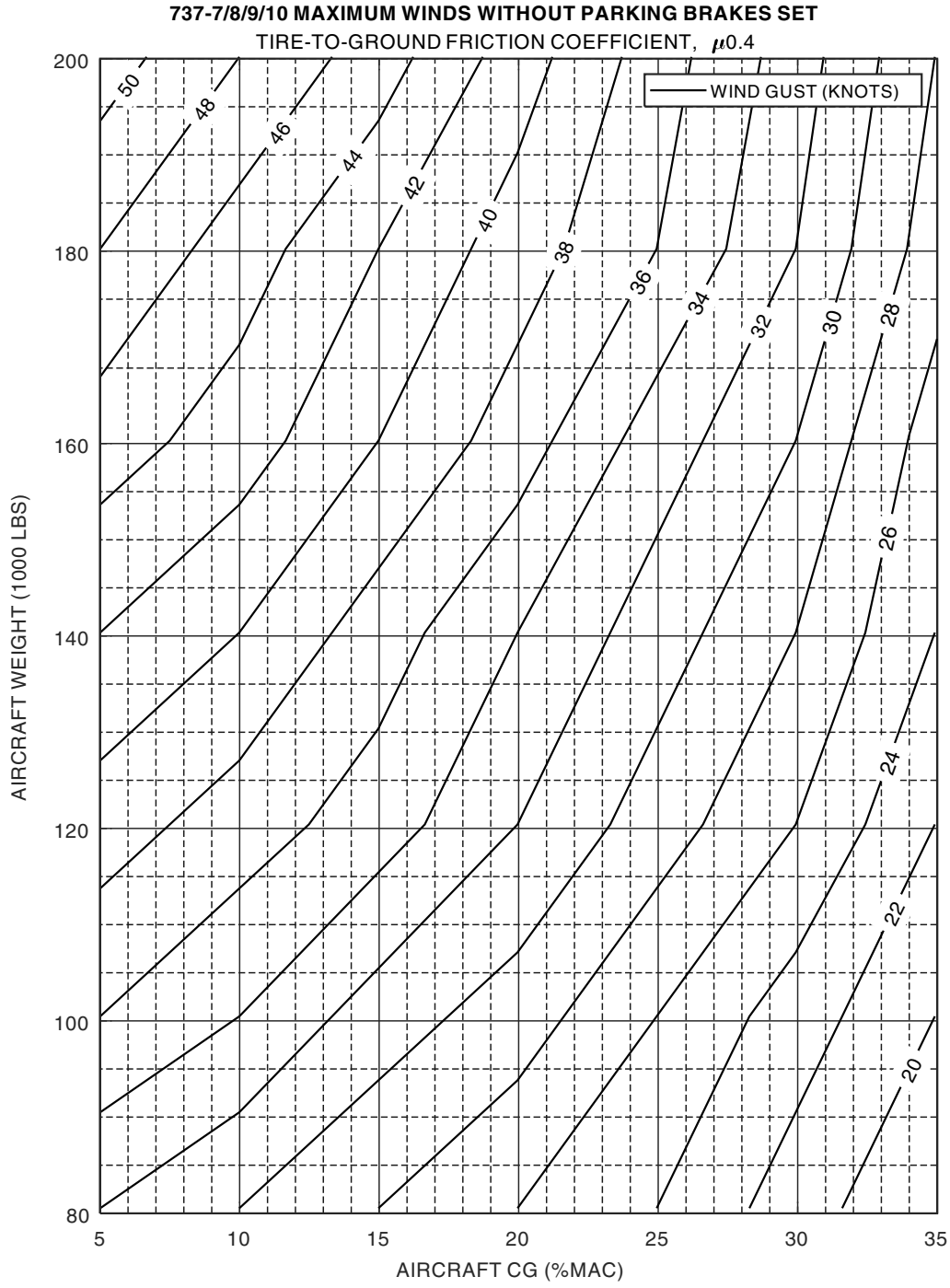
——— END OF TASK ———



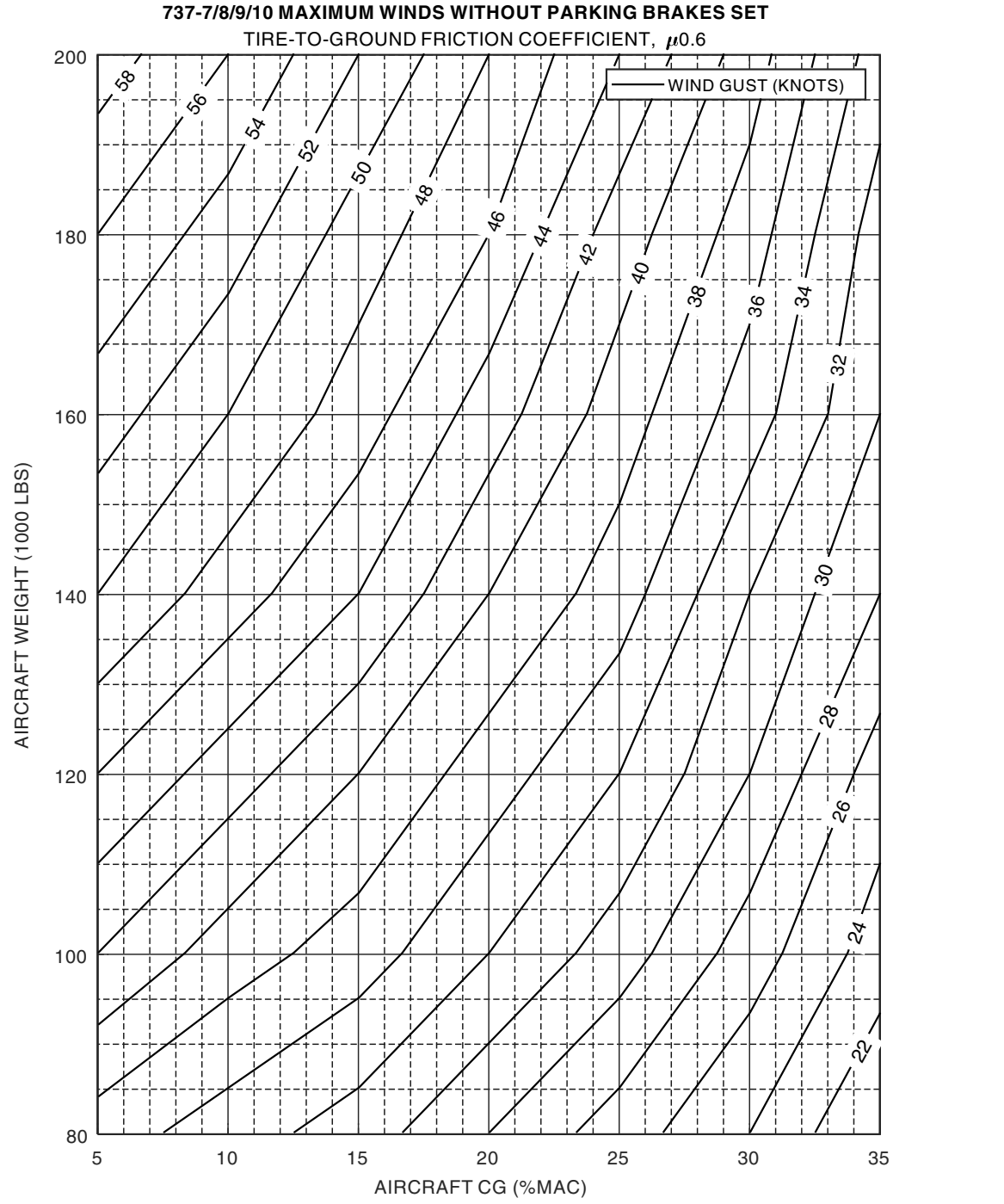
737MAX WITH Parking Brakes Set for Recommended Wet Tire to Ground Friction
Figure 201/10-11-03-990-803



737MAX WITH Parking Brakes Set for Recommended Dry Tire to Ground Friction
Figure 202/10-11-03-990-804



737MAX WITHOUT Parking Brakes Set for Recommended Wet Tire to Ground Friction
Figure 203/10-11-03-990-805



737MAX WITHOUT Parking Brakes Set for Recommended Dry Tire to Ground Friction
Figure 204/10-11-03-990-806

TABLE KEY AND UNITS

MU	CG	CG	CG	CG	CG	CG	CG
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW

MU - TIRE TO GROUND FRICTION
CG - CENTER OF GRAVITY IN %MAC.
GW - GROSS WEIGHT IN 1000 LBS
MW - MAXIMUM WINDS IN KNOTS

0.1	5	10	15	20	25	30	35
80	26	25	24	24	23	22	22
100	30	28	27	26	26	25	24
120	32	31	30	29	28	27	27
140	35	34	32	31	31	30	29
160	37	36	35	34	33	32	31
180	40	38	37	36	35	34	33
200	42	40	39	38	37	36	35

0.2	5	10	15	20	25	30	35
80	36	34	33	32	31	30	30
100	40	38	37	36	35	34	33
120	44	42	41	39	38	37	36
140	47	45	44	43	41	40	39
160	50	49	47	46	44	43	42
180	54	52	50	48	47	46	45
200	56	54	53	51	50	48	47

0.3	5	10	15	20	25	30	35
80	42	40	39	38	37	36	35
100	47	45	43	42	41	40	39
120	51	49	48	46	45	44	42
140	55	53	51	50	49	47	46
160	59	57	55	54	52	51	49
180	63	60	58	57	55	54	52
200	66	64	62	60	58	57	55

0.4	5	10	15	20	25	30	35
80	46	44	43	42	41	40	35
100	51	50	48	47	46	44	39
120	56	54	53	51	50	49	42
140	61	59	57	56	54	53	46
160	65	63	61	59	58	57	49
180	69	67	65	63	62	60	52
200	73	70	68	67	65	63	55

0.5	5	10	15	20	25	30	35
80	49	48	46	45	44	41	35
100	55	53	52	50	49	46	39
120	61	59	57	55	54	50	42
140	65	63	61	60	58	54	46
160	70	68	66	64	63	58	49
180	74	72	70	68	66	61	52
200	78	76	74	72	70	65	55

0.6	5	10	15	20	25	30	35
80	51	50	49	48	46	41	35
100	58	56	55	53	52	46	39
120	64	62	60	59	57	50	42
140	69	67	65	63	62	54	46
160	74	71	70	68	66	58	49
180	78	76	74	72	70	61	52
200	82	80	78	76	74	65	55

0.7	5	10	15	20	25	30	35
80	52	52	50	49	47	41	35
100	58	58	57	55	52	46	39
120	64	64	62	61	57	50	42
140	70	69	67	66	62	54	46
160	75	74	72	70	66	58	49
180	80	79	77	75	70	61	52
200	85	83	81	79	74	65	55

0.8	5	10	15	20	25	30	35
80	52	53	52	51	47	41	35
100	58	59	58	57	52	46	39
120	64	66	64	63	57	50	42
140	70	71	69	68	62	54	46
160	75	76	74	72	66	58	49
180	80	81	79	77	70	61	52
200	85	85	83	81	74	65	55

3044153 S0000811206_V1

737MAX Maximum Winds WITH Parking Brakes Set (Data for Interpolation)
Figure 205/10-11-03-990-807

TABLE KEY AND UNITS

MU	CG	CG	CG	CG	CG	CG	CG
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW
GW	MW	MW	MW	MW	MW	MW	MW

MU - TIRE TO GROUND FRICTION
CG - CENTER OF GRAVITY IN %MAC.
GW - GROSS WEIGHT IN 1000 LBS
MW - MAXIMUM WINDS IN KNOTS

0.1	5	10	15	20	25	30	35
80	17	16	15	14	13	11	9
100	19	18	17	16	14	12	11
120	21	20	19	17	16	14	12
140	23	21	20	18	17	15	13
160	24	23	21	20	18	16	14
180	26	24	23	21	19	17	14
200	27	26	24	22	20	18	15

0.2	5	10	15	20	25	30	35
80	24	22	21	19	17	15	13
100	27	25	23	22	20	17	15
120	29	27	26	24	21	19	16
140	32	30	28	26	23	21	18
160	34	32	30	27	25	22	19
180	36	34	31	29	26	23	20
200	38	36	33	31	28	25	21

0.3	5	10	15	20	25	30	35
80	28	27	25	23	21	18	16
100	32	30	28	26	23	21	18
120	35	33	31	28	26	23	19
140	38	35	33	31	28	25	21
160	40	38	35	33	30	26	22
180	43	40	38	35	32	28	24
200	45	42	40	37	33	30	25

0.4	5	10	15	20	25	30	35
80	32	30	28	26	24	21	18
100	36	34	31	29	26	23	20
120	39	37	35	32	29	26	22
140	42	40	37	34	31	28	24
160	45	43	40	37	33	30	25
180	48	45	42	39	36	32	27
200	51	48	45	41	37	33	28

0.5	5	10	15	20	25	30	35
80	35	33	31	28	26	23	19
100	39	37	34	32	29	25	22
120	43	40	38	35	32	28	24
140	46	44	41	38	34	30	26
160	50	47	44	40	37	32	28
180	53	49	46	43	39	34	29
200	55	52	49	45	41	36	31

0.6	5	10	15	20	25	30	35
80	37	35	33	30	27	24	20
100	42	39	37	34	31	27	23
120	46	43	40	37	34	30	25
140	50	47	44	40	37	32	28
160	53	50	47	43	39	35	30
180	56	53	49	46	41	37	31
200	59	56	52	48	44	39	33

0.7	5	10	15	20	25	30	35
80	40	37	35	32	29	26	22
100	44	42	39	36	33	29	24
120	49	46	43	39	36	32	27
140	52	49	46	43	39	34	29
160	56	53	49	45	41	37	31
180	59	56	52	48	44	39	33
200	63	59	55	51	46	41	35

0.8	5	10	15	20	25	30	35
80	41	39	36	34	30	27	23
100	46	44	41	38	34	30	25
120	51	48	45	41	37	33	28
140	55	52	48	44	40	36	30
160	59	55	52	48	43	38	33
180	62	59	55	50	46	41	35
200	66	62	58	53	48	43	37

3044171 S0000811211_V1

737MAX Maximum Winds WITHOUT Parking Brakes Set (Data for Interpolation)
Figure 206/10-11-03-990-808

TASK 10-11-03-580-802

3. Prepare the Airplane to be Parked in High Winds - Alternative Configuration

(Figure 201 or Figure 202 or Figure 203 or Figure 204, Figure 205 or Figure 206)

A. General

(1) This task give the instructions for parking if the airplane is too light and the expected winds are too high.

(2) The airplane is made to be resistant to high velocity ground winds from all angles without mooring. However, when airplane configuration maximum winds according to (Figure 201 or Figure 202 or Figure 203 or Figure 204) are below the expected high wind conditions, it is recommended to move the airplane to a safe location. If the airplane cannot be moved, moor and secure the airplane.

B. References

Reference	Title
10-21-00-580-801	Airplane Mooring (P/B 201)
10-21-00-580-802	Airplane Mooring (Alternate Configuration) (P/B 201)

C. Prepare the Airplane to be Parked in High Winds - Alternative Configuration

SUBTASK 10-11-03-840-004

WARNING MAKE SURE THAT YOU DO THIS PROCEDURE BEFORE HIGH WINDS OCCUR. THIS WILL PREVENT THE AIRPLANE FROM ACCIDENTAL MOVEMENT. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Moor and secure the airplane as follows:

(a) Do this task: Airplane Mooring, TASK 10-21-00-580-801 or Airplane Mooring (Alternate Configuration), TASK 10-21-00-580-802

——— END OF TASK ———

PARKING WITH ENGINES REMOVED - MAINTENANCE PRACTICES

1. General

A. This procedure has this task:

(1) Airplane parking with removed engines.

TASK 10-11-04-580-801

2. Park the Airplane with the Engines Removed

(Figure 201)

A. General

(1) When one or both engines are removed, use the chart of the universal aft stability limit to calculate the Center of Gravity (CG) after engine removal.

NOTE: When it is necessary, use accepted weight and balance procedures to keep the airplane center of gravity at the forward limit.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-13526	Ballast - Engine Weight Part #: C10014-1 Supplier: 81205

D. Location Zones

Zone	Area
100	Lower Half of Fuselage
200	Upper Half of Fuselage

E. Park the Airplane with the Engines Removed

SUBTASK 10-11-04-840-001

(1) Use a ballast, SPL-13526, to apply ballast that is necessary during the engine removal and installation.

SUBTASK 10-11-04-860-001

CAUTION

MAKE SURE THAT THE CENTER OF GRAVITY STAYS IN PERMITTED LIMITS. IF THE CENTER OF GRAVITY MOVES TOO FAR AFT, THE AIRPLANE COULD FALL ON ITS TAIL. IF YOU DO NOT OBEY, DAMAGE TO THE STRUCTURE OF THE AIRPLANE CAN OCCUR.

(2) Make sure that the airplane center of gravity is at the forward limit.

(a) Use the chart of the universal aft stability limit to calculate the CG after engine removal (Figure 201).

SUBTASK 10-11-04-550-001

(3) Do these steps to prepare the pylons of the aircraft for storage:

(a) Cap and stow all fuel lines, hydraulic lines and wire bundles.

(b) Cover exposed metal surfaces on the pylon with a moisture barrier.

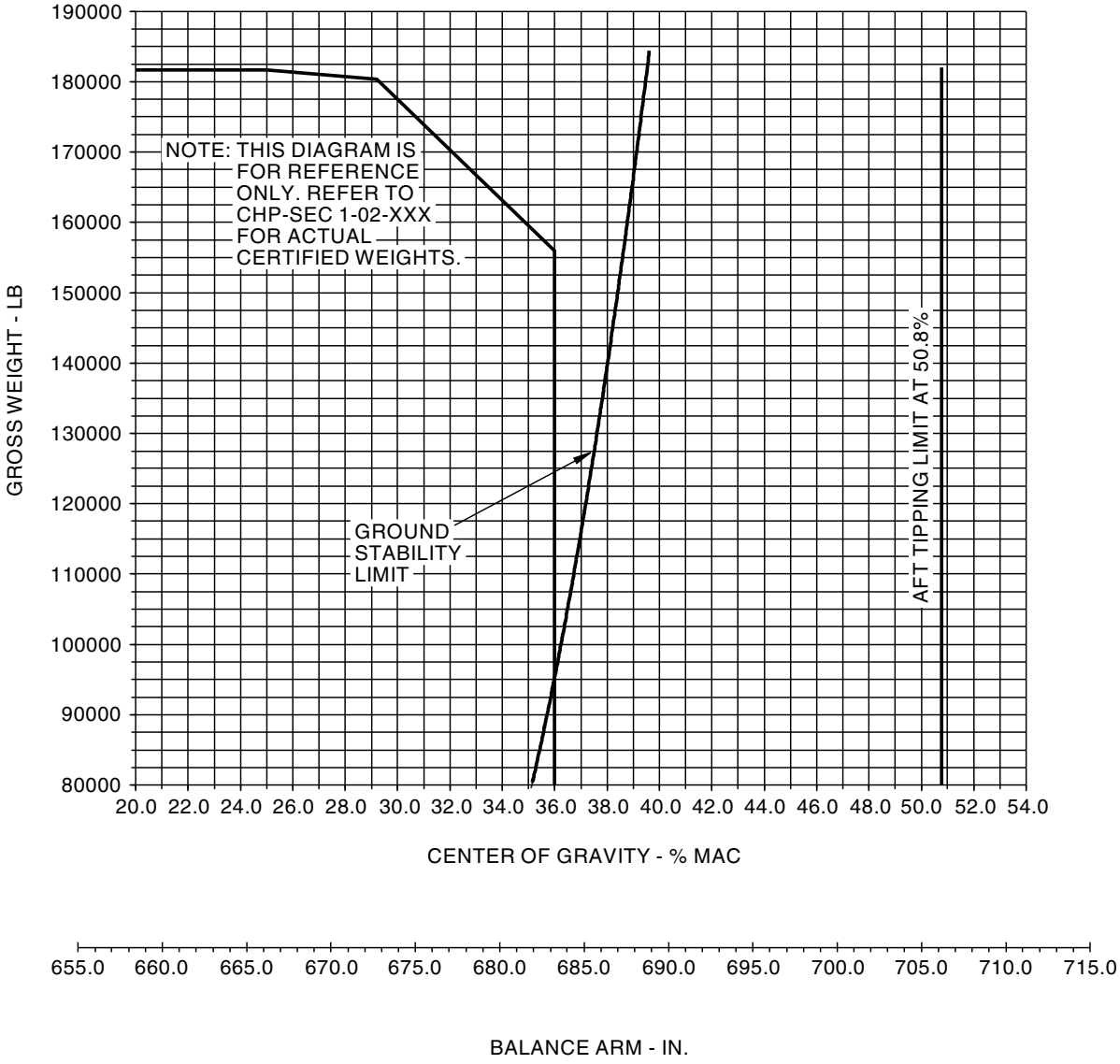
(c) Provide suitable drains in the moisture barrier to make sure water drains.

(d) Use a desiccant in the moisture barrier to keep a low humidity around the pylon.

SUBTASK 10-11-04-580-001

(4) Do this task: Airplane Parking, TASK 10-11-01-580-801.

——— END OF TASK ———



3018986 S0000791309_V1

Airplane Center of Gravity Limitations
Figure 201/10-11-04-990-801

CHOCK INSTALLATION

1. General

A. This procedure has three tasks:

(1) Chock installation winds/gusts maximum of 40 mph (35 knots)

(2) Chock installation winds/gusts more than 40 mph (35 knots)

(3) Chock installation during engine operation.

TASK 10-11-05-500-801

2. Chock Installation Winds/Gusts Maximum 40 mph (35 Knots)

(Figure 201)

A. General

(1) This task is for the installation of the wheel chock, COM-1505, in winds/gusts up to a maximum of 40 mph (35 knots).

(2) If you will not do engine operation, it is not necessary to install wheel chocks on the nose gear.

(3) If you install wheel chocks on the nose landing gear, deactivate the nose landing gear steering system (TASK 10-11-05-500-802).

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 19CAL455 - Type 1 Supplier: $1329 Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: ALPHACHOCKS MID Supplier: 6X2T Part #: W86 Supplier: 3XZM7 Part #: W88 Supplier: 3XZM7 Opt Part #: W92 Supplier: 9L752

C. Location Zones

Zone	Area
713	Nose Landing Gear
734	Left Main Landing Gear
744	Right Main Landing Gear

D. Chock Installation Winds/Gusts Maximum 40 mph (35 Knots)

SUBTASK 10-11-05-580-001

(1) Put the wheel chock, COM-1505 forward and aft of the inboard (or outboard) set of tires of each main landing gear.

NOTE: It is not mandatory to install wheel chock sets on both the inboard and the outboard wheels. One set of wheel chocks is sufficient unless the maintenance instructions for a specific procedure ask to install both.

(a) If the ramp does not have a slope, install the wheel chocks as follows:

1) Install the forward and aft main gear wheel chock, COM-1505, approximately 2 in. (51 mm) from the tires.

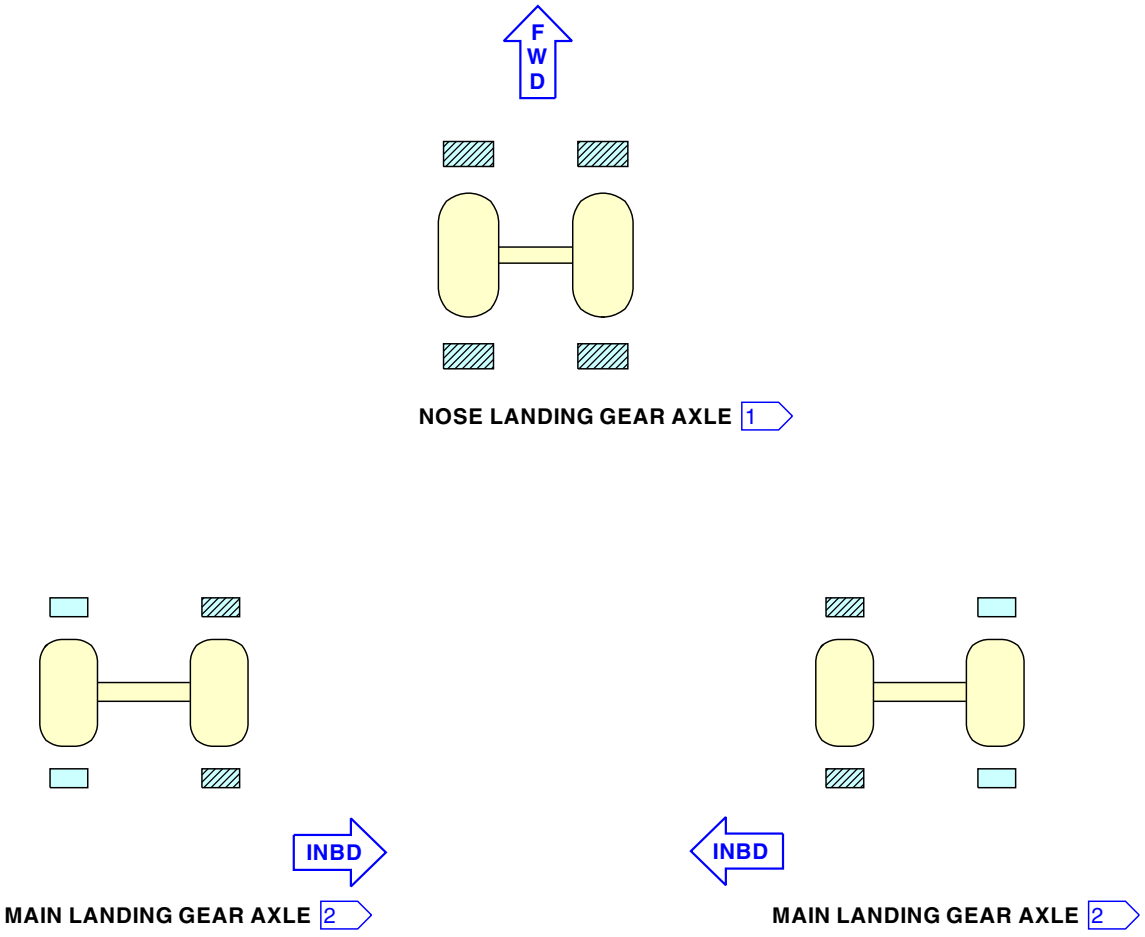
NOTE: If cargo is added to the airplane, the weight of the cargo can move the airplane. If the chocks are too near to the tires, it will not be easy to remove the wheel chocks.

(b) If the ramp has a slope, install the wheel chocks as follows:

1) Put the wheel chock, COM-1505, on the downslope end of the main landing gear such that they touch the tires.

2) Put the wheel chock, COM-1505, on the opposite end of the main landing gear approximately 2 in. (51 mm) from the tires.

——— END OF TASK ———



LEGEND:

RECOMMENDED CHOCKS

OPTIONAL CHOCKS

1 OPTIONAL TO CHOCK THE NOSE LANDING GEAR TIRES.

2 CHOCK THE FORWARD AND AFT TIRES ON EITHER THE INBOARD (OR OUTBOARD) SIDE OF EACH MAIN LANDING GEAR AXLE.

2410704 S00061526169_V1

Chock Installation Winds/Gusts Maximum 40 mph (35 knots)
Figure 201/10-11-05-990-801

TASK 10-11-05-500-802

3. Chock Installation in Winds More Than 35 Knots - Handling

Figure 202 and Figure 203

A. General

(1) This procedure has the instructions for chock installation when the winds/gusts are more than 35 knots (40 mph) (65 km/hr).

B. References

Reference	Title
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 19CAL455 - Type 1 Supplier: $1329 Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: ALPHACHOCKS MID Supplier: 6X2T Part #: W86 Supplier: 3XZM7 Part #: W88 Supplier: 3XZM7 Opt Part #: W92 Supplier: 9L752
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205

D. Location Zones

Zone	Area
713	Nose Landing Gear
734	Left Main Landing Gear
744	Right Main Landing Gear

E. Chock Installation Winds/Gusts More Than 35 knots (40 mph) (65 km/hr)

SUBTASK 10-11-05-580-002

(1) If the Nose Landing Gear (NLG) is turned, move it to 0°arc (0 rad) neutral position.

SUBTASK 10-11-05-480-001

(2) If the torsion links are disconnected, connect them again.

(a) Do this Task: Nose Landing Gear Torsion Link Connection, TASK 32-21-31-400-803.

SUBTASK 10-11-05-480-002

WARNING MAKE SURE THAT YOU STAY AWAY FROM THE NOSE WHEELS WHEN YOU REMOVE THE TOWING LEVER LOCKPIN AND STREAMER. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) If it is necessary, remove NLG towing lever pin, SPL-1499.

SUBTASK 10-11-05-480-003

(4) Put the wheel chocks, COM-1505, forward and aft of the inboard and outboard set of tires on each main landing gear.

(a) If the ramp does not slope, do the steps as follows:

1) Put the wheel chocks, COM-1505 of the main landing gear approximately 2 in. (51 mm) from the tires.

2) If required, load the airplane.

3) Move the wheel chocks, COM-1505 to contact them with the tires.

NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks if you install them nearer to the tire. If the wheel chocks are too close to the wheels while adding ballast, the wheel chock effectiveness will be reduced.

(b) If the ramp slopes, do the steps as follows:

1) Put the wheel chocks, COM-1505 that are down from the main landing gear tires such that they touch the tires.

2) Put the wheel chocks, COM-1505 up from the main landing gear tires approximately 2 in. (51 mm) from the tires.

3) If required, load the airplane.

4) Move the wheel chocks, COM-1505 to contact them with the tires.

NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks if you install them nearer to the tire. If the wheel chocks are too close to the wheels while adding ballast, the wheel chock effectiveness will be reduced.

SUBTASK 10-11-05-480-007

(5) Put the wheel chocks, COM-1505 forward and aft of the tires on the nose landing gear.

(a) If the ramp does not slope, do the following steps:

1) Put the wheel chocks, COM-1505 of the nose landing gear approximately 2 in. (51 mm) from the tires.

2) If required, load the airplane.

3) Move the wheel chocks, COM-1505 to contact them with the tires.

NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks if you install them nearer to the tire. If the wheel chocks are too close to the wheels while adding ballast, the wheel chock effectiveness will be reduced.

(b) If the ramp slopes, do the following steps:

1) Put the wheel chocks, COM-1505 that are down from the nose landing gear tires such that they touch the tires.

2) Put the wheel chocks, COM-1505 up from the nose landing gear tires approximately 2 in. (51 mm) from the tires.

3) If required, load the airplane.

4) Move the wheel chocks, COM-1505 to contact them with the tires.

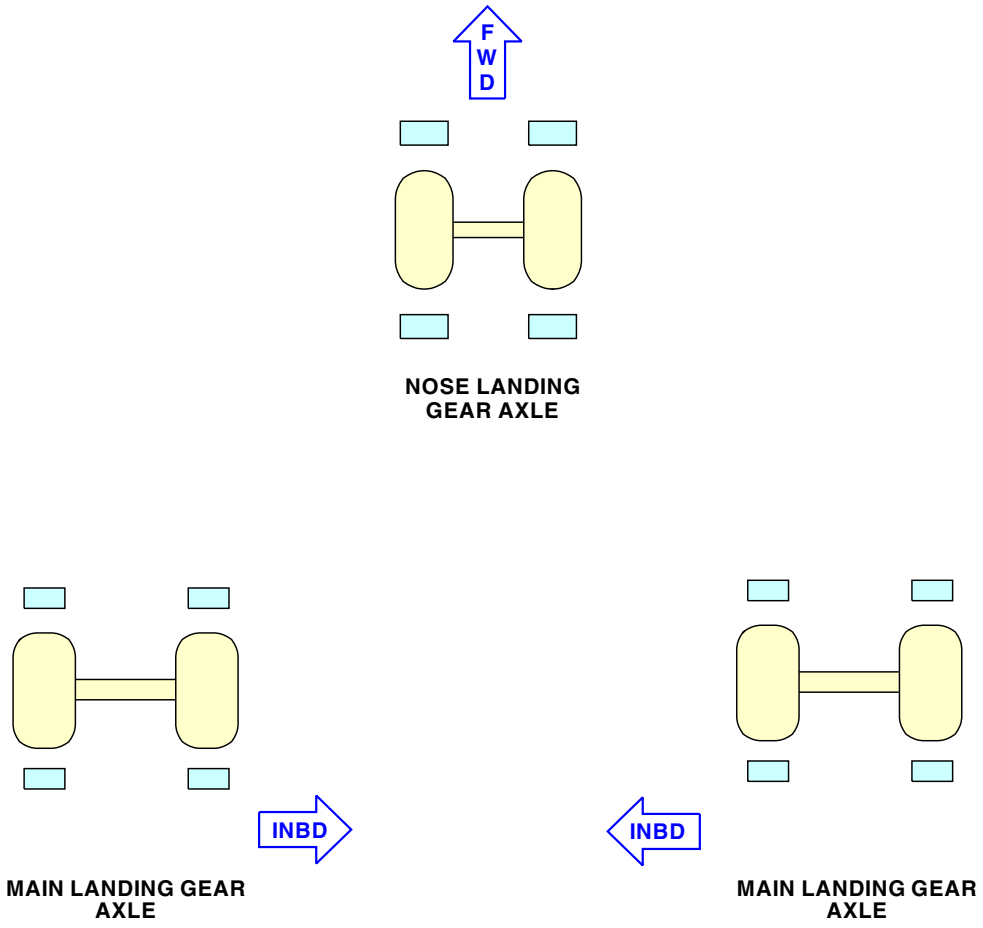
NOTE: When a load is added to the airplane, the tires can prevent the removal of the wheel chocks if you install them nearer to the tire. If the wheel chocks are too close to the wheels while adding ballast, the wheel chock effectiveness will be reduced.

(c) Strap, lace or tied together on both the inboard and outboard sides of the wheel chock, COM-1505 to make sure that they maximize contact with the nose gear tires and the parking surface Figure 203.

NOTE: Use straps and strapping hardware rated to 200 lb (91 kg) or greater.

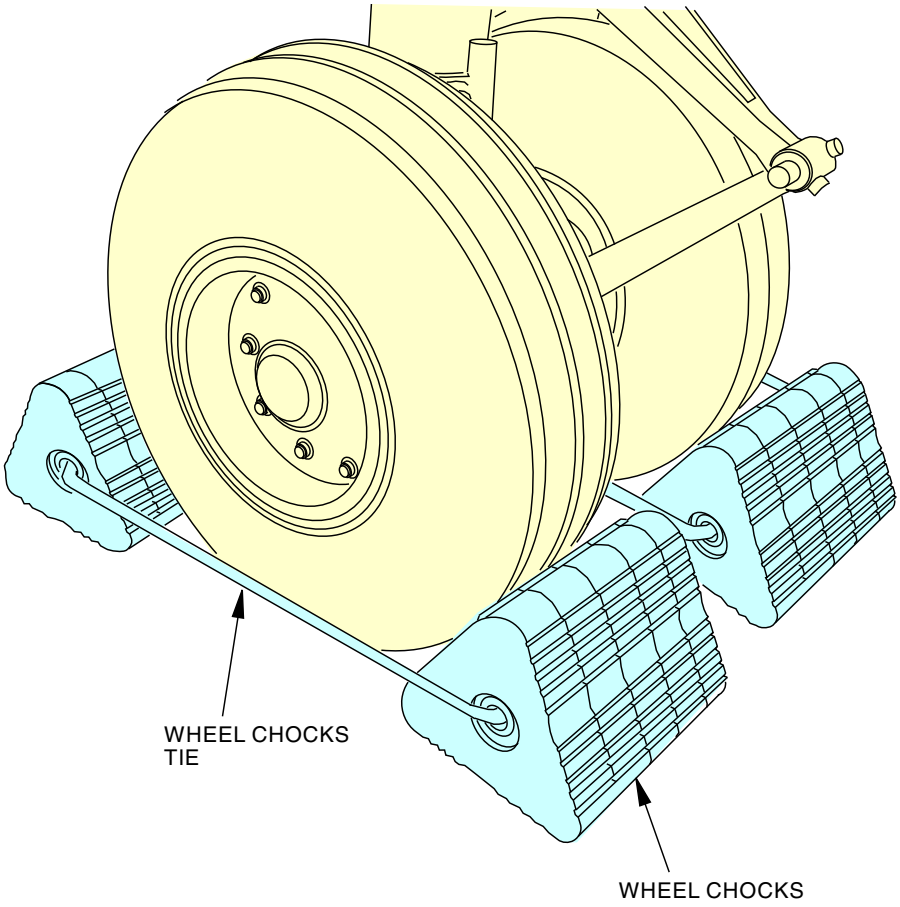
1) Use the wheel chocks tie.

——— END OF TASK ———



2410705 S00061526171_V1

Chock Installation Winds/Gusts More Than 40 mph (35 knots)
Figure 202/10-11-05-990-802



(EXAMPLE)

3044143 S0000811219_V1

Nose Wheel Chocks Installations for Winds More than 35 knots (Example Schematic)
Figure 203/10-11-05-990-804

TASK 10-11-05-480-801

4. Chock Installation During Engine Operation

(Figure 204)

A. General

(1) This task is for the installation of the chocks during engine operation.

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 19CAL455 - Type 1 Supplier: $1329 Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: ALPHACHOCKS MID Supplier: 6X2T Part #: W86 Supplier: 3XZM7 Part #: W88 Supplier: 3XZM7 Opt Part #: W92 Supplier: 9L752
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205

C. Location Zones

Zone	Area
713	Nose Landing Gear
734	Left Main Landing Gear
744	Right Main Landing Gear

D. Chock Installation During Engine Operation

SUBTASK 10-11-05-040-003

(1) Deactivate the nose landing gear steering system as follows:

(a) Make sure that the Nose Landing Gear (NLG) is centered with the wheels pointing forward.

(b) Move the towing lever on the nose landing gear to the TOW (forward) position.

NOTE: This isolates the nose gear steering system from hydraulic power.

WARNING USE THE CORRECT PIN FOR THE AIRPLANE MODEL. IF YOU USE AN INCORRECT PIN, THE HYDRAULIC STEERING CAN OPERATE. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(c) Install the NLG towing lever pin, SPL-1499, to lock the towing lever.

SUBTASK 10-11-05-480-006

(2) Install the wheel chock, COM-1505, on the nose and the main landing gear as follows:

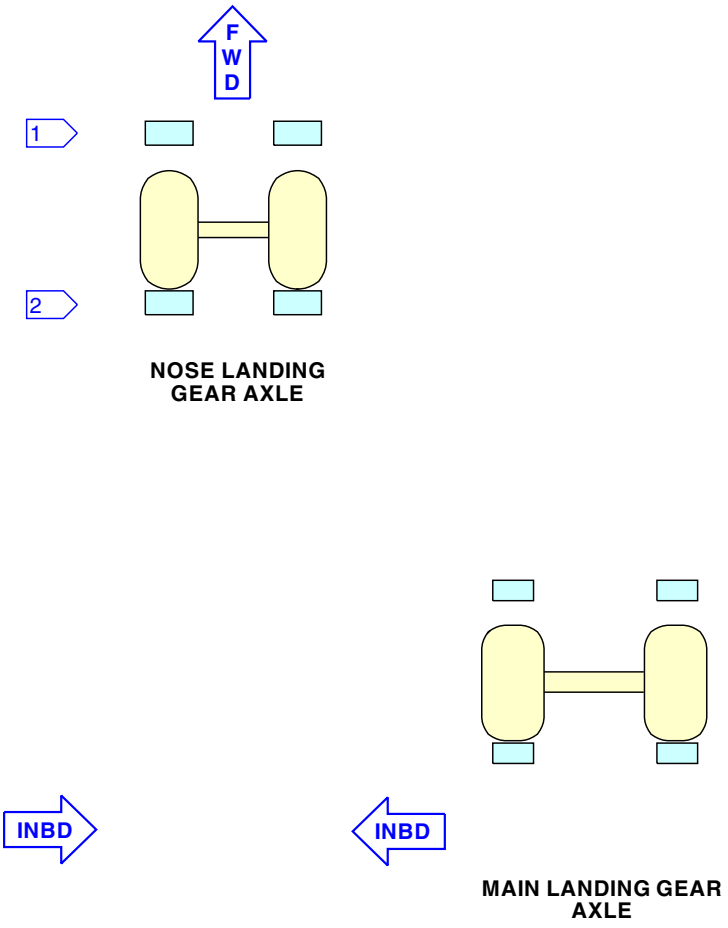
NOTE: With the parking brakes set and wheel chocks installed, engine operation at high thrust, can move the airplane. The airplane can go above the wheel chocks. The airplane can move in a skid. A skid is a horizontal movement on the ground with the wheels locked. Reducing the thrust will stop the skid.

(a) Put all forward wheel chocks 6 in. (152 mm) to 12 in. (305 mm) in front of the tires.

(b) Put all aft wheel chocks immediately behind the wheels, but not touch the tires.

(c) Make sure that you remove the NLG towing lever pin, SPL-1499, after you install the chocks.

——— END OF TASK ———



1 POSITION ALL FORWARD CHOCKS 6 IN. (152 mm) TO 12 IN. (305 mm) IN FRONT OF THE TIRES

2 POSITION ALL AFT CHOCKS IMMEDIATELY BEHIND THE WHEELS BUT NOT TOUCH THE TIRES

2824958 S0000654178_V1

Chock Installation for Engine Operation
Figure 204/10-11-05-990-803

ACTIVE STORAGE - MAINTENANCE PRACTICES

1. General

A. During Active Storage, aircraft systems are visited frequently for inspection, operation, engine runs, etc. to minimize the work required to restore the airplane to flight ready status.

B. Day one of Active Storage is the day that Preparation for Active Storage for up to 60 Days, TASK 10-11-07-600-802 or Preparation for Active Storage, TASK 10-11-07-600-801 is started.

C. This procedure contains these tasks:

- Prepare for Active Storage for up to 60 Days
- Prepare for Active Storage
- Service and Protection on 7 Day (1 Week) Cycle
- Service and Protection on 14 Day (2 Week) Cycle
- Service and Protection on 30 Day (1 Month) Cycle
- Service and Protection on 365 Day (1 Year) Cycle
- Put the Airplane Back to a Serviceable Condition after Storage of up to 60 Days.
- Put the Airplane Back to a Serviceable Condition after Storage.

D. The parking and storage clock continues from the day since the last flight during maintenance work.

E. Service and Protection cycles that cannot be completed while maintenance is done can stop. It is required to continue doing the Service and Protection Cycle tasks, after maintenance/modifications, as they become due based on the original schedule for when the airplane was first grounded.

F. Protect the aircraft and aircraft systems during maintenance work.

TASK 10-11-07-600-802

2. Preparation for Active Storage for up to 60 Days

A. General

(1) This procedure is done at the start of the airplane storage time. Additional procedures might be necessary for the storage time. Do the additional procedures as they become necessary.

(2) Do this procedure to prepare the airplane for active storage for up to 60 days.

(a) Refer to Airplane Parking, TASK 10-11-01-580-801 for the normal parking procedure.

(b) If the airplane will be in active storage for more than 60 days, refer to Preparation for Active Storage, TASK 10-11-07-600-801.

(c) If the engines have been preserved using POWER PLANT (ENGINE PRESERVATION AND DEPRESERVATION) - MAINTENANCE PRACTICES, PAGEBLOCK 71-00-03/201, then do the applicable procedure to park the airplane PROLONGED PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-12-00/201.

(d) If the weather is cold, then do these tasks: Cold Weather Maintenance Procedure, TASK 12-33-01-600-801 and Cold Weather Unattended Parking at Temperatures Below 32°F (0°C), TASK 12-33-02-600-803.

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(3) This active storage preparation Quick Check table is only for reference and for a quick check for the procedure:

(a) Look at Table 201 for a quick check to do the preservation to an airplane.

Table 201/10-11-07-993-824

ACTIVE STORAGE PREPARATION FOR UP TO 60 DAYS PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ALL	Do the normal parking procedure.
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: • Wash the airplane, if it is necessary • Examine the airplane to check for corrosion, obvious damage • Stow flaps, slats, and spoilers • Open all structural drain holes • Close all doors and hatches when airplane is unattended • Cover the P7 glareshield panel with white cheesecloth.
LANDING GEAR, TIRES	Do these steps: • Service the landing gear components • Inspect shock struts • Lubricate the landing gear • Service the tire pressure • Install tire covers • Remove corrosion • Apply corrosion preventive compound.
FUEL SYSTEM AND TANKS	Do these steps: • Drain water from the fuel tanks • Put 20% fuel capacity in wing fuel tanks • Put 10% fuel capacity in the center fuel tank • Cover fuel vents • Check for fuel leaks.
POWER PLANT	Do these steps: • Operate the engines • Operate the thrust reversers • Check nose dome (Spinner) and engine inlets • Install inlet and exhaust covers.

Table 201/10-11-07-993-824 (Continued)

ACTIVE STORAGE PREPARATION FOR UP TO 60 DAYS PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
FLIGHT CONTROLS	Do this step: • Coat unpainted steel fittings on flaps and inside fairings with corrosion preventive compound.
FLIGHT DECK EQUIPMENT	Do this step: • Drain water from pitot and static system.
OXYGEN SYSTEMS	Do one of these steps: • Remove the flight crew oxygen system and portable oxygen cylinders • Keep the flight crew oxygen system and portable oxygen cylinders installed and preserve the components.
EQUIPMENT AND FURNISHINGS	Do these steps: • Close window shades • Clean the interior, lavatories, and galleys • Empty all waste containers • Check galleys and toilets • Remove galley inserts • Deactivate escape slides • Open interior doors for ventilation.
WATER AND WASTE	Do this step: • Screen drains.
HYDRAULIC SYSTEM	Do these steps: • Check for leaks • Service all systems.
AUXILIARY POWER UNIT (APU)	Do this step: • Operate Auxiliary Power Unit (APU)
ELECTRICAL/ELECTRONIC	Do these steps: • Charge main battery • Charge auxiliary battery (if installed) • Open circuit breakers and install safety tags • Deactivate Emergency Locator Transmitter (ELT) • Charge or remove emergency light batteries • Disconnect main battery • Disconnect auxiliary battery (if installed) • Disconnect fuel shutoff valve battery connector.

Table 201/10-11-07-993-824 (Continued)

ACTIVE STORAGE PREPARATION FOR UP TO 60 DAYS PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
AIR CONDITIONING	Do these steps: • Drain the water extractor tubing • Open the air-conditioning bay mix bay • Drain lines in the pack bay • Seal external openings to the air conditioning system.
NITROGEN GENERATING SYSTEM	Do this step: • Cover Nitrogen Generation System (NGS) ram inlet/outlet.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
10-12-00 P/B 201	PROLONGED PARKING - MAINTENANCE PRACTICES
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-33-01-600-801	Cold Weather Maintenance Procedure (P/B 301)
12-33-02-600-803	Cold Weather Unattended Parking at Temperatures Below 32°F (0°C) (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
23-24-00-040-802	Emergency Locator Transmitter Deactivation (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-41-11 P/B 601	EXTERNAL POWER RECEPTACLE - INSPECTION/CHECK
25-66-00-040-801	Door-Mounted Escape System - Deactivation (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-10-00-600-802	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)

(Continued)

Reference	Title
28-13-41-400-802	Pressure Relief Valve - Manual Operation (P/B 601)
28-22-14-000-801	Emergency Fuel Shutoff Battery Removal (P/B 401)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
49-11-00 P/B 201	APU POWER PLANT - MAINTENANCE PRACTICES
53-31-01 P/B 601	EXTERNAL DRAINAGE - INSPECTION/CHECK
71-00-00-910-803-G00	Start the Engine (Normal Start) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-03 P/B 201	POWER PLANT (ENGINE PRESERVATION AND DEPRESERVATION) - MAINTENANCE PRACTICES
71-00-03-390-801-G00	Inlet Cowl Lipskin Protective Coating Procedure (P/B 201)
71-00-03-620-801-G00	Preservation of an Engine (Task Selection) (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)
SRM 737-MAX	D000534530

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1509	Cover - Protective, Main Landing Gear Wheels/Brakes Part #: B737-455 Supplier: 1LE67 Part #: WL07J99 Supplier: 8M213
COM-2519	Cover - Protective, Nose Landing Gear Wheels Part #: B737-450 Supplier: 1LE67 Part #: WL08J99 Supplier: 8M213
COM-6557	Source - Conditioned Air Part #: ACE-302 Supplier: 6L481 Part #: ACU-2000 Supplier: 6L481 Part #: ACU-302 Supplier: 6L481 Part #: ACU-804 Supplier: 6L481 Part #: DAC321 Supplier: 12867 Opt Part #: 2030DE Supplier: 12867 Opt Part #: DAC20 Supplier: 12867 Opt Part #: DAC30 Supplier: 12867 Opt Part #: TEK 300 SERIES Supplier: 00365
SPL-1517	Cover - Engine Exhaust Part #: 896812 Supplier: SBK11 Part #: C10006-1 Supplier: 81205

(Continued)

Reference	Description
SPL-1518	Plug - Auxiliary Power Unit (APU) Part #: B737-277 Supplier: 1LE67 Part #: JB-BBJ-APU-K Supplier: 4VVY1 Part #: R10009-1 Supplier: 81205
SPL-14648	Plug - Fan Reverser Part #: 895812 Supplier: SBK11 Part #: C10007-1 Supplier: 81205
SPL-14650	Cover, Engine Inlet - LEAP 1B Part #: 892812 Supplier: SBK11 Part #: B737-104 Supplier: 1LE67 Part #: B737-153 Supplier: 1LE67 Part #: C10005-23 Supplier: 81205 Opt Part #: C10005-1 Supplier: 81205
STD-3731	Streamer - REMOVE BEFORE FLIGHT

D. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G00252	Film - Polyethylene Film And Sheeting	ASTM D2103 (Supersedes L-P-512)
G00253	Material - Barrier Materials, Greaseproofed, Waterproof, Flexible, Heat-Sealable	MIL-PRF-121 (Supersedes MIL-B-121)
G00626	Desiccant - Activated, Bagged, Packaging Use And Static Dehumidification	MIL-D-3464
G00834	Cloth - Lint-free Cotton	
G00920	Tape - Waterproof, Packaging	ASTM D5486
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G02418	Water - De-ionized	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1

E. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
117A	Electronic Equipment Access Door

G. Preparation

SUBTASK 10-11-07-600-008

(1) Park the airplane in the normal condition (TASK 10-11-01-580-801).

H. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-11-07-620-089

(1) Prepare the external surfaces for active storage.

CAUTION MAKE SURE THAT WATER DOES NOT GO IN TO THE PITOT AND STATIC LINES. THIS COULD DAMAGE THE AIR DATA COMPUTER AND INSTRUMENTS.

(a) If it is necessary, clean the airplane.

NOTE: If the airplane was cleaned or painted in the previous 14 days, then cleaning is not necessary.

1) Do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801 or Clean (Waterless Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-802.

(b) Stow all leading edge flaps, slats, trailing edge flaps and spoilers in the stowed position.

(c) Make sure that all of the structural drain holes are open (PAGEBLOCK 53-31-01/601).

(d) Make sure that you keep the doors and hatches closed.

(e) If 8 in. (203 mm) or more of snow collects on the flight control surfaces, then remove the snow.

(f) Cover the P7 glareshield panel with white cheesecloth.

NOTE: If it is necessary, the white cloth should only be removed when performing engine runs or taxiing and re-installed when completed.

1) In addition, it is recommended to install dust covers over the control cabin seats.

NOTE: Cotton dust covers are preferred. Plastic covers may be used, providing humidity and temperature control will prevent condensation.

NOTE: If the humidity in the parked airplane is below 70 percent, the seats and carpet/rugs can stay in the airplane.

(g) Seal the fuselage openings to keep water, sand and foreign debris out of the airplane.

1) Put tape, G51576, or equivalent to the items listed to seal the openings:

a) All external doors.

NOTE: Seal requirements of one entry or service door may be temporarily suspended when access is required to perform work activity or for ventilation purposes provided that the door will be operated at least once every 7 days.

b) The upper half of the nose radome.

c) All external access doors/hatches.

d) If it is necessary for airplanes parked in monsoon conditions, seal the upper half of the perimeter of the P19 external power receptacle panel door (PAGEBLOCK 24-41-11/601).

2) Cut a water drain hole approximately ⅜ in. (10 mm) in the lowest part of the tape seal on all entry doors and access doors/hatches.

SUBTASK 10-11-07-100-011

(2) Prepare the leading edges of wing, vertical stabilizer and horizontal stabilizer for active storage.

(a) Do the steps that follow to clean the leading edges of wing, vertical stabilizer and horizontal stabilizer:

CAUTION MAKE SURE THAT YOU ONLY USE APPROVED MATERIALS TO CLEAN ALUMINUM CLAD SURFACES. IF YOU DO NOT OBEY, DAMAGE TO THE ALUMINUM CLAD SURFACES CAN OCCUR.

1) Clean smaller areas such as one slat or leading edge panel at a time.

NOTE: Do not clean large areas at once. Elevated temperatures will cause the leading edge surfaces to dry too quickly in the heat and sun causing streaks and/or water stains.

2) Avoid cleaning operations in temperatures below 32°F (0°C) or above 85°F (29°C).

NOTE: Cleaning can be deferred for up to 30 days if temperature is outside of the 32°F (0°C) to 85°F (29°C).

3) Make sure that the flaps are in the fully retracted position (TASK 27-51-00-860-804).

WARNING DO NOT USE HIGH-PRESSURE SPRAY EQUIPMENT. HIGH-PRESSURE SPRAY EQUIPMENT CAN PUT LIQUIDS INTO BEARINGS, JOINTS, BRAKES, ELECTRICAL CONNECTORS, AND OTHER SEALED COMPONENTS. LIQUIDS THAT GO INTO THESE AREAS CAN CAUSE CORROSION, FREEZE DURING AIRPLANE FLIGHT, OR REMOVE NECESSARY LUBRICANTS. FREEZE DURING AIRPLANE FLIGHT CAN CAUSE LOSS OF AIRPLANE CONTROL AND POSSIBLE PERSONAL INJURY.

4) Manually clean and remove dirty material (bird droppings, dirt, dried bugs, grease, and grime) with de-ionized water, G02418.

NOTE: Do not use force if surfaces are too dirty. Surfaces of leading edges are aluminum clad and can easily scratch.

CAUTION MAKE SURE THAT YOU KEEP THE SPRAY EQUIPMENT NOZZLE MORE THAN 12 INCHES AWAY FROM THE SURFACE OF THE AIRPLANE. IF YOU DO NOT OBEY, THE SPRAY CAN CAUSE DAMAGE TO THE SURFACE.

5) It is optional to use low pressure non-atomizing spray equipment as an aid to clean.

NOTE: Low pressure non-atomizing spray equipment is applicable for locations where water is collected (paint hangar, wash stall).

a) Flush from the top of the surface and move down to prevent water saturation.

6) Soak wipers with water to clean and remove dirty material from the surfaces.

7) If necessary, let the cloth soak the area to aid in the removal of bird droppings.

8) Change wipers frequently and clean again until there is no visual contamination on the wipers or the surface.

9) If necessary, use cloth, G51677 for hard to remove particles.

NOTE: Approved materials to clean leading edge surfaces are brush-pads with hook-and-loop fastener attachment.

10) Dry the surfaces with a clean dry wiper to prevent water stains.

11) Clean the surfaces with 50/50 mixture of water and solvent, B00666 mixture.

(b) Make sure that there is no corrosion or damage on the leading edges of the wing, vertical stabilizer and horizontal stabilizer.

1) If signs of corrosion, deterioration, FOD or scratches are found during check, then do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

2) If signs of damage is found during check, then the damage must be assessed and/or repaired per SRM 737-MAX.

I. Landing Gear, Tires

SUBTASK 10-11-07-620-090

(1) Prepare the landing gear and tires for active storage.

(a) Service the main landing gear components, do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(b) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801.

(c) Service the main landing gear components, do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

NOTE: During storage, if the airplane is washed, lubricate the landing gear within 6 hours.

(d) Do an inspection of the shock struts inflation.

1) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

a) If it is necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

(e) Do a general visual inspection of the shock struts for leaks.

1) If there are leaks in the Main Landing Gear, then do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

2) If there are leaks in the Nose Landing Gear, then do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

(f) Disconnect the torsion link on the nose landing gear.

1) Do this task: Nose Landing Gear Torsion Link Disconnection, TASK 32-21-31-000-803.

a) To avoid damage during operation, remove the bracket that attaches the conduit to the NLG landing/taxi light, and the other clamps on torsion links.

b) Secure the torsion link assembly to avoid damage during the operation.

(g) Move the steering actuator of the nose landing gear.

1) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

(h) Reconnect the torsion link.

1) Do this task: Nose Landing Gear Torsion Link Connection, TASK 32-21-31-400-803.

(i) Make sure that the tire pressure is not more than 15 psia (103 kPa) below the correct service pressure (TASK 12-15-51-780-801).

(j) Make sure that the tires do not have flat spots.

1) If flat spots are observed, then rotate the tires or tow the aircraft for a minimum of one and one-third revolution.

(k) Install the main landing gear cover, COM-1509, or equivalent which are not transparent to keep deterioration to a minimum.

(l) Install the nose landing gear wheels protective cover, COM-2519, or equivalent which are not transparent to keep deterioration to a minimum.

(m) Apply a layer of corrosion preventive compound, B50080, on all unpainted steel landing gear parts.

NOTE: Apply the protection to all the surfaces which are open to the weather.

1) Optional: Coat using compound, G50346.

2) Make sure that to apply corrosion preventive compound, B50080, or compound, G50346, again (if it is necessary) every time you clean the airplane.

J. Fuel System and Tanks

SUBTASK 10-11-07-210-020

(1) Make sure that the fuel tank pressure relief valve is closed (TASK 28-13-41-400-802).

(a) If the pressure relief valve was open, contact Boeing.

SUBTASK 10-11-07-610-021

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

(2) If biocide is present and available, then do these steps to prepare for fuel system storage during active storage (Preferred Fuel System Storage Method):

NOTE: This preferred fuel system storage method is used when biocide is available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

1) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks every day.

2) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

3) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth periodically, depending on the storage environment and the results of fuel tank sumping.

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL, AND HEALTH PROBLEMS.

(b) Do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-802.

NOTE: It is acceptable to delay uplift of biocide treated fuel for up to 7 days. If biocide application is delayed, make sure that each tank is stored with the minimum fuel tank quantity.

1) Fill and keep the main wing fuel tanks to a minimum of 20% and the center tank to a minimum of 10% capacity of fuel.

NOTE: This is sufficient fuel quantity to cover the hydraulic heat exchangers and the boost/override pumps. Add additional fuel as necessary to operate the engines.

SUBTASK 10-11-07-620-091

(3) If biocide is not available, then do these steps to prepare for fuel system storage during active storage (Alternate Fuel Storage Method):

NOTE: Storage of a Boeing airplane with fuel that has not been treated with biocide additive will increase the risk of forming microbial growth.

NOTE: This alternate fuel storage method should be used when biocide is not available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

a) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks each day.

2) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth periodically, depending on the storage environment and the results of fuel tank sumping.

(b) Do this task: Pressure Refuel Procedure, TASK 12-11-00-650-803.

1) Fill and keep the main wing fuel tanks to a minimum of 20% and the center tank to a minimum of 10% capacity of fuel.

NOTE: This is sufficient fuel quantity to cover the hydraulic heat exchangers and the boost/override pumps. Add additional fuel as necessary to operate the engines.

SUBTASK 10-11-07-620-092

(4) Put a screen or mesh cloth or equivalent material to cover the two surge tank vent openings.

(a) Make a screen or mesh cotton wiper, G00034, or cloth, G51294, cover.

(b) Attach the cover to the vent opening with tape, G51576, or Scotch Brand No.471 tape, G02219.

1) Do not allow the tape to contact the fiberglass parts.

(c) Attach a red flag to the material on every opening.

SUBTASK 10-11-07-620-093

(5) Make sure that there are no fuel leaks around the APU fuel shroud.

NOTE: There can be no more than ten drops of fuel shown on the ground in a 24 hour cycle.

K. Power Plant

SUBTASK 10-11-07-620-094

(1) Prepare the power plant for active storage.

NOTE: Method 1 can be used to do an engine idle run during every 7 day cycle. Using this method will allow the use of engine power and engine bleed air to run the ECS, charge the airplane batteries, and actuate the flight controls.

(a) Remove the engine covers and desiccant bags for inspection.

(b) Check nose domes (Spinner) and engine inlet surfaces.

(c) Start the engine, stabilize at ground idle, then operate for 15 minutes and stop.

NOTE: The engines can remain running while the hydraulic, electrical, and flight control systems are checked.

1) Make sure that you examine all the engine installation to make sure that there are no small animals, birds, nests, etc. before you operate the engine.

2) Do this task: Start the Engine (Normal Start), TASK 71-00-00-910-803-G00.

3) Operate the engine as follows:

a) Make sure the crossfeed valve is in the CLOSED position on the P5 panel.

b) For the first half of engine operation, operate the engine using fuel from the main tanks to all engines.

<1> If off, set all main tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set all center tank fuel pumps to the OFF position, using the P5 panel.

c) For the second half of engine operation, operate the engine using fuel from the center tanks.

<1> If off, set all center tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set all main tank fuel pumps to the OFF position, using the P5 panel.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

4) Operate the environmental control system for the full period of engine operation (TASK 21-00-00-800-803).

5) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

(d) Cycle the thrust reversers (TASK 78-31-00-700-802-G00).

(e) If it is necessary, install desiccant bags in the inlet and in the exhaust of the engine (TASK 71-00-03-620-801-G00).

1) Monitor desiccant bags during the preservation period.

NOTE: The best condition for engine storage is to keep an environment with less than 70% of humidity.

SUBTASK 10-11-07-620-095

(2) If it is necessary, do this task: Inlet Cowl Lipskin Protective Coating Procedure, TASK 71-00-03-390-801-G00.

NOTE: When aircraft are stored for an extended period in warm/humid environments, it is recommended to apply inlet cowl lipskin coating to minimize corrosion.

SUBTASK 10-11-07-860-026

(3) Install these protective covers:

CAUTION

MAKE SURE THAT THE DRAIN MASTS ARE CLEAR OF BLOCKAGE. BLOCKED DRAINS CAN CAUSE WATER TO COLLECT IN THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

(a) The engine inlet cover, SPL-14650, engine exhaust cover, SPL-1517, and engine fan reverser plug, SPL-14648.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the engine inlet and exhaust covers are not available, then use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

NOTE: The polyethylene covers can keep moisture inside. It is recommended to monitor humidity and keep moisture and foreign objects out of the engine.

NOTE: When applying plastic sheeting and tape to the exhaust, make sure that the drain holes or tubes are clear and not covered.

a) When using plastic sheeting to cover the inlet, do the steps that follow:

<1> Use a lint-free cloth, G00834, and solvent, B00666, to wipe the area where the tape will be used.

<2> Cut approximately 70 in. (1.8 m) diameter circle from plastic sheet.

<3> Tape the plastic circle on FWD edge of the acoustic panel behind the lipskin.

NOTE: Do not place plastic or tape over the lipskin or encase the lipskin with plastic.

<a> Apply with at least 3 layers of overlapping tape around the perimeter of the inlet acoustic panel.

<4> Apply the tape across the diameter of the circular sheet to reduce the pillowing of the plastic sheeting.

L. Flight Controls

SUBTASK 10-11-07-620-096

(1) Coat all unpainted steel fittings on the flaps and inside the fairings with compound, B50080.

(a) Optional: Coat using compound, G50346.

M. Flight Deck Equipment

SUBTASK 10-11-07-620-097

(1) Prepare the flight deck equipment for the active storage.

(a) Make sure that the pitot static systems are drained.

1) Do this task: Pitot Static System - Draining, TASK 34-11-00-680-801.

N. Oxygen System

SUBTASK 10-11-07-620-111

(1) Do one of these steps:

(a) Remove the flight crew oxygen system and portable oxygen cylinders.

1) Cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

2) Remove the flight crew oxygen system masks and store them in clean polyethylene bags.

(b) Keep the flight crew oxygen system and portable oxygen cylinders installed.

1) Close all of the oxygen cylinder shutoff valves.

2) Examine the hydrostatic dates on the cylinders.

3) Check the pressure of all oxygen cylinders.

NOTE: If oxygen cylinders are kept installed, then the pressure will need to be checked every 60 days.

a) If the cylinder pressure is below 50 psig (345 kPa), then replace or remove the oxygen cylinder.

<1> If oxygen cylinders are removed, cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

<2> If oxygen cylinders are removed, remove the flight crew oxygen system masks and store them in clean polyethylene bags.

4) If kept installed, remove the flight crew oxygen system masks from the oxygen boxes, but leave lines connected.

a) Use clean polyethylene bags to store the oxygen system masks.

O. Equipment/Furnishings

SUBTASK 10-11-07-620-098

(1) Prepare the Equipment/Furnishings for active storage.

(a) Close the window shades.

NOTE: Window shades may stay open during periods of work activity occurring in the interior, but are to be closed if the airplane is to be unattended for 2 or more days.

(b) Make sure that the P7 glareshield is covered with white cheesecloth.

(c) Clean the flight compartment, passenger compartment, galleys, and lavatories.

1) Make sure that all galley inserts are empty and clean.

2) Make sure that all the waste containers are empty and clean.

(d) Examine upholstery, carpets, and seats for moisture or mildew.

(e) Check the interiors.

1) Visually examine galleys, toilets, mats and carpets for any damage.

2) Examine coffee makers, ovens, etc., for moisture.

a) Clean and dry units before storage.

(f) Remove the galley inserts and store them off airplane in a dry place.

(g) Put carpet runners to protect the carpet from dirt and moisture when the carpet is not removed.

(h) Deactivate the door-mounted escape system (TASK 25-66-00-040-801).

(i) Open the cabinets, closets, and interior doors to supply airflow and to prevent mildew.

(j) In environments that are greater than 70% average weekly relative humidity, do these steps:

1) Place desiccant, G00626, (10 lb (4.5 kg) to 25 lb (11.3 kg) size bags are recommended) in areas through out the passenger compartment and Electronic Equipment (EE) bay to reduce the effects of humidity.

CAUTION

AIR INTRODUCED THROUGH THE AIR CONDITIONING SYSTEM SHALL BE A MINIMUM 70DEG F (21DEG C), AND NOT EXCEED 120DEG F (49DEG C) AT A PRESSURE OF 15" H2O (3.74 KPA), MEASURED AT MANIFOLD. EXCEPTION, TEMPERATURES UP TO 160DEG F (71DEG C) MAY BE USED FOR UP TO 30 MINUTES BUT NOT MORE THAN ONE 30 MINUTE PERIOD PER DAY.

2) It is recommended to remove excessive moisture from the fuselage every three days, do one or more of these steps:

- With the APU, or engines, operate the environmental control system for 15 to 30 minutes or longer (TASK 21-00-00-800-803).
- Blow warm dry air into the open air conditioning outflow valve through the airplane and out the open electronic hatch for a duration of 6 to 8 hours.
- Put a dehumidifier machine (locally sourced) in the forward area of the passenger compartment and operate for a duration of 6 to 8 hours.
- Attach an air conditioned source, COM-6557, to the ground air connect flange.

NOTE: Airflow through the air conditioning system must be a minimum 70°F (21°C), and not more than 120°F (49°C) at a pressure of 15 in/H_2O (3.74 kPa), measured at the manifold. Exception, temperatures through 160°F (71°C) can be used for a maximum of 30 minutes per day.

NOTE: Ground heaters can be connected at ground air conditioning connection and can be in operation 24 hours a day. A small amount of pressure will be built up in the airplane with all doors closed.

3) To protect the interior, it is recommended to remove the carpets and passenger and control cabin seats if the average weekly relative humidity is above 70%.

a) Keep them in an area where humidity is maintained below the 70%.

P. Water and Waste

SUBTASK 10-11-07-620-099

(1) Do not close and seal drains.

(a) Screen the potable water drains and drain masts to prevent insect nesting.

Q. Hydraulic System

SUBTASK 10-11-07-620-100

(1) Prepare the hydraulic system for active storage.

(a) Visually examine the following areas for evidence of leakage:

1) Wheel wells (nose and main), wing front and rear spar areas, landing gear, 48 Section (fwd and aft), rudder Power Control Unit (PCU) area, and lower external surfaces of empennage, fuselage and wings.

(b) If it is necessary, do a check of the hydraulic system for leaks and make repairs (TASK 29-00-00-790-801).

(c) Service the hydraulic reservoirs (TASK 12-12-00-610-801).

R. Auxiliary Power Unit (APU)

SUBTASK 10-11-07-620-101

(1) If it is necessary, prepare the APU for storage.

NOTE: The APU does not have to be removed for temporary storage. The APU can be deactivated and preserved. When the APU is not removed and preserved, you must connect a ground service cart to start the main engines or supply auxiliary power.

(a) Operate the APU weekly when it is not preserved.

NOTE: It is recommended to run the APU every 3 days in a severe environment. A severe environment is where the ambient temperature is not between 30°F (-1°C) and 125°F (52°C), or the humidity is above 40%, or there is salt air present.

(b) If the APU will not be operated during storage, then do the APU preservation for mild or severe environmental conditions per (APU POWER PLANT - MAINTENANCE PRACTICES, PAGEBLOCK 49-11-00/201).

1) Install the protective cover:

a) Make sure that the APU is at ambient temperature.

b) Install the APU exhaust plug, SPL-1518.

CAUTION DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

<1> If the APU exhaust tool cover is not available, then use a barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

S. Electrical/Electronic

SUBTASK 10-11-07-620-103

(1) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

(a) Set the DC meter selector switch on the panel, P5-13, to the BAT or AUX BAT position.

(b) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

(c) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

SUBTASK 10-11-07-860-027

(2) Put these switches in the OFF position:

(a) P5 panel

- Flight controls
- Hydraulic systems A and B EMDP
- Pitot-static heaters (Off = Auto position when engines are off)
- Window heaters
- Galley power
- Engine start and ignition
- APU start and ignition
- Exterior emergency lights
- A/C packs, LH/RH
- Fuel boost pumps
- Engine wing anti-ice
- IRUs, LH/RH

(b) P9-82 panel

- Anti-skid

(c) P5 and P8

- Set the Microphone to INTERPHONE.

SUBTASK 10-11-07-860-028

(3) Open the circuit breakers and install safety tags for all electrical/electronic components that have been removed from the airplane to prevent discharge of the battery.

SUBTASK 10-11-07-860-029

(4) Do these steps to prepare the Electrical/Electronic systems for active storage.

(a) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C04008	ENGINE 1 ALTN PWR CHAN B
A	5	C04007	ENGINE 1 ALTN PWR CHAN A
B	1	C01316	ENGINE 1 START LEVER CHAN A
B	2	C01317	ENGINE 1 START LEVER CHAN B
B	3	C01312	ENGINE 1 RUN/PWR
B	5	C00276	ENGINE 1 THRUST REVERSER CONT
B	6	C01412	ENGINE 1 THRUST REVERSER INTLK
B	7	C01266	ENGINE 1 THRUST REVERSER SYNC LOCK

(Continued)

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
B	8	C01103	ENGINE 1 START VALVE

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
A	1	C04012	ANTI-ICE & RAIN WING ANTI-ICE VALVE
A	6	C00148	ANTI-ICE & RAIN ENG 1 & WING CONT
A	7	C01001	ANTI-ICE & RAIN ENG 1 COWL AI VALVE
B	1	C00055	ANTI-ICE & RAIN WSHLD WIPER RIGHT
B	3	C00054	ANTI-ICE & RAIN WSHLD WIPER LEFT
B	7	C01002	ANTI-ICE & RAIN ENG 2 COWL AI VALVE
C	4	C00236	HEATERS ELEV PITOT LEFT
C	7	C01678	WEATHER RADAR RT RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	18	C01463	WASTE/WTR LINE HEATERS
E	3	C00234	HEATERS DRAIN MAST GND
E	4	C00700	HEATERS DRAIN MAST AIR
E	5	C00233	HEATERS DRAIN
F	13	C00104	LAVATORY WATER HEATER A
F	14	C01073	LAVATORY WATER HEATER D
F	15	C01096	LAVATORY WATER HEATER E

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
A	6	C00566	FLIGHT CONTROL FLAP LOAD RELIEF
B	5	C01313	ENGINE 2 RUN/PWR
B	6	C01318	ENGINE 2 START LEVER CHAN A
B	7	C01319	ENGINE 2 START LEVER CHAN B
B	9	C00440	FLIGHT CONTROL AUTO SPEED BRAKE
B	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
B	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
C	4	C00154	ENGINE 2 START VALVE
C	5	C01267	ENGINE 2 THRUST REVERSER SYNC LOCK
C	6	C01413	ENGINE 2 THRUST REVERSER INTLK
C	7	C00277	ENGINE 2 THRUST REVERSER CONT
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C04010	ENGINE 2 ALTN PWR CHAN B
D	8	C04009	ENGINE 2 ALTN PWR CHAN A

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-07-010-004

(5) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-860-031

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(6) Open these circuit breakers and install safety tags:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
D	11	C00873	POT WATER COMPRESSOR

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 10-11-07-410-007

(7) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-620-104

(8) Deactivate the ELT.

(a) Do this task: Emergency Locator Transmitter Deactivation, TASK 23-24-00-040-802.

SUBTASK 10-11-07-620-105

(9) If the airplane is being stored for more than 30 days, then do one of these steps:

(a) Remove the emergency light batteries (TASK 33-51-06-960-802).

(b) Keep the emergency light batteries installed and charge the batteries every 30 days.

SUBTASK 10-11-07-620-107

(10) Disconnect the main and auxiliary battery electrical connectors (TASK 24-31-11-000-801-002).

SUBTASK 10-11-07-620-108

(11) Disconnect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-000-801).

T. Air Conditioning

SUBTASK 10-11-07-620-109

(1) Prepare the air conditioning system for active storage.

(a) Open and ventilate the air conditioning mix bay.

1) Leave it open while the airplane is in storage.

(b) Drain the water extractor tubing and return to the normal condition.

1) Disconnect the water drain lines from the bottom of the water extractors.

2) Let the water drain out from the water lines.

3) Reconnect the water drain lines to the bottom of the water extractors.

4) Disconnect the waterline and the air line that are attached to the water spray nozzle.

5) Let the water drain out from the water lines.

6) Reconnect the waterline and the air line that attach to the water spray nozzle.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

(c) Use tape, G51576, or tape, G00920, to seal the external openings to the air conditioning system that follow:

- Over-pressure relief valve
- Air conditioning ram air inlet and exit
- Ground air connect flange
- Pneumatic ground connect fitting

1) Do not cover the outflow valve if the external heaters/ground carts are used to hold temperature/humidity in the cabin.

a) Make sure that the outflow valve stays open.

U. Nitrogen Generating System (NGS)

SUBTASK 10-11-07-620-110

(1) Put a mesh screen cloth, G51294, material over the NGS ram outlet and attach with tape, G51576.

(a) Attach a REMOVE BEFORE FLIGHT streamer, STD-3731, with tape, G51576.

——— END OF TASK ———

TASK 10-11-07-600-801

3. Preparation for Active Storage

A. General

(1) This procedure is done at the start of the airplane storage time. Additional procedures might be necessary for the storage time. Do the additional procedures as they become necessary.

(2) Do this procedure to prepare the airplane for the Active Storage.

(a) Refer to Airplane Parking, TASK 10-11-01-580-801 for the normal parking procedure.

(b) If the engines have been preserved using POWER PLANT (ENGINE PRESERVATION AND DEPRESERVATION) - MAINTENANCE PRACTICES, PAGEBLOCK 71-00-03/201, do the applicable procedure to park the airplane .PROLONGED PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-12-00/201.

(c) If the weather is cold, do these tasks: Cold Weather Maintenance Procedure, TASK 12-33-01-600-801 and Cold Weather Unattended Parking at Temperatures Below 32°F (0°C), TASK 12-33-02-600-803.

WARNING

THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(3) This Active Storage preparation Quick Check table is only for reference and for a quick check for the procedure:

(a) Look at Table 202 for a quick check to do the preservation to an airplane.

Table 202/10-11-07-993-801

ACTIVE STORAGE PREPARATION PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ALL	Do Normal Parking procedure
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: • Wash the airplane, if necessary • Examine the airplane to check for corrosion, obvious damage • Stow flaps, slats, and spoilers • Open all structural drain holes • Close all doors and hatches when airplane is unattended • Coat unpainted steel parts on the wing with corrosion preventive compound • Coat unpainted aluminum surfaces with temporary protective coating • Inspect the moisture seals of the flight compartment windows • Cover windshield.

Table 202/10-11-07-993-801 (Continued)

ACTIVE STORAGE PREPARATION PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
LANDING GEAR, TIRES	Do these steps: • Service the landing gear components • Inspect shock struts • Lubricate the landing gear • Service the tire pressure • Install tire covers • Remove corrosion • Apply corrosion preventive compound.
FUEL SYSTEM AND TANKS	Do these steps: • Drain water from the fuel tanks • Put 20% fuel capacity in wing fuel tanks • Put 10% fuel capacity in the center fuel tank • Cover fuel vents • Check for fuel leaks.
POWER PLANT	Do these steps: • Operate (Preferred) or Preserve (Alternate) the Engines • Operate the Thrust Reversers • Check nose dome (Spinner) and engine inlets • Install inlet and exhaust covers.
FLIGHT CONTROLS	Do these steps: • Put flaps FULL UP • Put slats FULL UP • Move flight control surfaces • Check reservoirs on flap transmission and flap power drive unit • Check drain holes for flap and the flap fairing • Coat unpainted steel fittings on flaps and inside fairings with corrosion preventive compound.
FLIGHT DECK EQUIPMENT	Do this step: • Drain water from pitot and static system.
OXYGEN SYSTEMS	Do one of these steps: • Remove the flight crew oxygen system and portable oxygen cylinders • Keep the flight crew oxygen system and portable oxygen cylinders installed and preserve the components.

Table 202/10-11-07-993-801 (Continued)

ACTIVE STORAGE PREPARATION PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
EQUIPMENT AND FURNISHINGS	Do these steps: • Close window shades • Clean the interior, lavatories, and galleys • Empty all waste containers • Check galleys and toilets • Remove galley inserts • Deactivate escape slides • Open interior doors for ventilation.
WATER AND WASTE	Do these steps: • Drain and flush toilet tanks • Drain potable water system • Screen drains.
HYDRAULIC SYSTEM	Do these steps: • Check for leaks • Service all systems.
AUXILIARY POWER UNIT (APU)	Do this step: • Operate Auxiliary Power Unit (APU).
ELECTRICAL/ELECTRONIC	Do these steps: • Charge main battery • Charge auxiliary battery (if installed) • Open circuit breakers and install safety tags • Deactivate Emergency Locator Transmitter (ELT) • Charge or remove emergency light batteries • Disconnect main battery • Disconnect auxiliary battery (if installed) • Disconnect fuel shutoff valve battery connector.
AIR CONDITIONING	Do these steps: • Drain the water extractor tubing • Open the air-conditioning bay mix bay • Drain lines in the pack bay • Seal external openings to the air conditioning system.
NITROGEN GENERATING SYSTEM	Do this step: • Cover Nitrogen Generation System (NGS) ram inlet/outlet.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
10-12-00 P/B 201	PROLONGED PARKING - MAINTENANCE PRACTICES

(Continued)

Reference	Title
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-14-00-600-801	Potable Water System - Drain (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21 P/B 301	NOSE LANDING GEAR - SERVICING
12-22-11 P/B 301	AILERON - SERVICING
12-22-21 P/B 301	RUDDER - SERVICING
12-22-31 P/B 301	ELEVATOR - SERVICING
12-22-41 P/B 301	STABILIZER CONTROL SYSTEM - SERVICING
12-22-51 P/B 301	TRAILING EDGE FLAP SYSTEM - SERVICING
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-61 P/B 301	SPOILER CONTROL SYSTEM - SERVICING
12-22-71 P/B 301	LEADING EDGE SLAT - SERVICING
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-33-01-600-801	Cold Weather Maintenance Procedure (P/B 301)
12-33-02-600-803	Cold Weather Unattended Parking at Temperatures Below 32°F (0°C) (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
23-24-00-040-802	Emergency Locator Transmitter Deactivation (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-41-11 P/B 601	EXTERNAL POWER RECEPTACLE - INSPECTION/CHECK
25-66-00-040-801	Door-Mounted Escape System - Deactivation (P/B 201)
27-11-00-700-810	Aileron Travel Test (P/B 501)
27-21-00-700-805	Rudder Travel Test (P/B 501)
27-21-00-700-807	Rudder Trim System Test (P/B 501)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)

(Continued)

Reference	Title
27-41-00-800-802	Horizontal Stabilizer Trim Control System - Activation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-10-00-600-802	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)
28-13-41-400-802	Pressure Relief Valve - Manual Operation (P/B 601)
28-22-14-000-801	Emergency Fuel Shutoff Battery Removal (P/B 401)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
49-11-00-600-802	APU Preservation - Severe Environment (P/B 201)
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
53-31-01 P/B 601	EXTERNAL DRAINAGE - INSPECTION/CHECK
55-10-11 P/B 401	BALANCE BAY PANELS - REMOVAL/INSTALLATION
55-33-31 P/B 401	VERTICAL STABILIZER (FIN) TRAILING EDGE PANELS - REMOVAL/INSTALLATION
56-11-00-200-801	Flight Compartment Windows - Inspection (P/B 601)
71-00-00-910-803-G00	Start the Engine (Normal Start) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-03 P/B 201	POWER PLANT (ENGINE PRESERVATION AND DEPRESERVATION) - MAINTENANCE PRACTICES
71-00-03-390-801-G00	Inlet Cowl Lipskin Protective Coating Procedure (P/B 201)
71-00-03-620-801-G00	Preservation of an Engine (Task Selection) (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)
SRM 737-MAX	D000534530

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1509	Cover - Protective, Main Landing Gear Wheels/Brakes Part #: B737-455 Supplier: 1LE67 Part #: WL07J99 Supplier: 8M213
COM-2519	Cover - Protective, Nose Landing Gear Wheels Part #: B737-450 Supplier: 1LE67 Part #: WL08J99 Supplier: 8M213

(Continued)

Reference	Description
COM-6557	Source - Conditioned Air Part #: ACE-302 Supplier: 6L481 Part #: ACU-2000 Supplier: 6L481 Part #: ACU-302 Supplier: 6L481 Part #: ACU-804 Supplier: 6L481 Part #: DAC321 Supplier: 12867 Opt Part #: 2030DE Supplier: 12867 Opt Part #: DAC20 Supplier: 12867 Opt Part #: DAC30 Supplier: 12867 Opt Part #: TEK 300 SERIES Supplier: 00365
SPL-1517	Cover - Engine Exhaust Part #: 896812 Supplier: SBK11 Part #: C10006-1 Supplier: 81205
SPL-1518	Plug - Auxiliary Power Unit (APU) Part #: B737-277 Supplier: 1LE67 Part #: JB-BBJ-APU-K Supplier: 4VVY1 Part #: R10009-1 Supplier: 81205
SPL-14648	Plug - Fan Reverser Part #: 895812 Supplier: SBK11 Part #: C10007-1 Supplier: 81205
SPL-14650	Cover, Engine Inlet - LEAP 1B Part #: 892812 Supplier: SBK11 Part #: B737-104 Supplier: 1LE67 Part #: B737-153 Supplier: 1LE67 Part #: C10005-23 Supplier: 81205 Opt Part #: C10005-1 Supplier: 81205
STD-3731	Streamer - REMOVE BEFORE FLIGHT

D. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G00111	Sheet - Mylar	
G00252	Film - Polyethylene Film And Sheeting	ASTM D2103 (Supersedes L-P-512)
G00253	Material - Barrier Materials, Greaseproofed, Waterproof, Flexible, Heat-Sealable	MIL-PRF-121 (Supersedes MIL-B-121)
G00291	Tape - Aluminum Foil, 3M 425	AMS-T-23397 / L-T-80

(Continued)

Reference	Description	Specification
G00626	Desiccant - Activated, Bagged, Packaging Use And Static Dehumidification	MIL-D-3464
G00834	Cloth - Lint-free Cotton	
G00920	Tape - Waterproof, Packaging	ASTM D5486
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G02418	Water - De-ionized	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G50737	Tape - Aluminum Foil Tape with Easy-Release Liner, Scotch 427	
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4
G51663	Tape - Duct, Outdoor - 3M 8979	BAC5034-4
G51664	Tape - Duct, Outdoor - 3M 8979N (MIL-STD-2041 Compliant)	BAC5034-4
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1
G51692	Cloth - 100% Cotton	AMS3819 Class 1

E. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
117A	Electronic Equipment Access Door

G. Preparation

SUBTASK 10-11-07-600-001

(1) Park the airplane in the normal condition (TASK 10-11-01-580-801).

H. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-11-07-620-033

(1) Prepare the external surfaces for active storage.

CAUTION

MAKE SURE THAT WATER DOES NOT GO IN TO THE PITOT AND STATIC LINES. THIS COULD DAMAGE THE AIR DATA COMPUTER AND INSTRUMENTS.

(a) Clean the airplane.

1) Do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801 or Clean (Waterless Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-802.

(b) Stow all leading edge flaps, slats, trailing edge flaps and spoilers in the stowed position.

(c) Make sure that all of the structural drain holes are open (PAGEBLOCK 53-31-01/601).

(d) Make sure that you keep the doors and hatches closed.

(e) If 8 in. (203 mm) or more of snow collects on the flight control surfaces, remove the snow.

(f) Coat the unpainted steel parts in the wing, leading edge, trailing edge and empennage with compound, B50080.

1) Optional: Coat using compound, G50346.

(g) Visually examine the unpainted aluminum surfaces for corrosion or damage.

(h) If the airplane is being stored for more than 60 days, apply a coating, C00924, Class 1, or coating, G51521, to the unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

1) Do not apply coating to the engine tail cones or other high-temperature parts.

2) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

3) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).

NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.

NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.

4) To apply coating, C00924, Class 1, do these steps:

a) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 - 1.5 mils.

b) Make sure that the protective coating is smooth and continuous.

NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.

c) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.

d) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.

5) To apply coating, G51521, do these steps:

a) Apply a 0.8 - 1.5 mil minimum layer of coating, G51521, to all unpainted aluminum surfaces.

NOTE: The coating, G51521, is approved for extended storage but the layer can wear, which is usual after a long period of time.

b) When the weather shows rain or there is condensation, make sure that the coating, G51521, layer dries for a minimum of 24 hours.

c) If it is necessary, apply heat to dry the coating, G51521, layer quickly.

(i) Check vertical and horizontal stabilizer balance bays and access panel areas for corrosion.

1) Check and mark one left bay and one right bay.

NOTE: Borescope inspection is an acceptable alternative to removing parts for access.

a) If corrosion is found, inspect all bays (PAGEBLOCK 55-10-11/401 and PAGEBLOCK 55-33-31/401).

(j) Do one of the following to protect the finish on the control cabin panels:

1) If the airplane is not stored in a hangar and will be stored for 60 days or longer, put aluminized mylar sheet, G00111, on the outer windshields and control cabin windows

NOTE: It is recommended that the shiny side of the aluminum foil is open to the outer air. The aluminum foil shiny and matte sides will control the heat at the same rate.

a) Inspect the moisture seals of the flight compartment windows (TASK 56-11-00-200-801).

b) Make sure that the windows are dry and that no liquid is caught between the window and window frame.

c) Put a soft cotton cloth, G50316, between the window and the mylar to prevent damage to the window.

<1> Use lint-free cloth, G00834, or cloth, G51692, as alternative.

d) Put the mylar over the outer surface of the window and on the fuselage skin.

CAUTION

DO NOT INSTALL PRESSURE SENSITIVE TAPE DIRECTLY TO THE WINDOW OR WINDOW FRAME SEALANT. INSTALL THE TAPE TO THE SURROUNDING FUSELAGE SKIN OR WINDOW FRAME. IF YOU DO NOT INSTALL THE TAPE TO THE FUSELAGE SKIN OR WINDOW FRAME, THEN DAMAGE TO EQUIPMENT CAN OCCUR.

e) Use one of the following tapes to attach the mylar sheet to the window frames or fuselage skin:

- Scotch 427 Aluminum Foil Tape, G50737
- 3M 425 Aluminum Foil Tape, G00291
- tape, G51576
- 3M 8979 tape, G51663
- 3M 8979N tape, G51664.

<1> Make sure that the tape forms a continuous seal and is free of wrinkles, voids and bubbles.

2) If the airplane will be stored for less than 60 days and engine runs will be performed regularly during storage, cover the P7 glareshield panel with white cheesecloth.

NOTE: If it is necessary, the white cloth should only be removed when performing engine runs or taxiing and re-installed when completed.

a) In addition, it is recommended to install dust covers over the control cabin seats.

NOTE: Cotton dust covers are preferred. Plastic covers may be used, providing humidity and temperature control will prevent condensation.

NOTE: If the humidity in the parked airplane is below 70 percent, the seats and carpet/rugs can stay in the airplane.

(k) Seal the fuselage openings to keep water, sand and foreign debris out of the airplane.

1) Put tape, G51576, or equivalent to the items listed to seal the openings.

a) All external doors.

NOTE: Seal requirements of one Entry or Service Door may be temporarily suspended when access is required to perform work activity or for ventilation purposes provided that the door will be operated at least once every 7 days.

b) The upper half of the nose radome.

c) All external access doors/hatches.

d) If it is necessary for airplanes parked in monsoon conditions, seal the upper half of the perimeter of the P19 external power receptacle panel door (PAGEBLOCK 24-41-11/601).

2) Cut a water drain hole approximately ⅜ in. (10 mm) in the lowest part of the tape seal on all entry doors and access doors/hatches.

SUBTASK 10-11-07-100-010

(2) Prepare the leading edges of wing, vertical stabilizer and horizontal stabilizer for active storage.

(a) Do the steps that follow to clean the leading edges of wing, vertical stabilizer and horizontal stabilizer:

CAUTION

MAKE SURE THAT YOU ONLY USE APPROVED MATERIALS TO CLEAN ALUMINUM CLAD SURFACES. IF YOU DO NOT OBEY, DAMAGE TO THE ALUMINUM CLAD SURFACES CAN OCCUR.

1) Clean smaller areas such as one slat or leading edge panel at a time.

NOTE: Do not clean large areas at once. Elevated temperatures will cause the leading edge surfaces to dry too quickly in the heat and sun causing streaks and/or water stains.

2) Avoid cleaning operations in temperatures below 32°F (0°C) or above 85°F (29°C).

NOTE: Cleaning can be deferred for up to 30 days if temperature is outside of the 32°F (0°C) to 85°F (29°C).

3) Make sure that the flaps are in the fully retracted position (TASK 27-51-00-860-804).

WARNING DO NOT USE HIGH-PRESSURE SPRAY EQUIPMENT. HIGH-PRESSURE SPRAY EQUIPMENT CAN PUT LIQUIDS INTO BEARINGS, JOINTS, BRAKES, ELECTRICAL CONNECTORS, AND OTHER SEALED COMPONENTS. LIQUIDS THAT GO INTO THESE AREAS CAN CAUSE CORROSION, FREEZE DURING AIRPLANE FLIGHT, OR REMOVE NECESSARY LUBRICANTS. FREEZE DURING AIRPLANE FLIGHT CAN CAUSE LOSS OF AIRPLANE CONTROL AND POSSIBLE PERSONAL INJURY.

4) Manually clean and remove dirty material (bird droppings, dirt, dried bugs, grease, and grime) with de-ionized water, G02418.

NOTE: Do not use force if surfaces are too dirty. Surfaces of leading edges are aluminum clad and can easily scratch.

CAUTION MAKE SURE THAT YOU KEEP THE SPRAY EQUIPMENT NOZZLE MORE THAN 12 INCHES AWAY FROM THE SURFACE OF THE AIRPLANE. IF YOU DO NOT OBEY, THE SPRAY CAN CAUSE DAMAGE TO THE SURFACE.

5) It is optional to use low pressure non-atomizing spray equipment as an aid to clean.

NOTE: Low pressure non-atomizing spray equipment is applicable for locations where water is collected (paint hangar, wash stall).

a) Flush from the top of the surface and move down to prevent water saturation.

6) Soak wipers with water to clean and remove dirty material from the surfaces.

7) If necessary, let the cloth soak the area to aid in the removal of bird droppings.

8) Change wipers frequently and clean again until there is no visual contamination on the wipers or the surface.

9) If necessary, use cloth, G51677 for hard to remove particles.

NOTE: Approved materials to clean leading edge surfaces are brush-pads with hook-and-loop fastener attachment.

10) Dry the surfaces with a clean dry wiper to prevent water stains.

11) Clean the surfaces with 50/50 mixture of water and solvent, B00666 mixture.

(b) Make sure that there is no corrosion or damage on the leading edges of the wing, vertical stabilizer and horizontal stabilizer.

1) If no corrosion is found during check, then do the leading edge cleaning procedure again in 90 days.

2) If signs of corrosion, deterioration, FOD or scratches are found during check, then do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

3) If signs of damage is found during check, then the damage must be assessed and/or repaired per SRM 737-MAX.

I. Landing Gear, Tires

SUBTASK 10-11-07-620-008

(1) Prepare the Landing Gear and Tires for active storage.

(a) Service the main landing gear components, do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(b) Service the main landing gear components, do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

(c) Do an inspection of the shock struts inflation.

1) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

a) If it is necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

(d) Do a general visual inspection of the shock struts for leaks.

1) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

2) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

(e) Service the nose landing gear components, do this task: NOSE LANDING GEAR - SERVICING, PAGEBLOCK 12-21-21/301.

(f) Lubricate all of the landing gear fittings.

NOTE: During storage, if the airplane is washed, lubricate the landing gear within 6 hours.

1) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801.

(g) Make sure that the tire pressure must be no more than 15 psia (103 kPa) below the correct service pressure (TASK 12-15-51-780-801).

(h) Make sure that the tires do not have flat spots.

1) If flat spots are observed, then rotate the tires or tow the aircraft for a minimum of one and one-third revolution.

(i) Install the main landing gear cover, COM-1509, or equivalent which are not transparent to keep deterioration to a minimum.

(j) Install the nose landing gear wheels protective cover, COM-2519, or equivalent which are not transparent to keep deterioration to a minimum.

(k) Apply a layer of corrosion preventive compound, B50080, on all unpainted steel landing gear parts.

NOTE: Apply the protection to all the surfaces which are open to the weather.

1) Optional: Coat using compound, G50346.

2) Make sure that you apply the corrosion preventive compound, B50080, or compound, G50346, again (if it is necessary) every time you clean the airplane.

(l) If it is possible that there will be a hard freeze and the tires will freeze to the ground, then do this step:

NOTE: This is not necessary if the airplane will not be moved during this time, and if the tires will be discarded.

1) Put coarse sand or a coarse fiber mat between the tires and the ground surface.

J. Fuel System and Tanks

SUBTASK 10-11-07-200-005

(1) Make sure that the fuel tank pressure relief valve is closed (TASK 28-13-41-400-802).

(a) If the pressure relief valve was open, contact Boeing.

SUBTASK 10-11-07-620-064

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

(2) If biocide is approved and available, do these steps to prepare for fuel system storage during active storage (Preferred Fuel System Storage Method):

NOTE: This preferred fuel system storage method is used when biocide is available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

1) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks every day.

2) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

3) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth periodically, depending on the storage environment and the results of fuel tank sumping.

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL, AND HEALTH PROBLEMS.

(b) Do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-802.

NOTE: It is acceptable to delay uplift of biocide treated fuel for up to 7 days. If biocide application is delayed, make sure that each tank is stored with the minimum fuel tank quantity.

1) Fill and keep the main wing fuel tanks to a minimum of 20% and the center tank to a minimum of 10% capacity of fuel.

NOTE: This is sufficient fuel quantity to cover the hydraulic heat exchangers and the boost/override pumps. Add additional fuel as necessary to operate the engines.

SUBTASK 10-11-07-620-053

(3) If biocide is not available, do these steps to prepare for fuel system storage during active storage (Alternate Fuel Storage Method):

NOTE: Storage of a Boeing airplane with fuel that has not been treated with biocide additive will increase the risk of forming microbial growth.

NOTE: This alternate fuel storage method is used when biocide is not available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

a) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks each day.

2) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth periodically, depending on the storage environment and the results of fuel tank sumping.

(b) Do this task: Pressure Refuel Procedure, TASK 12-11-00-650-803.

1) Fill and keep the main wing fuel tanks to a minimum of 20% and the center tank to a minimum of 10% capacity of fuel.

NOTE: This is sufficient fuel quantity to cover the hydraulic heat exchangers and the boost/override pumps. Add additional fuel as necessary to operate the engines.

SUBTASK 10-11-07-620-065

(4) Put a screen or mesh cloth or equivalent material to cover the two surge tank vent openings.

(a) Make a screen or mesh cotton wiper, G00034, or cloth, G51294, cover.

(b) Attach the cover to the vent opening with tape, G51576, or Scotch Brand No.471 tape, G02219.

NOTE: Do not allow the tape to contact the fiberglass parts.

(c) Attach a red flag to the material on every opening.

SUBTASK 10-11-07-620-056

(5) Make sure that there are no fuel leaks around the APU fuel shroud.

NOTE: There can be no more than ten drops of fuel shown on the ground in a 24 hour cycle.

K. Power Plant

SUBTASK 10-11-07-620-030

(1) Method 1 (Preferred): Prepare the Power Plant for active storage.

NOTE: Method 1 can be used to do an engine idle run during every 7 day cycle. Using this method will allow the use of engine power and engine bleed air to run the ECS, charge the airplane batteries, and actuate the flight controls.

(a) Remove the engine covers and desiccant bags for inspection.

(b) Check nose domes (Spinner) and engine inlet surfaces.

(c) Start the engine, stabilize at ground idle, then operate for 15 minutes and stop.

NOTE: The engines can remain running while the hydraulic, electrical, and flight control systems are checked.

1) Make sure that you examine all the engine installation to make sure that there are no small animals, birds, nests, etc. before you operate the engine.

2) Do this task: Start the Engine (Normal Start), TASK 71-00-00-910-803-G00.

3) Operate the engine as follows:

a) Make sure the crossfeed valve is in the CLOSED position, on the P5 panel.

b) For the first half of engine operation, operate the engine using fuel from the main tanks to all engines.

<1> If off, set the main tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set the center tank fuel pumps to the OFF position, using the P5 panel.

c) For the second half of engine operation, operate the engine using fuel from the center tanks to all engines.

<1> If off, set the center tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set the main tank fuel pumps to the OFF position, using the P5 panel.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

4) Operate the environmental control system for the full period of engine operation (TASK 21-00-00-800-803).

5) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

(d) Cycle the thrust reversers (TASK 78-31-00-700-802-G00).

(e) If it is necessary, install desiccant bags in the inlet and in the exhaust of the engine (TASK 71-00-03-620-801-G00).

1) Monitor desiccant bags during the preservation period.

NOTE: The best condition for engine storage is to keep an environment with less than 70% of humidity.

(2) Method 2 (Alternate): Preserve the Engine.

NOTE: Method 2 can allow for full engine preservation while maintaining the airframe active. Using this method allows the APU power and APU bleed air to run ECS, charge the airplane batteries, and actuate the flight controls.

(a) Remove the engine covers for inspection.

(b) Check nose domes (Spinner) and engine inlet surfaces.

(c) Cycle the thrust reversers (TASK 78-31-00-700-802-G00).

(d) Do this task: Preservation of an Engine (Task Selection), TASK 71-00-03-620-801-G00.

NOTE: Make sure to follow the guidelines and storage duration limits listed in the engine preservation renewal procedures.

(e) If an engine run will be performed, operate the engines as follows:

1) Make sure the crossfeed valve is in the CLOSED position, on the P5 panel.

2) For the first half of engine operation, operate the engine using the fuel from the main tanks to all engines.

a) If off, set all main tank fuel pumps to the ON position, using the P5 panel.

b) If on, set all center tank fuel pumps to the OFF position, using the P5 panel.

3) For the second half of engine operation, operate the engine using fuel from the center tanks to all engines.

a) If off, set all center tank fuel pumps to the ON position, using the P5 panel.

b) If on, set all main tank fuel pumps to the OFF position, using the P5 panel.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

SUBTASK 10-11-07-620-059

(3) When the airplane is stored for an extended period in warm/humid environments, it is recommended to apply inlet cowl lipskin coating to minimize corrosion.

(a) Do task: Inlet Cowl Lipskin Protective Coating Procedure, TASK 71-00-03-390-801-G00.

SUBTASK 10-11-07-860-003

(4) Install these protective covers:

CAUTION

MAKE SURE THAT THE DRAIN MASTS ARE CLEAR OF BLOCKAGE. BLOCKED DRAINS CAN CAUSE WATER TO COLLECT IN THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

(a) The engine inlet cover, SPL-14650, engine exhaust cover, SPL-1517, and engine fan reverser plug, SPL-14648.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the engine inlet and exhaust covers are not available, use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

NOTE: The polyethylene covers can keep moisture inside. It is recommended to monitor humidity and keep moisture and foreign objects out of the engine.

NOTE: When applying plastic sheeting and tape to the exhaust, make sure that the drain holes or tubes are clear and not covered.

a) When using plastic sheeting to cover the inlet, do the steps that follow:

<1> Use a lint-free cloth, G00834, and solvent, B00666, to wipe the area where the tape will be used.

<2> Cut approximately 70 in. (1.8 m) diameter circle from plastic sheet.

<3> Tape the plastic circle on FWD edge of the acoustic panel behind the lipskin.

NOTE: Do not place plastic or tape over the lipskin or encase the lipskin with plastic.

<a> Apply with at least 3 layers of overlapping tape around the perimeter of the inlet acoustic panel.

<4> Apply the tape across the diameter of the circular sheet to reduce the pillowing of the plastic sheeting.

(b) The APU exhaust plug, SPL-1518.

CAUTION DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the APU exhaust cover is not available, use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

L. Flight Controls

SUBTASK 10-11-07-620-049

(1) Prepare the Flight Control Systems for active storage.

(a) Remove snow from the flight control surface when more than 8 in. (20 cm) of snow collect.

(b) Move the leading edge flaps and slats through one full movement of travel and leave the flaps in the FULL UP position (TASK 27-81-00-860-801 or TASK 27-81-00-860-802).

(c) Move the trailing edge flaps through one full movement of travel and leave the flaps in the FULL UP position (TASK 27-51-00-860-803 and TASK 27-51-00-860-804).

(d) Move the stabilizer trim through one full movement of travel and trim to 5 units (TASK 27-41-00-800-802).

(e) Move the rudder trim through one full movement of travel and set to ± 2° units from zero (TASK 27-21-00-700-807).

(f) Move the aileron trim through one full movement of travel and set to ± 2° units from zero (TASK 27-11-00-700-810).

(g) Move all primary flight control surfaces through three full movements of travel.

1) Move the elevators through three full movements of travel (TASK 27-31-00-710-801).

2) Move the rudder through three full movements of travel (TASK 27-21-00-700-805).

3) Move the ailerons through three full movements of travel (TASK 27-11-00-700-810).

(h) If there is leakage present, check reservoirs on flap transmission and flap power drive unit assemblies to make sure that the reservoirs are filled with fluid, D00467 (TASK 12-22-51-610-801 and TASK 12-22-51-610-803).

(i) Make sure that the drain holes are open for the flap, flap fairing, and empannage (include tail cone).

SUBTASK 10-11-07-600-007

(2) Lubricate all the flight controls that follow with grease as specified:

(a) Do these tasks: AILERON - SERVICING, PAGEBLOCK 12-22-11/301.

(b) Do these tasks: RUDDER - SERVICING, PAGEBLOCK 12-22-21/301.

(c) Do these tasks: ELEVATOR - SERVICING, PAGEBLOCK 12-22-31/301.

(d) Do these tasks: STABILIZER CONTROL SYSTEM - SERVICING, PAGEBLOCK 12-22-41/301.

(e) Do these tasks: TRAILING EDGE FLAP SYSTEM - SERVICING, PAGEBLOCK 12-22-51/301.

(f) Do these tasks: SPOILER CONTROL SYSTEM - SERVICING, PAGEBLOCK 12-22-61/301.

(g) Do these tasks: LEADING EDGE SLAT - SERVICING, PAGEBLOCK 12-22-71/301.

(3) Lubricate the control cables that are external to the fuselage pressurize area.

(a) Do this task: Control Cable Lubrication, TASK 12-26-00-600-801.

SUBTASK 10-11-07-370-001

(4) Coat all unpainted steel fittings on the flaps and inside the fairings with compound, B50080.

(a) Optional: Coat using compound, G50346.

M. Flight Deck Equipment

SUBTASK 10-11-07-620-034

(1) Prepare the flight deck equipment for the active storage.

(a) Make sure that the pitot static systems are drained.

1) Do this task: Pitot Static System - Draining, TASK 34-11-00-680-801.

N. Oxygen System

SUBTASK 10-11-07-620-074

(1) Do one of these steps:

(a) Remove the flight crew oxygen system and portable oxygen cylinders.

1) Cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

2) Remove the flight crew oxygen system masks and store them in clean polyethylene bags.

(b) Keep the flight crew oxygen system and portable oxygen cylinders installed.

1) Close all of the oxygen cylinder shutoff valves.

2) Examine the hydrostatic dates on the cylinders.

3) Check the pressure of all oxygen cylinders.

NOTE: If oxygen cylinders are kept installed, the pressure will need to be checked every 60 days.

a) If the cylinder pressure is below 50 psig (345 kPa), replace or remove the oxygen cylinder.

<1> If oxygen cylinders are removed, cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

<2> If oxygen cylinders are removed, remove the flight crew oxygen system masks and store them in clean polyethylene bags.

4) If kept installed, remove the flight crew oxygen system masks from the oxygen boxes, but leave lines connected.

a) Use clean polyethylene bags to store the oxygen system masks.

O. Equipment/Furnishings

SUBTASK 10-11-07-620-035

(1) Prepare the Equipment/Furnishings for active storage.

(a) Close the window shades.

NOTE: Window shades may stay open during periods of work activity occurring in the interior, but are to be closed if the airplane is to be unattended for 2 or more days.

(b) If the airplane is not stored in a hangar and will be stored for less than 60 days, make sure that the glareshield is covered with white cheesecloth.

(c) Clean flight compartment, passenger compartment, galleys, and lavatories.

1) Make sure that all galley inserts are empty and clean.

2) Make sure that all the waste containers are empty and clean.

(d) Examine upholstery, carpets, and seats for moisture or mildew.

(e) Check the interiors.

1) Visually examine galleys, toilets, mats and carpets for any damage.

2) Examine coffee makers, ovens, etc., for moisture.

a) Clean and dry units before storage.

(f) Remove the galley inserts and store them off airplane in a dry place.

(g) It is recommended to install dust covers over seats, including control cabin seats if airplane storage is expected to be more than 60 days.

NOTE: Cotton dust covers are preferred. Plastic covers may be used, providing humidity and temperature control will prevent condensation.

NOTE: If the humidity in the parked airplane is below 70 percent, the seats and carpet/rugs can stay in the airplane. Make sure that you examine the seats and carpet for moisture and mildew every 30 days.

(h) Put carpet runners to protect the carpet from dirt and moisture when the carpet is not removed.

(i) Deactivate the door-mounted escape system (TASK 25-66-00-040-801).

(j) Open the cabinets, closets, and interior doors to supply airflow and to prevent mildew.

(k) In environments that are greater than 70% average weekly relative humidity, do these steps:

1) Place desiccant, G00626, (10 lb (4.5 kg) to 25 lb (11.3 kg) size bags are recommended) in areas through out the passenger compartment and Electronic Equipment (EE) bay to reduce the effects of humidity.

CAUTION

AIR INTRODUCED THROUGH THE AIR CONDITIONING SYSTEM SHALL BE A MINIMUM 70DEG F (21DEG C), AND NOT EXCEED 120DEG F (49DEG C) AT A PRESSURE OF 15" H2O (3.74 KPA), MEASURED AT MANIFOLD. EXCEPTION, TEMPERATURES UP TO 160DEG F (71DEG C) MAY BE USED FOR UP TO 30 MINUTES BUT NOT MORE THAN ONE 30 MINUTE PERIOD PER DAY.

2) It is recommended to remove excessive moisture from the fuselage every three days, do one or more of these steps:

- With the APU, or engines, operate the environmental control system for 15 to 30 minutes or longer (TASK 21-00-00-800-803).
- Blow warm dry air into the open air conditioning outflow valve through the airplane and out the open electronic hatch for a duration of 6 to 8 hours.
- Put a dehumidifier machine (locally sourced) in the forward area of the passenger compartment and operate for a duration of 6 to 8 hours.

- Attach an air conditioned source, COM-6557, to the ground air connect flange.

NOTE: Airflow through the air conditioning system must be a minimum 70°F (21°C), and not more than 120°F (49°C) at a pressure of 15 in/H_2O (3.74 kPa), measured at the manifold. Exception, temperatures through 160°F (71°C) can be used for a maximum of 30 minutes per day.

NOTE: Ground heaters can be connected at ground air conditioning connection and can be in operation 24 hours a day. A small amount of pressure will be built up in the airplane with all doors closed.

3) To protect the interior, it is recommended to remove the carpets and passenger and control cabin seats if the average weekly relative humidity is above 70%.

a) Keep them in an area where humidity is maintained below the 70%.

P. Water and Waste

SUBTASK 10-11-07-620-029

(1) Drain and flush all of the toilet tanks (TASK 12-17-01-610-801).

NOTE: Do not add the pre-charge chemical to the system when the airplane is in storage.

(a) Clean the toilet and filters if installed.

(b) Keep lavatory doors open.

SUBTASK 10-11-07-620-080

WARNING DRAIN, OR USE THE POTABLE WATER SYSTEM A MINIMUM OF ONE TIME EACH THREE DAYS. IF YOU DO NOT DRAIN, OR USE THE WATER SYSTEM FREQUENTLY, BACTERIA CAN GROW IN THE WATER. IF YOU DRINK WATER WITH BACTERIA IN IT, ILLNESS CAN OCCUR.

WARNING DO NOT BREATHE CHLORINE DIOXIDE GAS. PUT ON A RESPIRATOR, AND GOGGLES. WHEN THE TWO CHEMICALS MIX, THEY MAKE CHLORINE DIOXIDE GAS. CHLORINE DIOXIDE GAS CAN CAUSE INJURIES TO PERSONNEL IF THEY BREATHE IT.

(2) Prepare the potable water system as follows:

(a) Drain the potable water system, do this task: Potable Water System - Drain, TASK 12-14-00-600-801.

NOTE: If the potable water system is not drained, it must be serviced and flushed every 3 days.

1) Make sure that all of the system is empty.

(b) If it is necessary, disinfect the potable water system, do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

NOTE: Disinfecting of the system is not required unless taste/smell of the water is not normal.

(c) Remove all galley and lavatory filters.

(3) Do not close and seal drains.

(a) Screen the potable water drains and drain masts to prevent insect nesting.

Q. Hydraulic System

SUBTASK 10-11-07-620-025

(1) Prepare the Hydraulic System for active storage.

(a) Visually examine the following areas for evidence of leakage:

1) Wheel wells (nose and main), wing front and rear spar areas, landing gear, 48 Section (fwd and aft), rudder Power Control Unit (PCU) area, and lower external surfaces of empennage, fuselage and wings.

(b) If it is necessary, do a check of the hydraulic system for leaks and make repairs (TASK 29-00-00-790-801).

(c) Service the hydraulic reservoirs (TASK 12-12-00-610-801).

R. Auxiliary Power Unit (APU)

SUBTASK 10-11-07-620-043

(1) If it is necessary, prepare the APU for storage.

NOTE: The APU does not have to be removed for temporary storage. The APU can be deactivated and preserved. When the APU is not removed and preserved, you must connect a ground service cart to start the main engines or supply auxiliary power.

NOTE: If the engines were preserved, the APU will need to be used during the 7 day active storage cycles.

(a) Operate the APU weekly when it is not preserved.

NOTE: It is recommended to run the APU every 3 days in a severe environment. A severe environment is where the ambient temperature is not between 30°F (-1°C) and 125°F (52°C), or the humidity is above 40%, or there is salt air present.

(b) If it is necessary, for severe environmental conditions, do the APU preservation (TASK 49-11-00-600-802).

S. Electrical/Electronic

SUBTASK 10-11-07-620-067

(1) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

(a) Set the DC meter selector switch on the panel, P5-13, to the BAT or AUX BAT position.

(b) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

(c) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

SUBTASK 10-11-07-620-046

(2) Put these switches in the OFF position:

(a) P5 panel

- Flight controls
- Hydraulic systems A and B EMDP
- Pitot-static heaters

- Window heaters
- Galley power
- Engine start and ignition
- APU start and ignition
- Exterior emergency lights
- A/C packs, LH/RH
- Fuel boost pumps
- Engine wing anti-ice
- IRUs, LH/RH

(b) P9-82 panel

- Anti-skid

(c) P5 and P8

- Set the Microphone to INTERPHONE

SUBTASK 10-11-07-620-047

(3) Open the circuit breakers and install safety tags for all electrical/electronic components that have been removed from the airplane to prevent discharge of the battery.

SUBTASK 10-11-07-620-048

(4) Do these steps to prepare the Electrical/Electronic Systems for active storage.

(a) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C04008	ENGINE 1 ALTN PWR CHAN B
A	5	C04007	ENGINE 1 ALTN PWR CHAN A
B	1	C01316	ENGINE 1 START LEVER CHAN A
B	2	C01317	ENGINE 1 START LEVER CHAN B
B	3	C01312	ENGINE 1 RUN/PWR
B	5	C00276	ENGINE 1 THRUST REVERSER CONT
B	6	C01412	ENGINE 1 THRUST REVERSER INTLK
B	7	C01266	ENGINE 1 THRUST REVERSER SYNC LOCK
B	8	C01103	ENGINE 1 START VALVE

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
A	1	C04012	ANTI-ICE & RAIN WING ANTI-ICE VALVE
A	6	C00148	ANTI-ICE & RAIN ENG 1 & WING CONT
A	7	C01001	ANTI-ICE & RAIN ENG 1 COWL AI VALVE
B	1	C00055	ANTI-ICE & RAIN WSHLD WIPER RIGHT
B	3	C00054	ANTI-ICE & RAIN WSHLD WIPER LEFT
B	7	C01002	ANTI-ICE & RAIN ENG 2 COWL AI VALVE
C	4	C00236	HEATERS ELEV PITOT LEFT
C	7	C01678	WEATHER RADAR RT RIGHT
D	4	C00237	HEATERS ELEV PITOT RIGHT

(Continued)

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
D	18	C01463	WASTE/WTR LINE HEATERS
E	3	C00234	HEATERS DRAIN MAST GND
E	4	C00700	HEATERS DRAIN MAST AIR
E	5	C00233	HEATERS DRAIN
F	13	C00104	LAVATORY WATER HEATER A
F	14	C01073	LAVATORY WATER HEATER D
F	15	C01096	LAVATORY WATER HEATER E

F/O Electrical System Panel, P6-1

Row	Col	Number	Name
D	13	C00120	WEATHER RADAR RT

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
A	6	C00566	FLIGHT CONTROL FLAP LOAD RELIEF
B	5	C01313	ENGINE 2 RUN/PWR
B	6	C01318	ENGINE 2 START LEVER CHAN A
B	7	C01319	ENGINE 2 START LEVER CHAN B
B	9	C00440	FLIGHT CONTROL AUTO SPEED BRAKE
B	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
B	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
C	4	C00154	ENGINE 2 START VALVE
C	5	C01267	ENGINE 2 THRUST REVERSER SYNC LOCK
C	6	C01413	ENGINE 2 THRUST REVERSER INTLK
C	7	C00277	ENGINE 2 THRUST REVERSER CONT
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C04010	ENGINE 2 ALTN PWR CHAN B
D	8	C04009	ENGINE 2 ALTN PWR CHAN A

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-07-010-005

(5) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-860-032

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(6) Open these circuit breakers and install safety tags:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
D	11	C00873	POT WATER COMPRESSOR

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 10-11-07-410-008

(7) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-620-050

(8) Deactivate the ELT.

(a) Do this task: Emergency Locator Transmitter Deactivation, TASK 23-24-00-040-802.

SUBTASK 10-11-07-620-079

(9) If the airplane is being stored for more than 30 days do one of these steps:

(a) Remove the emergency light batteries (TASK 33-51-06-960-802).

(b) Keep the emergency light batteries installed and charge the batteries every 30 days.

SUBTASK 10-11-07-620-071

(10) Disconnect the main and auxiliary battery electrical connectors (TASK 24-31-11-000-801-002).

SUBTASK 10-11-07-020-005

(11) Disconnect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-000-801).

T. Air Conditioning

SUBTASK 10-11-07-620-028

(1) Prepare the air conditioning system for the active storage.

(a) Open and ventilate the air conditioning mix bay.

1) Leave it open while the airplane is in storage.

(b) Drain the water extractor tubing and return to the normal condition.

1) Disconnect the water drain lines from the bottom of the water extractors.
2) Let the water drain out from the water lines.
3) Reconnect the water drain lines to the bottom of the water extractors.
4) Disconnect the waterline and the air line that are attached to the water spray nozzle.
5) Let the water drain out from the water lines.
6) Reconnect the waterline and the air line that attach to the water spray nozzle.

CAUTION DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

(c) Use tape, G51576, or tape, G00920, to seal the external openings to the air conditioning system that follow:

- Over-pressure relief valve
- Air conditioning ram air inlet and exit
- Ground air connect flange
- Pneumatic ground connect fitting.

1) Do not cover the outflow valve if the external heaters/ground carts are used to hold temperature/humidity in the cabin.

a) Make sure that the outflow valve stays open.

U. Nitrogen Generating System (NGS)

SUBTASK 10-11-07-620-057

(1) Put a mesh screen cloth, G51294, material over the NGS ram outlet and attach with tape, G51576.

(a) Attach a REMOVE BEFORE FLIGHT streamer, STD-3731, with tape, G51576.

——— END OF TASK ———

TASK 10-11-07-580-801

4. Service and Protection on 7 Day (1 week) Cycle

A. General

(1) Do this procedure every 7 days during the Active Storage.

(2) This Active Storage Quick Check table is only for reference and for a quick check of the procedure:

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 203 for a quick check to do the preservation to an airplane.

Table 203/10-11-07-993-802

7-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ELECTRICAL/ELECTRONIC	Do these steps as needed: • Remove the safety tags and close circuit breakers • Connect main battery • Connect auxiliary battery (if installed).
FUEL SYSTEM AND TANKS	Do these steps: • Drain water from the fuel tanks • Maintain minimum fuel capacity in the fuel tanks.
APU	Do this step: • Operate Auxiliary Power Unit (APU).
POWER PLANT	Do these steps: • Check nose dome (spinner) and engine inlets and exhaust • Check and clean the nose cowl lipskin • Operate (Preferred) or Preserve (Alternate) the Engines • Operate air conditioning per entire period of engine run • Do the bleed air system health check.
FLIGHT CONTROLS	Do these steps: • Put flaps FULL UP • Put slats FULL UP • Move primary flight control surfaces. • Cycle the Thrust Reversers.
LANDING GEAR	Do this step: • Examine the tire pressure.
ELECTRICAL/ELECTRONIC	Do these steps as needed: • Charge main battery • Charge auxiliary battery (if installed) • Connect fuel shutoff valve battery connector • Open circuit breakers and install safety tags • Disconnect main battery • Disconnect auxiliary battery (if installed) • Disconnect fuel shutoff valve battery connector.
EXTERNAL SURFACES (FUSELAGE, WING, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps as needed: • Close all doors and hatches when airplane is unattended • Remove snow if more than 8 in. (20 cm) accumulate • Check the installation and condition of all covers.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
20-10-34-110-802	Clean Bare, Clad, or Plated Metal with Solvent (P/B 701)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
21-00-00-800-804	Remove Conditioned Air Supplied by a Cooling Pack (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-31-11-400-801-002	Battery Installation (P/B 401)
27-11-00-700-810	Aileron Travel Test (P/B 501)
27-21-00-700-805	Rudder Travel Test (P/B 501)
27-21-00-700-807	Rudder Trim System Test (P/B 501)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-41-00-800-802	Horizontal Stabilizer Trim Control System - Activation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
28-22-14-000-801	Emergency Fuel Shutoff Battery Removal (P/B 401)
28-22-14-400-801	Emergency Fuel Shutoff Battery Installation (P/B 401)
29-00-00-800-802	Hydraulic Power System - Activation (P/B 201)
36-11-00-700-801	Engine Bleed Air System Health Check (P/B 501)
49-11-00-860-801	APU Starting and Operation (P/B 201)
49-11-00-860-802	APU Usual Shutdown (P/B 201)
71-00-00-910-803-G00	Start the Engine (Normal Start) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-00-910-808-G00	Dry Motor Procedure (P/B 201)
71-00-03-390-801-G00	Inlet Cowl Lipskin Protective Coating Procedure (P/B 201)
71-00-03-620-801-G00	Preservation of an Engine (Task Selection) (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)

C. Tools/Equipment

Reference	Description
STD-127	Brush - Nylon

D. Consumable Materials

Reference	Description	Specification
B00130	Alcohol - Isopropyl	TT-I-735
B50073	Alcohol - Isopropyl	ASTM D 770
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)

(Continued)

Reference	Description	Specification
D00664 [CP5067]	Oil - Corrosion Preventive, Lubricative System	MIL-PRF-6085
G02418	Water - De-ionized	
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)
G51625	Compound - Corrosion Preventive (AECI 3 X20-18)	

E. Location Zones

Zone	Area
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
117A	Electronic Equipment Access Door

G. Electrical/Electronic

SUBTASK 10-11-07-620-051

(1) Remove the safety tags and close these circuit breakers:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C04008	ENGINE 1 ALTN PWR CHAN B
A	5	C04007	ENGINE 1 ALTN PWR CHAN A
B	1	C01316	ENGINE 1 START LEVER CHAN A
B	2	C01317	ENGINE 1 START LEVER CHAN B
B	3	C01312	ENGINE 1 RUN/PWR
B	5	C00276	ENGINE 1 THRUST REVERSER CONT
B	6	C01412	ENGINE 1 THRUST REVERSER INTLK
B	7	C01266	ENGINE 1 THRUST REVERSER SYNC LOCK
B	8	C01103	ENGINE 1 START VALVE

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	5	C01313	ENGINE 2 RUN/PWR
B	6	C01318	ENGINE 2 START LEVER CHAN A
B	7	C01319	ENGINE 2 START LEVER CHAN B
B	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
B	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
C	4	C00154	ENGINE 2 START VALVE
C	5	C01267	ENGINE 2 THRUST REVERSER SYNC LOCK
C	6	C01413	ENGINE 2 THRUST REVERSER INTLK
C	7	C00277	ENGINE 2 THRUST REVERSER CONT
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C04010	ENGINE 2 ALTN PWR CHAN B

(Continued)

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	8	C04009	ENGINE 2 ALTN PWR CHAN A

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-07-010-006

(2) To get access to the P92 panel, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-620-120

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(3) Remove the safety tag and close this circuit breaker:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 10-11-07-410-009

(4) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-860-025

(5) Connect the main battery and auxiliary battery electrical connectors (TASK 24-31-11-400-801-002).

SUBTASK 10-11-07-420-018

(6) Connect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-400-801).

H. Fuel System and Tanks

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

SUBTASK 10-11-07-620-054

(1) Do these steps to maintain the fuel system during active storage:

(a) Drain all the water from the fuel tanks and the surge tanks.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

2) Drain the water from all the tanks.

a) If the weekly average ambient humidity is above 70%, it is recommended to drain the water every 3 days for aircraft stored using the Alternate Fuel System Storage Method.

(b) Fill and keep the main wing fuel tanks to a minimum of 20% (1705.8 lb (773.7 kg)) and the center tank to a minimum of 10% (2863.5 lb (1299 kg)) capacity of fuel (TASK 12-11-00-650-803).

NOTE: This is sufficient fuel quantity to cover the hydraulic heat exchangers and the boost/override pumps. Add additional fuel as necessary to operate the engines.

I. APU

SUBTASK 10-11-07-620-016

(1) If the APU was not preserved, start and operate the APU, do this task: APU Starting and Operation, TASK 49-11-00-860-801.

(a) Remove the protective covers before starting the APU.

J. Power Plant

SUBTASK 10-11-07-620-019

(1) Method 1 (Preferred): Do these steps to maintain the power plant during active storage.

(a) Remove the engine covers and desiccant bags for inspection.

(b) Examine the nose domes (Spinner) and engine inlet surfaces.

(c) Examine the engine for small animals, birds, nests, etc. in the engine.

(d) If applied, remove any compounds from the nose cowl lipskin (TASK 71-00-03-390-801-G00).

1) The X20-18 compound, G51625 can stay on the nose cowl lipskin during engine idle runs if the engine anti-ice system is deactivated.

(e) With a soft low-lint cleaning cloth, G50933, moisten with alcohol, B00130 (preferred), or with de-ionized water, G02418, clean the nose cowl lipskin (TASK 20-10-34-110-802).

(f) Visually examine the thrust reverser blocker door drag link surfaces for the corrosion.

1) If corrosion is found, remove the surface oxidation and apply a light coat of corrosion preventive compound, B50080.

(g) Visually examine the engine exhaust and strut components for corrosion. For example, but not limited to, engine strut heat shield, engine exhaust, unpainted metal parts with fasteners, etc.

1) If surface corrosion is found, remove the surface oxidation with a nylon brush, STD-127, dipped in oil, D00664 [CP5067], and wipe clean with low-lint cleaning cloth, G50933, damp with alcohol, B50073.

(h) Start the engine, stabilize at ground idle, then operate for a minimum of 15 minutes.

1) Do this task: Start the Engine (Normal Start), TASK 71-00-00-910-803-G00.

NOTE: The engines can remain running while the hydraulic, flight controls, and electrical systems are checked.

2) Operate the engine as follows:

a) Make sure the crossfeed valve is in the CLOSED position, on the P5 panel.

b) For the first half of engine operation, operate the engine using fuel from the main tanks to all engines.

<1> If off, set the main tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set the center tank fuel pumps to the OFF position, using the P5 panel.

c) For the second half of engine operation, operate the engine using fuel from the center tanks to all engines.

<1> If off, set the center tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set the main tank fuel pumps to the OFF position, using the P5 panel.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

3) Put the APU BLEED switch to CLOSE position after engine start.

NOTE: This step will make sure that the ECS is being operated by the engines only.

4) Do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

5) With engine bleed air, operate the environmental control system for the full period of engine operation (TASK 21-00-00-800-803, TASK 21-00-00-800-804).

(i) If it is necessary, reapply compound to the nose cowl lipskin (TASK 71-00-03-390-801-G00).

(j) If it is necessary, install desiccant bags in the inlet and in the exhaust of the engine (TASK 71-00-03-620-801-G00).

1) Monitor desiccant bags during the preservation period.

NOTE: The best condition for engine storage is to keep an environment with less than 70% of humidity.

SUBTASK 10-11-07-620-112

(2) Method 2 (Alternate): Do these steps if the power plant was preserved.

(a) Remove the engine covers for inspection.

(b) Examine the nose domes (Spinner) and engine inlet surfaces.

(c) Examine the engine for small animals, birds, nests, etc. in the engine.

(d) If an engine run will be performed, remove any compounds from the nose cowl lipskin before engine operation and reapply after engine operation (TASK 71-00-03-390-801-G00).

1) The X20-18 compound, G51625 can stay on the nose cowl lipskin during engine idle runs if the engine anti-ice system is deactivated.

(e) If an engine run will be performed, clean the nose cowl lipskin with a soft low-lint cleaning cloth, G50933, moisten with alcohol, B00130 (preferred), or with de-ionized water, G02418, clean the nose cowl lipskin (TASK 20-10-34-110-802).

(f) Visually examine the thrust reverser blocker door drag link surfaces for corrosion.

1) If corrosion is found, remove the surface oxidation and apply a light coat of corrosion preventive compound, B50080.

(g) Visually examine the engine exhaust and strut components for corrosion. For example, but not limited to, engine strut heat shield, engine exhaust, unpainted metal parts with fasteners, etc.

1) If surface corrosion is found, remove the surface oxidation with a nylon brush, STD-127, dipped in oil, D00664 [CP5067], and wipe clean with low-lint cleaning cloth, G50933, damp with alcohol, B50073.

(h) If an engine run will be performed, operate the engine as follows:

1) Start the engine, stable at ground idle, then operate for a minimum of 15 minutes.

a) Do this task: Start the Engine (Normal Start), TASK 71-00-00-910-803-G00.

NOTE: The engines can remain running while the hydraulic, flight controls, and electrical systems are checked.

b) Make sure the crossfeed valve is in the CLOSED position, on the P5 panel.

c) For the first half of engine operation, operate the engine using fuel from the main tanks to all engines.

<1> If off, set all main tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set all center tank fuel pumps to the OFF position, using the P5 panel.

d) For the second half of engine operation, operate the engine using fuel from the center tanks to all engines.

<1> If off, set all center tank fuel pumps to the ON position, using the P5 panel.

<2> If on, set all main tank fuel pumps to the OFF position, using the P5 panel.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

(i) With APU bleed air, operate the environmental control system for a minimum of 15 minutes (TASK 21-00-00-800-803 and TASK 21-00-00-800-804).

K. Flight Controls

SUBTASK 10-11-07-860-002

(1) Apply hydraulic power (TASK 29-00-00-800-802).

SUBTASK 10-11-07-620-036

(2) Move the leading edge flaps and slats through one full cycle and keep the flaps in the FULL UP position (TASK 27-81-00-860-801 or TASK 27-81-00-860-802).

SUBTASK 10-11-07-620-113

(3) Move the trailing edge flaps through one full cycle and keep the flaps in the FULL UP position (TASK 27-51-00-860-803 and TASK 27-51-00-860-804).

SUBTASK 10-11-07-620-037

(4) Move the stabilizer trim through one full movement of travel and trim to 5 units (TASK 27-41-00-800-802).

SUBTASK 10-11-07-620-114

(5) Move the rudder trim through one full movement of travel and trim to ± 2 units from zero (TASK 27-21-00-700-807).

SUBTASK 10-11-07-620-115

(6) Keep the rudder trim “parked” at a different trim position from the week before.

SUBTASK 10-11-07-620-116

(7) Move the aileron trim through one full movement of travel and trim to ± 2 units from zero (TASK 27-11-00-700-810).

SUBTASK 10-11-07-620-117

(8) Keep the aileron trim "parked" at a different trim position from the week before.

SUBTASK 10-11-07-620-038

(9) Move all primary flight control surfaces through three full travel cycles.

(a) Move the elevators through three full movements of travel (TASK 27-31-00-710-801).

(b) Move the rudder through three full movements of travel (TASK 27-21-00-700-805).

(c) Move the ailerons through three full movements of travel (TASK 27-11-00-700-810).

(d) Move the ground and flight spoilers through three full movements of travel.

SUBTASK 10-11-07-840-001

(10) If Method 1 is used, stop the engine.

(a) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

(b) Dry motor the engine for 2 minutes (TASK 71-00-00-910-808-G00).

SUBTASK 10-11-07-860-008

(11) Cycle the thrust reversers a minimum of 5 times (TASK 78-31-00-700-802-G00).

L. Landing Gear

SUBTASK 10-11-07-620-045

(1) Examine the tire pressure.

(a) Make sure that the tire pressure is at the nominal service pressure (TASK 12-15-51-780-801).

M. Electrical/Electronic

SUBTASK 10-11-07-620-070

(1) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

(a) Set the DC meter selector switch on the panel, P5-13, to the BAT or AUX BAT position.

(b) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

(c) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

SUBTASK 10-11-07-860-009

(2) Shutdown the APU, do this task: APU Usual Shutdown, TASK 49-11-00-860-802.

SUBTASK 10-11-07-620-052

(3) Open these circuit breakers and install safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C04008	ENGINE 1 ALTN PWR CHAN B
A	5	C04007	ENGINE 1 ALTN PWR CHAN A
B	1	C01316	ENGINE 1 START LEVER CHAN A
B	2	C01317	ENGINE 1 START LEVER CHAN B
B	3	C01312	ENGINE 1 RUN/PWR
B	5	C00276	ENGINE 1 THRUST REVERSER CONT
B	6	C01412	ENGINE 1 THRUST REVERSER INTLK
B	7	C01266	ENGINE 1 THRUST REVERSER SYNC LOCK
B	8	C01103	ENGINE 1 START VALVE

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	5	C01313	ENGINE 2 RUN/PWR
B	6	C01318	ENGINE 2 START LEVER CHAN A
B	7	C01319	ENGINE 2 START LEVER CHAN B
B	20	C00297	FIRE PROTECTION EXTINGUISHERS RIGHT
B	22	C00296	FIRE PROTECTION EXTINGUISHERS LEFT
C	4	C00154	ENGINE 2 START VALVE
C	5	C01267	ENGINE 2 THRUST REVERSER SYNC LOCK
C	6	C01413	ENGINE 2 THRUST REVERSER INTLK
C	7	C00277	ENGINE 2 THRUST REVERSER CONT
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT

(Continued)

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
D	7	C04010	ENGINE 2 ALTN PWR CHAN B
D	8	C04009	ENGINE 2 ALTN PWR CHAN A

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-11-07-010-003

(4) To get access to the P92 panel, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-620-119

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(5) Open this circuit breaker and install safety tag:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

SUBTASK 10-11-07-410-010

(6) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-620-073

(7) Disconnect the main and auxiliary battery electrical connectors (TASK 24-31-11-000-801-002).

SUBTASK 10-11-07-020-006

(8) Disconnect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-000-801).

N. External Surfaces

SUBTASK 10-11-07-610-009

(1) Make sure that all the protective coverings are installed correctly (TASK 10-11-01-580-801).

SUBTASK 10-11-07-610-010

(2) Do these steps if they are necessary:

(a) Make sure that you close all the doors and hatches when the airplane is unattended.

(b) Remove snow if more than 8 in. (20 cm) of snow collected.

——— END OF TASK ———

TASK 10-11-07-580-806

5. Service and Protection on 14 Day (2 Week) Cycle

(Figure 201)

A. General

(1) Do this procedure every 14 days during Active Storage in addition to the procedure at 7 day intervals (TASK 10-11-07-580-801).

(2) This Active Storage Quick Check table is only for reference and for a quick check of the procedure:

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 204 for a quick check to put an airplane into a storage condition.

Table 204/10-11-07-993-806

14-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ALL	Do all steps from 7 day cycle task.
ENGINE BLEED AIR SYSTEM	Do this step: • Use a wrench to manually cycle the HPSOV and PRSOV three times.
EXTERNAL SURFACES (FUSELAGE, WING, WHEEL WELL, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: • Check structural drains are open • Visually examine the external surfaces for the corrosion or damage.
LANDING GEAR, TIRES	Do this step: • Inspect shock struts.
FUEL SYSTEM AND TANKS	Do this step: • Check fuel vents, if storage is more than 45 days.
EQUIPMENT/FURNISHINGS	Do this step: • Check the desiccant bags.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
27-51-00 P/B 201	TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES
27-61-00 P/B 201	SPOILER CONTROL SYSTEM - MAINTENANCE PRACTICES
27-81-00 P/B 201	LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-07-000-801	HPSOV Removal (P/B 401)
36-11-07-400-801	HPSOV Installation (P/B 401)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
53-31-01-200-801	External Drainage Inspection/Check (P/B 601)
53-31-01-200-802	Ball Drain Valve Inspection/Check (P/B 601)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)
71-11-04-010-801-G00	Open the Fan Cowl Panels (Selection) (P/B 201)
71-11-04-410-801-G00	Close the Fan Cowl Panels (Selection) (P/B 201)
78-31-00-010-801-G00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-802-G00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-801-G00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-801-G00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6

D. Consumable Materials

Reference	Description	Specification
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
B50073	Alcohol - Isopropyl	ASTM D 770
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G00626	Desiccant - Activated, Bagged, Packaging Use And Static Dehumidification	MIL-D-3464
G02443	Tape - Barricade, Non-Adhesive, Orange, 3 (76 mm) Inches Wide, 4 mils (0.102 mm) Thick, "REMOVE BEFORE FLIGHT"	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4
G51624	Card - Humidity Indicator, 10-100% Moisture Detection Reversible	

E. Access Panels

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
416	Right Thrust Reverser, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2
426	Right Thrust Reverser, Engine 2

F. Prepare for the Service and Protection

SUBTASK 10-11-07-610-016

(1) Do this task: Service and Protection on 7 Day (1 week) Cycle, TASK 10-11-07-580-801.

G. Engine Bleed Air System

SUBTASK 10-11-07-860-006

(1) Do these tasks in sequence to safely open the right thrust reverser on the applicable engine:

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

(a) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-801-G00.

CAUTION IF FAN COWLS ARE INSTALLED, MAKE SURE THAT LEFT AND RIGHT FAN COWLS ARE IN THE FULL OPEN POSITION. MAKE SURE THAT THE SPRING DOOR OPENING-SYSTEM (SDOS) AND HOLD OPEN RODS (HOR) ARE LOCKED IN THEIR POSITION. IF YOU DO NOT, STRUCTURAL DAMAGE TO THE FAN COWL AND THRUST REVERSER CAN OCCUR.

(b) Open both fan cowl panels (TASK 71-11-04-010-801-G00).

NOTE: Because the center line of the thrust reversers is off 6:00 o'clock position, both fan cowl panels must be opened to prevent damaging the fan cowl panel if either thrust reverser needs to be opened.

1) Open these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(c) Open the applicable right thrust reverser (TASK 78-31-00-010-801-G00).

1) Open these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

SUBTASK 10-11-07-980-002

(2) Use a wrench to manually cycle the High Pressure Shutoff Valve (HPSOV) and Pressure Regulating and Shutoff Valve (PRSOV) three times.

(a) Look at the position indicator on the PRSOV to make sure that it is in the NOT LOCKED CLOSED position.

(b) Use a 1/2-inch wrench on the manual override shaft to open the PRSOV approximately 90°.

(c) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(d) If the PRSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

1) PRSOV Removal, TASK 36-11-04-000-801.

2) PRSOV Installation, TASK 36-11-04-400-801.

(e) Look at the position indicator on the HPSOV to make sure that it is in the NOT LOCKED CLOSED position.

(f) Use a 1/2-inch wrench on the manual override shaft to open the HPSOV approximately 90°.

(g) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(h) If the HPSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

1) HPSOV Removal, TASK 36-11-07-000-801.

2) HPSOV Installation, TASK 36-11-07-400-801.

SUBTASK 10-11-07-860-007

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) Do these tasks in sequence to safely close the right thrust reverser:

(a) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-802-G00.

1) Close these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

(b) Close the fan cowl panels (TASK 71-11-04-410-801-G00).

1) Close these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1

(Continued)

Number	Name/Location
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

(c) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-801-G00.

H. External Surfaces (Fuselage, Wing, Wheel Wells, Horizontal and Vertical Stabilizers)

SUBTASK 10-11-07-211-001

(1) Do a check of the external drainage.

(a) Do these tasks:

- External Drainage Inspection/Check, TASK 53-31-01-200-801.
- Ball Drain Valve Inspection/Check, TASK 53-31-01-200-802.

(b) Inspect the tailcone compartment.

1) Open these access panels:

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door

2) Make sure that the drains in the tailcone are clear of unwanted material and water can drain.

a) If there is standing water or visible evidence of water line(s) please contact Boeing via service request.

3) Close these access panels:

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door

SUBTASK 10-11-07-211-002

(2) Visually examine the external surfaces for corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

(a) The main and nose wheel wells including the wing area of the wheel well.

(b) If it is necessary, apply the corrosion preventive compound, B50080, to the unpainted external steel surfaces again.

1) Optional: Coat using compound, G50346.

(c) Lower (or open) the leading edge flaps, slats, trailing edge flaps, and spoilers to examine for corrosion (PAGEBLOCK 27-81-00/201, PAGEBLOCK 27-61-00/201, and PAGEBLOCK 27-51-00/201).

(d) If it is necessary, apply coating, C00924, Class 1, or coating, G51521, to the unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

1) Do not apply coating to the engine tail cones or other high-temperature parts.

2) If it is necessary, remove the temporary protective coating from the airplane surfaces.
   a) Apply a layer of protective remover, B00643.
   b) Put protective remover, B00643, on approximately 20 mils (0.5 mm) thick and for more than 10 minutes to remove the protective layer.
      <1> Do not let remover, B00643, dry.
      NOTE: When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.
3) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).
4) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).
   NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.
   NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.
5) To apply coating, C00924, Class 1, do these steps:
   a) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 - 1.5 mils.
   b) Make sure that the protective coating is smooth and continuous.
      NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.
   c) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.
   d) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.
6) To apply coating, G51521, do these steps:
   a) Apply a 0.8 - 1.5 mil minimum layer of coating, G51521, to all unpainted aluminum surfaces.
      NOTE: The coating, G51521, is approved for extended storage but the layer can wear, which is usual after a long period of time.
   b) When the weather shows rain or there is condensation, make sure that coating, G51521, layer dries for a minimum of 24 hours.
   c) If it is necessary, apply heat to dry coating, G51521, layer quickly.

(e) Stow all leading edge flaps, slats, and trailing edge flaps in the UP position.

(f) Stow the spoilers in the stowed position.

SUBTASK 10-11-07-211-003

(3) Do a general visual inspection of the static ports for corrosion and unwanted material.

NOTE: It is recommended to increase the interval for inspections and cleaning if the static ports are degrading before the recommended cycle.

(a) Remove the protective covers from the static ports.

(b) Do a general visual inspection.

(c) With low-lint cleaning cloth, G50933, moist with alcohol, B50073, clean the static port exterior surface.

(d) Let the surface dry and put protective covers on the static ports.

(e) Do one of the following steps:

1) To make the protective covers for the alternate and primary static ports, use yellow, orange, or red tape, G51576, and barricade tape, G02443, that has REMOVE BEFORE FLIGHT printed on it in black letters (TASK 10-11-01-580-801).

NOTE: If the yellow, orange or red vinyl adhesive tape is not available or blends in with the background color, use a vinyl adhesive tape of another color. Select a color which is distinctive and provides a good contrast to the background colors.

2) Install the static test adapters, COM-1921, with the blanking cap tightened, to use as protective covers (TASK 10-11-01-580-801).

I. Landing Gear, Tires

SUBTASK 10-11-07-610-017

(1) Do an inspection of the shock struts inflation.

(a) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

1) If it is necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

SUBTASK 10-11-07-210-029

(2) Do a general visual inspection of the shock struts for leaks.

(a) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

(b) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

J. Fuel System and Tanks

SUBTASK 10-11-07-210-002

(1) Remove the woven screen mesh material from the surge tank vent openings.

(a) Check fuel vents for unwanted materials.

(b) Install new woven screen mesh material or cotton wiper, G00034, or cloth, G51294, to the surge tank vent openings.

SUBTASK 10-11-07-200-002

(2) If necessary, do a test for microbial growth (Detection Test for Microbial Growth, TASK 28-10-00-200-801).

NOTE: It is recommended to do the test for microbial growth every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

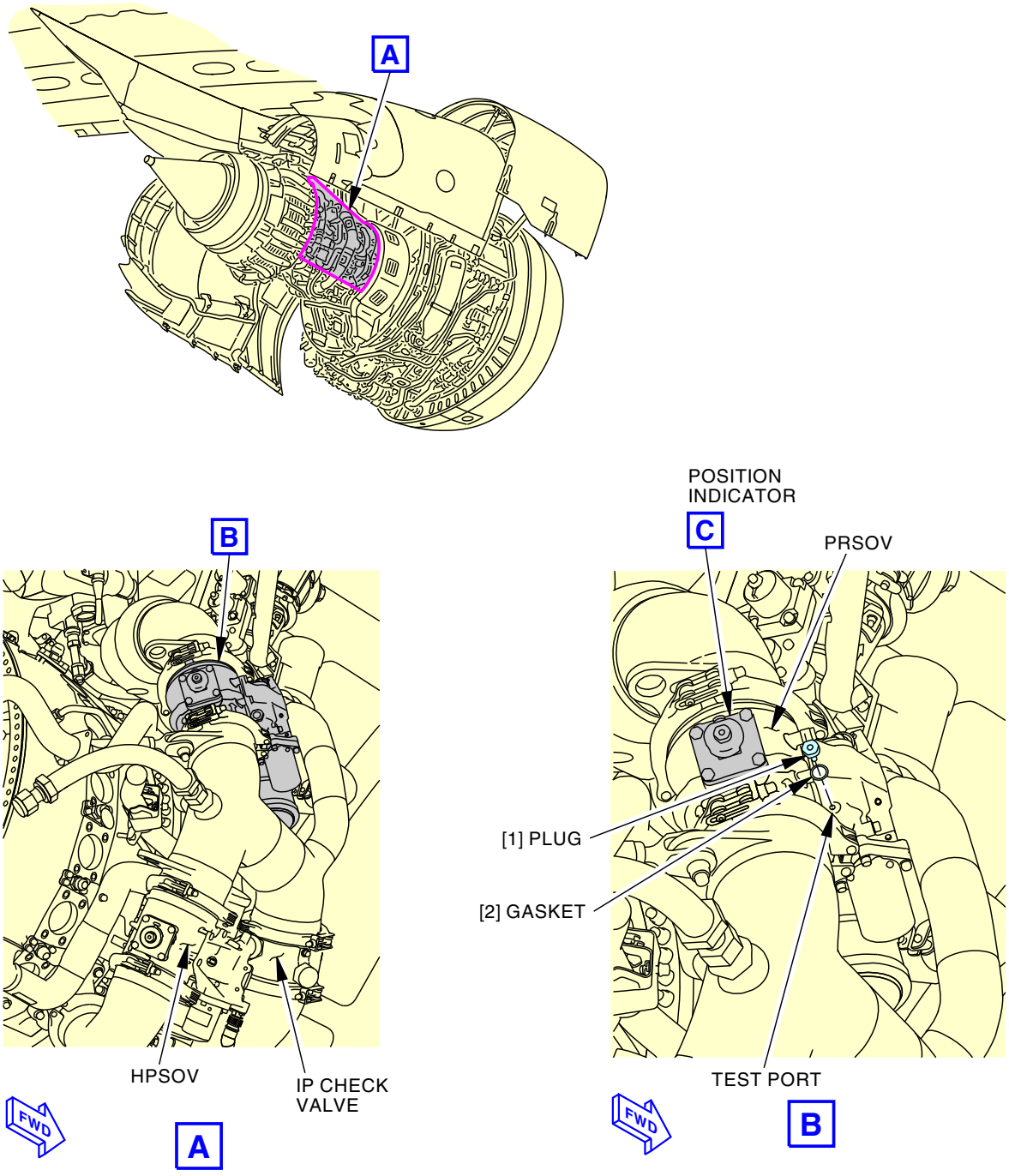
K. Equipment/Furnishings

SUBTASK 10-11-07-620-058

(1) Check desiccant, G00626, and humidity indicator card, G51624, in areas throughout the passenger compartment and Electronic Equipment (EE) bay to control humidity, replace as necessary.

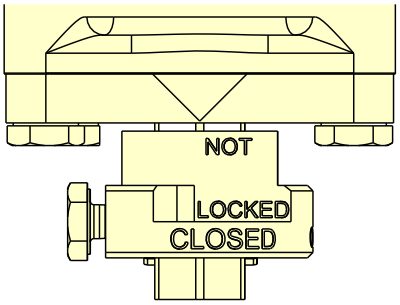
NOTE: The desiccant, G00626 can be recycled by removing the moisture in an industrial oven, refer to the manufacture instruction for this process.

——— END OF TASK ———

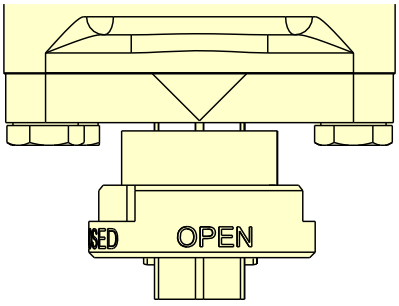


2459334 S0000572397_V4

Engine Bleed Air Shutoff Valves
Figure 201/10-11-07-990-802 (Sheet 1 of 2)



PRSOV CLOSED POSITION



PRSOV OPEN POSITION

C

2551538 S0000607874_V2

Engine Bleed Air Shutoff Valves
Figure 201/10-11-07-990-802 (Sheet 2 of 2)

TASK 10-11-07-580-803

6. Service and Protection on 30 Day (1 Month) Cycle

A. General

(1) Do this procedure every 28 to 30 days during Active Storage in addition to the procedures at the 7 day intervals (TASK 10-11-07-580-801) and 14 day intervals (TASK 10-11-07-580-806).

(2) This Active Storage Quick Check table is only for reference and for a quick check of the task:

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 205 for a quick check to do the preservation to an airplane.

Table 205/10-11-07-993-804

30-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ALL	Do these steps: • Do all steps from 7 day cycle task. • Do all steps from 14 day cycle task.
ELECTRICAL/ELECTRONIC	Do these steps: • If installed, charge the emergency light batteries. • Do the operational test of the position lights every 60 days. • Do the operational test of the anti-collision lights every 60 days.
EXTERNAL SURFACES	Do these steps: • Wash the airplane. • Check the covers on the outer windshields and control cabin windows.
FUEL SYSTEM	Do this step: • Do a test for microbial growth every 120 days or as required by the environmental condition.
POWER PLANT	Do this step: • If the engine oil system was preserved, the airplane was stored, and the engine was running during the period for more than 180 days, drain and service the engine oil.
ENVIRONMENTAL CONTROL SYSTEM (ECS)	Do this step: • Run the air packs with the engine.
FLIGHT COMPARTMENT	Do this step: • Check for the No. 2 openable window sill drain.

Table 205/10-11-07-993-804 (Continued)

30-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
LANDING GEAR, TIRES	Do these steps: • Rotate the wheels. • Clean the exposed area of the shock strut every 60 days. • Lubricate the chrome area of the shock strut every 60 days. • Check the corrosion preventive compound every 90 days. • Make sure the steering actuators are functional 90 days. • Lubricate the landing gear components 90 days.
FLIGHT CONTROLS	Do these steps every 90 days: • Check the flap drive components for corrosion. • Make sure that the drain holes are open. • Inspect reservoir on flap transmission. • Inspect reservoir on flap power drive unit. • Lubricate flap drive components. • Lubricate flap support components. • Coat all unpainted steel fittings on flaps and inside fairings with corrosion preventive compound.
OXYGEN SYSTEM	Do this step every 60 days: • Check pressure of all oxygen cylinders.
HYDRAULIC SYSTEM	Do this step: • Check for leaks.

B. References

Reference	Title
12-13-11-600-803	Engine Oil Change Servicing (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)

(Continued)

Reference	Title
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
33-43-10-710-801	Position Lights Operational Test (P/B 201)
33-44-00-710-801	Anti-Collision Lights - Operational Test (P/B 501)
33-51-06-610-801	Power Supply - Charge the Battery Packs (P/B 201)
55-10-11 P/B 401	BALANCE BAY PANELS - REMOVAL/INSTALLATION
55-33-31 P/B 401	VERTICAL STABILIZER (FIN) TRAILING EDGE PANELS - REMOVAL/INSTALLATION
56-11-00-300-801	Flight Compartment Windows - Repair of Aerodynamic Smoother and Pre-Molded Seal (P/B 801)
56-12-11-200-802	No. 2 Openable Window Sill Drain Inspection (P/B 601)
SRM 737-MAX	D000534530

C. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)

(Continued)

Reference	Description	Specification
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D00633	Grease - Aircraft General Purpose	BMS3-33
G00111	Sheet - Mylar	
G00834	Cloth - Lint-free Cotton	
G02418	Water - De-ionized	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1
G51692	Cloth - 100% Cotton	AMS3819 Class 1

D. Prepare for Service and Protection

SUBTASK 10-11-07-610-013

(1) Do this task: Service and Protection on 7 Day (1 week) Cycle, TASK 10-11-07-580-801.

SUBTASK 10-11-07-610-014

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycle, TASK 10-11-07-580-806.

E. Electrical/Electronic

SUBTASK 10-11-07-620-078

(1) If it is installed, charge the emergency light batteries (TASK 33-51-06-610-801).

SUBTASK 10-11-07-710-015

NOTE: Do this step if the airplane has been in storage for more than 60 days or if it has been more than 60 days since last completed.

(2) Do this task: Position Lights Operational Test, TASK 33-43-10-710-801.

SUBTASK 10-11-07-710-016

NOTE: Do this step if the airplane has been in storage for more than 60 days or if it has been more than 60 days since last completed.

(3) Do this task: Anti-Collision Lights - Operational Test, TASK 33-44-00-710-801.

F. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-11-07-100-008

CAUTION MAKE SURE THAT WATER DOES NOT GO IN TO THE PITOT AND STATIC LINES. THIS COULD DAMAGE THE AIR DATA COMPUTER AND INSTRUMENTS.

(1) Clean the airplane.

(a) Do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801 or Clean (Waterless Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-802.

SUBTASK 10-11-07-100-020

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

NOTE: If the temporary protective coating was applied to the leading edges of the wing, vertical stabilizer, and horizontal stabilizer, it is not necessary to clean these surfaces with de-ionized water every 90-days.

(2) Clean the leading edges of wing, vertical stabilizer, and horizontal stabilizer.

CAUTION MAKE SURE THAT YOU ONLY USE APPROVED MATERIALS TO CLEAN ALUMINUM CLAD SURFACES. IF YOU DO NOT OBEY, DAMAGE TO THE ALUMINUM CLAD SURFACES CAN OCCUR.

(a) Clean smaller areas such as one slat or leading edge panel at a time.

NOTE: Do not clean large areas at once. Elevated temperatures will cause the leading edge surfaces to dry too quickly in the heat and sun causing streaks and/or water stains.

(b) Avoid cleaning operations in temperatures below 32°F (0°C) or above 85°F (29°C).

NOTE: Cleaning can be deferred for up to 30 days if temperature is outside of the 32°F (0°C) to 85°F (29°C).

(c) Make sure that the flaps are in the fully retracted position (TASK 27-51-00-860-804).

WARNING DO NOT USE HIGH-PRESSURE SPRAY EQUIPMENT. HIGH-PRESSURE SPRAY EQUIPMENT CAN PUT LIQUIDS INTO BEARINGS, JOINTS, BRAKES, ELECTRICAL CONNECTORS, AND OTHER SEALED COMPONENTS. LIQUIDS THAT GO INTO THESE AREAS CAN CAUSE CORROSION, FREEZE DURING AIRPLANE FLIGHT, OR REMOVE NECESSARY LUBRICANTS. FREEZE DURING AIRPLANE FLIGHT CAN CAUSE LOSS OF AIRPLANE CONTROL AND POSSIBLE PERSONAL INJURY.

(d) Manually clean and remove dirty material (bird droppings, dirt, dried bugs, grease, and grime) with de-ionized water, G02418.

NOTE: Do not use force if surfaces are too dirty. Surfaces of leading edges are aluminum clad and can easily scratch.

CAUTION MAKE SURE THAT YOU KEEP THE SPRAY EQUIPMENT NOZZLE MORE THAN 12 INCHES AWAY FROM THE SURFACE OF THE AIRPLANE. IF YOU DO NOT OBEY, THE SPRAY CAN CAUSE DAMAGE TO THE SURFACE.

(e) It is optional to use low pressure non-atomizing spray equipment as an aid to clean.

NOTE: Low pressure non-atomizing spray equipment is applicable for locations where water is collected (paint hangar, wash stall).

1) Flush from the top of the surface and move down to prevent water saturation.

(f) Soak wipers with water to clean and remove dirty material from the surfaces.

(g) If it is necessary, let the cloth soak the area to aid in the removal of bird droppings.

(h) Change wipers frequently and clean again until there is no visual contamination on the wipers or the surface.

(i) If it is necessary, use cloth, G51677, for hard to remove particles.

NOTE: Approved materials to clean leading edge surfaces are brush-pads with hook-and-loop fastener attachment.

(j) Dry the surfaces with a clean dry wiper to prevent water stains.

(k) Clean the surfaces with 50/50 mixture of water and solvent, B00666, mixture.

(3) Make sure that there is no corrosion or damage on the leading edges of the wing, vertical stabilizer, and horizontal stabilizer.

(a) If no corrosion is found during check, then do the leading edge cleaning procedure again in 90 days.

(b) If signs of corrosion, deterioration, FOD or scratches are found during check, then do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

(c) If signs of damage is found during check, then the damage must be assessed and/or repaired per SRM 737-MAX.

SUBTASK 10-11-07-200-007

(4) If it is installed, inspect the mylar sheet covers on the outer windshields and control cabin windows.

NOTE: For airplanes in storage for 60 days or longer that are not stored in a hangar.

NOTE: It is recommended to check the covers on the windshields and control cabin windows more often if airplane is stored in wet/high humidity environment and after rainy/stormy weather.

(a) Make sure that the mylar covers are watertight.

NOTE: The mylar covers must be installed with no wrinkles in the tape or mylar, no voids in the tape or mylar, no tears, punctures, holes, in the mylar or tape.

(b) If cotton cloth, G50316, between the window and mylar sheet, G00111, is found to be wet, replace it with new cotton cloth, G50316.

1) Use lint-free cloth, G00834, or cloth, G51692, as alternative.

(c) Perform a general visual inspection of the moisture seal on the windshields.

1) If the moisture seal is damaged or loose, do this task: Flight Compartment Windows - Repair of Aerodynamic Smoother and Pre-Molded Seal, TASK 56-11-00-300-801.

SUBTASK 10-11-07-210-019

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(5) Check vertical and horizontal stabilizer balance bays and access panel areas for corrosion.

(a) Check and mark one left bay and one right bay different than previously checked during parking period.

NOTE: Borescope inspection is an acceptable alternative to removing parts for access.

1) If corrosion is found, inspect all bays (PAGEBLOCK 55-10-11/401 and PAGEBLOCK 55-33-31/401).

G. Fuel System

SUBTASK 10-11-07-200-004

(1) Do a test for microbial growth every 120 days or as required by the storage environment and results of fuel tank sumping (TASK 28-10-00-200-801).

NOTE: In environments with humidity above 70% relative humidity, it is recommended to test every 30 days.

H. Power Plant

SUBTASK 10-11-07-630-021

(1) If the engine oil system was preserved, the airplane was stored, and engine was running during the period for more than 180 days, do this task: Engine Oil Change Servicing, TASK 12-13-11-600-803.

I. Environmental Control System (ECS)

SUBTASK 10-11-07-710-001

(1) Prepare the Air Conditioning System for operation.

(a) Remove all installed inlet and exhaust coverings.

1) Visually examine the A/C inlet and exhaust areas for contamination and damage.

(b) Examine the equipment cooling overboard exhaust valve port for the unwanted material.

(c) Drain the water extractor tubing and return to the normal condition.

1) Disconnect the water drain lines from the bottom of the water extractors.

2) Let the water drain out from the water lines.

3) Reconnect the water drain lines to the bottom of the water extractors.

4) Disconnect the waterline and the air line that are attached to the water spray nozzle.

5) Let the water drain out from the water lines.

6) Reconnect the waterline and the air line that attach to the water spray nozzle.

(d) During the engine run, operate the environmental control system using bleed air from the engines.

NOTE: If the engine was preserved, the Auxiliary Power Unit (APU) can be used to operate the environmental control system.

J. Flight Compartment

SUBTASK 10-11-07-200-009

(1) Examine the No. 2 openable window sill drain, do this task: No. 2 Openable Window Sill Drain Inspection, TASK 56-12-11-200-802.

K. Landing Gear, Tires

SUBTASK 10-11-07-620-039

(1) If the airplane has not been moved to do engine runs, turn the wheels for a minimum of one and one-third revolution.

NOTE: Wheel rotation can be done by lifting the wheels with an axle jack, putting the airplane on jacks, or towing the airplane. If practical, rotate the wheel three or more turns to redistribute bearing lubricant before establishing the new ground contact point.

SUBTASK 10-11-07-600-006

NOTE: Do this step if the airplane has been in storage for more than 60 days or if it has been more than 60 days since last completed.

CAUTION

DO NOT APPLY GREASE TO OTHER SURFACES. IF YOU APPLY GREASE TO OTHER SURFACES, IT CAN CAUSE DAMAGE.

(2) Extend the inner cylinder of the shock strut to approximately one half of its length.

NOTE: If nitrogen or dry air will be used to extend the struts, do not exceed the pressures as shown on the applicable gear servicing chart located in the main wheel well.

(a) Clean the exposed area of the shock struts.

(b) Coat the chrome area of the shock strut with grease, D00633.

(c) Lower the shock struts to force grease, D00633, into the inner cylinder.

NOTE: The grease, D00633, will keep the seals moist during storage.

(d) Remove the remaining grease, D00633, if the shock strut is to be completely deflated or if the airplane is to be moved.

(e) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

1) If it is necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

SUBTASK 10-11-07-210-017

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(3) Examine the corrosion preventive compound on the unpainted steel landing gear parts.

(a) If it is necessary, apply compound, B50080, to the landing gear part.

1) Optional: Coat with compound, G50346.

SUBTASK 10-11-07-640-003

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(4) Clean all surfaces of exposed actuator piston rods and valve slides.

SUBTASK 10-11-07-640-010

(5) Put a layer of MCS 352B fluid, D00054, on all surfaces of the actuator piston rods and valve slides.

SUBTASK 10-11-07-640-004

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(6) Make sure that the steering actuators operate correctly.

(a) Disconnect the torsion link on the nose landing gear (TASK 32-21-31-000-803).

1) Secure the torsion link assembly to avoid damage during the operation.

(b) Lubricate the bearing surfaces of the torsion link that show with grease, D00633.

(c) Move the steering actuator of the nose landing gear.

(d) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

(e) Reconnect the torsion link (TASK 32-21-31-400-803).

SUBTASK 10-11-07-640-005

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(7) Lubricate the landing gear parts that have lubrication fittings:

(a) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(b) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

(c) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(d) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

L. Flight Controls

SUBTASK 10-11-07-210-018

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(1) Examine all trailing edge flap drive components for corrosion.

SUBTASK 10-11-07-640-006

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(2) Make sure that the drain holes of the areas that follow are open:

(a) Trailing edge flap support fairing.

(b) Empennage (include tail cone).

(c) Flap.

SUBTASK 10-11-07-640-007

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(3) Inspect reservoirs on flap transmission and flap power drive unit assemblies to ensure that reservoirs are filled with fluid, D00467 (TASK 12-22-51-610-801 and TASK 12-22-51-610-803).

SUBTASK 10-11-07-640-008

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(4) Lubricate all of the flap drive system wear components that follow with grease, D00633:

(a) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.

(b) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.

(c) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.

(d) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.

SUBTASK 10-11-07-640-009

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(5) Lubricate all trailing edge flap support lube fittings that follow with grease, D00633:

(a) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.

(b) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.

(c) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.

(d) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.

(e) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.

(f) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.

(g) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.

(h) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.

SUBTASK 10-11-07-390-001

NOTE: Do this step if the airplane has been in storage for more than 90 days or if it has been more than 90 days since last completed.

(6) Coat all unpainted steel fittings on flaps and inside fairings with compound, B50080.

(a) Optional: Coat with compound, G50346.

M. Oxygen System

SUBTASK 10-11-07-620-077

(1) Check the pressure of all oxygen cylinders every 60 days.

(a) If the cylinder pressure is below 50 psig (345 kPa), replace or remove the oxygen cylinder.

1) If oxygen cylinders are removed, cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

2) If oxygen cylinders are removed, remove the flight crew oxygen system masks and store them in clean polyethylene bags.

N. Hydraulic System

SUBTASK 10-11-07-620-087

(1) Visually examine the following areas for evidence of leakage:

(a) Wheel wells (nose and main), wing front and rear spar areas, landing gear, 48 Section (fwd and aft), rudder Power Control Unit (PCU) area, and lower external surfaces of empennage, fuselage, and wings.

SUBTASK 10-11-07-620-088

(2) If it is necessary, do a check of the hydraulic system for leaks and make repairs (TASK 29-00-00-790-801).

——— END OF TASK ———

TASK 10-11-07-580-807

7. Service and Protection on 365 Day (1 Year) Cycles

A. General

(1) This task is done at 365 days (1 year) of Active Storage.

(2) This Active Storage Quick Check table is only for reference and for a quick check of the task:

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 206 for a quick check to do the preservation to an airplane.

Table 206/10-11-07-993-808

365-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ALL	Do these steps: • Do all steps from the 7 day cycle task • Do all steps from the 14 day cycle task • Do all steps from the 30 day cycle task.
EXTERNAL SURFACES (FUSELAGE, WING, WHEEL WELL, HORIZONTAL AND VERTICAL STABILIZERS)	Do these steps: • Remove all temporary protective coatings • Visually examine the airplane for corrosion or damage • Apply corrosion preventive compound • Apply temporary protective coating.
FUEL SYSTEM	Do these steps: • Contact Boeing if Kathon FP 1.5 was used • Contact Boeing if biocide was misapplied • Test for microbial growth • Check the fuel vents • Check the fuel lines and connections.
POWER PLANT	Do this step: • Idle Leak Test.
LANDING GEAR, TIRES	Do these steps: • Service and inspect the landing gear tires • Clean all gear up lock actuator shafts • Examine the landing gear for corrosion • Lubricate all of the landing gear fittings • Inspect the wheel assemblies.

Table 206/10-11-07-993-808 (Continued)

365-DAY ACTIVE STORAGE PROCEDURE – QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
WATER/WASTE	Do these steps: • Clean the potable water system • Operate the water and waste system • Drain the water and waste system.

B. References

Reference	Title
12-14-00-600-801	Potable Water System - Drain (P/B 301)
12-14-00-600-802	Potable Water Tank - Fill (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
27-51-00 P/B 201	TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES
27-61-00 P/B 201	SPOILER CONTROL SYSTEM - MAINTENANCE PRACTICES
27-81-00 P/B 201	LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
38-32-00-700-802	Toilet - Operational Test (P/B 501)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-31 P/B 701	CORROSION REMOVAL AND CONTROL - CLEANING/PAINTING
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)
71-00-00-790-804-G00	Test No. 4 - Idle Leak Test (P/B 501)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING

C. Consumable Materials

Reference	Description	Specification
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II

(Continued)

Reference	Description	Specification
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6

D. Prepare for Service and Protection

SUBTASK 10-11-07-620-060

(1) Do this task: Service and Protection on 7 Day (1 week) Cycle, TASK 10-11-07-580-801.

SUBTASK 10-11-07-620-061

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycle, TASK 10-11-07-580-806.

SUBTASK 10-11-07-620-062

(3) Do this task: Service and Protection on 30 Day (1 Month) Cycle, TASK 10-11-07-580-803.

E. External Surfaces (Fuselage, Wing, Wheel Wells, Horizontal and Vertical Stabilizers)

SUBTASK 10-11-07-630-038

(1) If it is necessary, remove the temporary protective coating from the airplane surfaces.

(a) Apply a layer of protective remover, B00643.

(b) Put protective remover, B00643, on approximately 20 mils (0.5 mm) thick and for more than 10 minutes to remove the protective layer.

1) Do not let remover, B00643, dry.

NOTE: When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

SUBTASK 10-11-07-160-001

(2) Clean these external surfaces (TASK 12-40-00-100-801 or TASK 12-40-00-100-802):

(a) The main and nose wheel wells including the wing area of the wheel well.

(b) Lower (or open) the leading edge flaps, slats, trailing edge flaps, and spoilers to clean the components (PAGEBLOCK 27-81-00/201, PAGEBLOCK 27-61-00/201, and PAGEBLOCK 27-51-00/201).

SUBTASK 10-11-07-210-016

(3) Visually examine the external surfaces for corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

(a) The main and nose wheel wells including the wing area of the wheel well.

(b) Examine the leading edge flaps, slats, trailing edge flaps, spoilers, and wing areas for corrosion.

(c) If corrosion is found, contact Boeing.

(d) Stow all leading edge flaps, slats, trailing edge flaps, and spoilers in the UP position.

SUBTASK 10-11-07-620-063

(4) Reapply compound, B50080, to all unpainted steel surfaces.

(a) Optional: Coat with compound, G50346.

SUBTASK 10-11-07-620-086

(5) Reapply coating, C00924, Class 1, or coating, G51521, to all unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

(a) Do not apply coating to the engine tail cones or other high-temperature parts.

(b) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

(c) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).

NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.

NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.

(d) To apply coating, C00924, Class 1, do these steps:

1) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 mil (0.02 mm) - 1.5 mils (0.04 mm).

2) Make sure that the protective coating is smooth and continuous.

NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.

3) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.

4) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.

(e) To apply coating, G51521, do these steps:

1) Apply a 0.8 mil (0.02 mm) - 1.5 mils (0.04 mm) minimum layer of coating, G51521, to all unpainted aluminum surfaces.

NOTE: The coating, G51521, is approved for extended storage but the layer can wear, that is usual after a long period of time.

2) When the weather shows rain or there is condensation, make sure that coating, G51521, layer dries for a minimum of 24 hours.

3) If it is necessary, apply heat to dry coating, G51521, layer quickly.

F. Fuel System

SUBTASK 10-11-07-630-032

(1) If the airplane was treated with Kathon FP 1.5, contact Boeing.

SUBTASK 10-11-07-630-039

(2) If there is suspicion that any biocide is misapplied, submit the following data to Boeing via service request for evaluation.

(a) Fuel quantity (volume) in each tank before applying biocide.

(b) Fuel quantity (volume) in each tank after applying biocide.

(c) Total quantity (volume) of fuel biocide applied to each airplane.

(d) Uplift concentration (parts per million volume) of biocide applied in each tank.

(e) Final target concentration (parts per million volume) of biocide applied to each tank.

SUBTASK 10-11-07-280-003

(3) Test for microbial growth in the fuel tanks, do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

SUBTASK 10-11-07-650-002

(4) Remove the woven screen mesh material from the surge tank vent openings.

(a) Check fuel vents for unwanted materials.

(b) If it is necessary for continued parking or storage, install new woven screen mesh material to the surge tank vent openings.

SUBTASK 10-11-07-210-015

(5) Do a check of the fuel lines and component connections for leaks.

(a) Look for a fuel leak from the Auxiliary Power Unit (APU) fuel shroud drain.

NOTE: There can be no more than ten drops of fuel shown on the ground in a 24 hour cycle.

G. Power Plant

SUBTASK 10-11-07-790-001

(1) If the engine is not preserved, do this task: Test No. 4 - Idle Leak Test, TASK 71-00-00-790-804-G00.

NOTE: Can be performed during the Service and Protection on 7 Day (1 week) Cycle, TASK 10-11-07-580-801.

H. Landing Gear, Tires

SUBTASK 10-11-07-600-004

(1) Check the landing gear and tires.

NOTE: These steps can be deferred for up to 90 days but must be performed to put the airplane back to serviceable condition.

(a) Remove covers from all wheels.

(b) Clean all gear up lock actuator shafts with a dry cloth.

(c) Do a general visual inspection of the components of the landing gear for corrosion.

1) If you find corrosion, do the applicable tasks to remove it (PAGEBLOCK 51-21-31/701).

2) Apply a protection layer of grease, D00013, to the clean surface.

(d) Do a general visual inspection of the tires for flat spots.

(e) Do a general visual inspection of the door seals of the landing gear for flat marks and deteriorations.

SUBTASK 10-11-07-640-001

(2) Lubricate all of the landing gear fittings.

(a) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801.

(b) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(c) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

(d) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(e) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

I. Water and Waste

SUBTASK 10-11-07-600-005

(1) Check the Water and Waste System.

(a) Clean the potable water system:

1) Do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

2) Do this task: Potable Water Tank - Fill, TASK 12-14-00-600-802.

(b) Remove the plugs from all of the drains.

(c) Fill the toilet tanks and operate the flush system to make sure that they operate correctly.

1) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

2) Do this task: Toilet - Operational Test, TASK 38-32-00-700-802.

(d) Examine all the galley and lavatory plumbing and drains for air locks and leaks.

(e) Drain the potable water system, do this task: Potable Water System - Drain, TASK 12-14-00-600-801.

1) Make sure that all of the system is empty.

(f) Remove all galley and lavatory filters.

(g) Do not close and seal drains.

1) Screen the potable water drains and drain masts to prevent insect nesting.

——— END OF TASK ———

TASK 10-11-07-630-802

8. Put the Airplane Back to a Serviceable Condition After Storage of up to 60 Days

A. General

(1) This procedure is necessary to put the airplane back to a serviceable condition after storage of up to 60 days.

(2) Continue to perform the Service and Protection tasks until the Put the Airplane Back to a Serviceable Condition after Storage of up to 60 Days task is complete.

(3) Do a visual inspection for indications of deterioration of the items not prepared for storage.

(4) This Active Storage for up to 60 days depreservation Quick Check table is only for reference and for a quick check of the procedure

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 207 for a quick check to put an airplane back to service.

Table 207/10-11-07-993-825

ACTIVE STORAGE FOR UP TO 60 DAYS DEPRESERVATION PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
EXTERNAL SURFACES	Do these steps: • Clean the airplane • Examine to check for corrosion, obvious damage • Remove mooring restraints • Remove all covers and plugs • Remove flight compartment windshield and window covers.
ENTRY DOORS, EMERGENCY EXITS AND CARGO DOORS	Do these steps: • Remove seal tape from doors and access panel/hatches • Examine all door seals • Activate escape slides.
FLIGHT AND PASSENGER COMPARTMENT	Do these steps: • Clean flight compartment windshield and windows • Open all passenger window shades • Clean and install carpet (if removed) • Install crew and passenger seats (if removed) • Remove protective waterproof covers from entry door area • Clean and service the galleys and toilets • Close the cabinets, closets and interior doors.
ELECTRICAL/ELECTRONIC	Do these steps: • Install all rack mounted electronic units, if removed • Inspect battery electrical connectors • Install/connect main battery • Install/connect auxiliary battery (if installed) • Examine and connect batteries for emergency systems • Activate ELT • Remove the safety tags and close all circuit breakers.
FUEL SYSTEM	Do these steps: • Contact Boeing if Kathon FP 1.5 was used • Contact Boeing if biocide was misapplied • Open the fuel vents • Check the fuel lines and connections • Connect the fuel shutoff valve battery connector • Perform the emergency fuel shutoff battery operational test.
ENVIRONMENTAL CONTROL SYSTEM (ECS)	Do these steps: • Remove corrosion or unwanted material on outer openings of components • Perform functional test on ECS system.

Table 207/10-11-07-993-825 (Continued)

ACTIVE STORAGE FOR UP TO 60 DAYS DEPRESERVATION PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
FIRE PROTECTION SYSTEM	Do this step: • Do the fire protection system depreservation.
APU	Do this step: • Prepare the APU for operation. • If necessary, depreserve the APU.
NITROGEN GENERATING SYSTEM (NGS)	Do these steps: • Remove ram inlet and outlet covers • Do a leak check and IBIT system test.
POWER PLANT	Do these steps: • Depreservation of the engines • If necessary, manually cycle the PRSOV • Do the IDG oil change.
HYDRAULIC SYSTEM	Do these steps: • Service the hydraulic systems • Replace hydraulic system filters • Pressurize and do a system leak check.
FLIGHT CONTROLS	Do these steps: • Remove any corrosion preventive compound • Examine the spoilers for corrosion • Examine all drain holes in the structure • Check the horizontal stabilizer components • If it is applicable, lubricate all of the trailing edge flap components • Prepare the Flight Controls for operation • Do a system functional test of all Primary and Secondary control systems.
FLIGHT COMPARTMENT EQUIPMENT and RELATED INSTRUMENTS	Do these steps: • Pitot-Static system drain, flush, and tests • AOA sensors and TAT probe tests • Check for SMT messages.
LANDING GEAR, TIRES	Do these steps: • Remove any corrosion preventive compound • Examine the nose and main landing gears • Landing gear tire inspection • Inspect the wheel assemblies • Inspect shock struts • Lubricate landing gear components.

Table 207/10-11-07-993-825 (Continued)

ACTIVE STORAGE FOR UP TO 60 DAYS DEPRESERVATION PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
OXYGEN SYSTEM	Do these steps: • Clean and install all oxygen systems removed • Perform functional tests • Install crew and passenger bottles.
WATER and WASTE	Do this step: • Do the water and waste system depreservation.

B. References

Reference	Title
10-11-01-580-802	Return Airplane to Service After Parking (P/B 201)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-13-11-600-801	Engine Servicing (Oil Replenishing) (P/B 301)
12-13-21-600-802	IDG Oil Change (P/B 301)
12-13-31-200-801	APU Oil Level Inspection (P/B 301)
12-15-11-610-801	Check of the Brake Accumulator Pre-charge Pressure (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-16-02-100-801	Clean the Glass Flight Compartment Windows — Inner Surface (P/B 301)
12-16-03-100-801	Clean The Passenger Compartment Windows (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-610-805	Trailing Edge Flap Electric Motor Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-806	U-Joint and Tee Angle Gearbox Lubrication (P/B 301)

(Continued)

Reference	Title
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-814	Inboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-51-640-815	Outboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-816	Outboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-71-600-801	Leading Edge Slat Main Track Rollers Lubrication (P/B 301)
12-22-71-640-801	Leading Edge Main and Auxiliary Tracks Lubrication (P/B 301)
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
20-10-07-400-801	E/E Box Installation (P/B 401)
20-40-12-000-803	Conductive Dust Cap and Connector Cover Removal (P/B 201)
20-40-12-400-802	ESDS Handling for Metal Encased Unit Installation (P/B 201)
21-00-05-780-801	Airplane Pack Operation - Confidence Check (P/B 201)
21-31-00-710-801	Pressurization System Manual Mode Test (P/B 501)
21-32-01-700-801	Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment (P/B 501)
21-32-01-700-802	Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment (P/B 501)
21-61-06 P/B 201	CABIN TEMPERATURE SENSOR ASSEMBLY FILTER - MAINTENANCE PRACTICES
22-11-00-740-801	Digital Flight Control System (DFCS) - Operational Test (P/B 501)
22-31-00-710-802	Autothrottle System - System Test (P/B 501)
23-24-00-440-802	Emergency Locator Transmitter Activation (P/B 201)
23-71-22-720-801	Recorder Independent Power Supply (RIPS) Functional Test (P/B 501)
24-22-00-860-801	Supply Electrical Power (P/B 201)
24-31-00-700-801	DC System - Operational Test (P/B 501)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-31-11-200-801	Battery Connector Inspection (P/B 601)
24-31-11-400-801-002	Battery Installation (P/B 401)
25-00-00-100-801	Equipment/Furnishings - Cleaning (P/B 701)

(Continued)

Reference	Title
25-11-01-400-801	Captain and First Officer Seat Installation (P/B 401)
25-11-02-400-801	First Observer Seat Installation (P/B 401)
25-11-04-400-801	Flight Compartment Floor Covering Installation (P/B 401)
25-22-00-400-801	Passenger Seat Installation (P/B 401)
25-27-15-400-801	Carpet - Installation (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
25-64-00-200-801	Flashlight Check (With Flashing or Push To Test - LED Indicator) (P/B 201)
25-64-00-710-801	Megaphone Operational Test (P/B 201)
25-66-00-440-801	Door-Mounted Escape System - Activation (P/B 201)
25-66-01-200-801	Escape Slide Pack Inflation Cylinder Check (P/B 601)
25-66-01-200-802	Escape Slide Pack Check (P/B 601)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
26-14-00-710-801	Lavatory Smoke Detection - Self Test (P/B 501)
26-15-00-710-801	APU Fire Detection - Operational Test (P/B 501)
26-16-00-710-801	Cargo Bay Smoke Detection - Operational Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguisher - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection (P/B 601)
26-26-03-200-801	Clean Agent Fire Extinguisher - Inspection (P/B 601)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-11-00-700-804	Control Wheel Centering Check (P/B 501)
27-11-00-700-807	Control Wheel Travel Stop Test (P/B 501)
27-11-00-700-808	Control Wheel Travel Interference Test (P/B 501)
27-31-00-700-809	Control Column Travel and Centering - Test (P/B 501)
27-31-14-210-801	Elevator Power Control Unit Visual Inspection (P/B 601)
27-31-17-170-801	Elevator Pitot-Static System Flushing (P/B 201)
27-32-00-710-801	Stall Warning System - Operational Test (P/B 501)
27-41-00-700-803	Stabilizer Electric Trim System Test (P/B 501)
27-51-00 P/B 201	TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES
27-51-00-730-801	Trailing Edge Flap System Test (P/B 501)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-802	Trailing Edge Flap System Operation With Alternate Control (P/B 201)
27-61-00 P/B 201	SPOILER CONTROL SYSTEM - MAINTENANCE PRACTICES
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-62-00-710-801	Speed Brake Control System Operational Test (P/B 501)
27-81-00 P/B 201	LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)

(Continued)

Reference	Title
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
27-88-00-710-801	Leading Edge Flap and Slat Position Indicating System - Operational Test (P/B 501)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-11-00-790-801	Fuel Leak Detection Procedures (P/B 601)
28-22-00-720-801	Emergency Fuel Shutoff Battery - Operational Test (P/B 501)
28-22-14-400-801	Emergency Fuel Shutoff Battery Installation (P/B 401)
29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
29-09-00-860-803	Hydraulic Reservoir Pressurization System Leakage Test (P/B 501)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
29-11-00-860-804	Hydraulic System A or B Pressurization with an Engine-Driven Pump (EDP) (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
29-11-81-710-802	EDP Supply Shutoff Valve Operational Test (P/B 501)
29-21-00-700-803	Operational Test of the Standby Hydraulic Actuation System (P/B 501)
30-21-00-710-801	Engine Anti-Ice System Operational Test (P/B 501)
30-31-00-730-801	Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test (P/B 501)
30-42-00-700-801	Windshield Wiper System - Operational Test (P/B 501)
30-42-11-020-801	Windshield Wiper Blade Removal (P/B 401)
30-42-11-400-801	Windshield Wiper Blade Installation (P/B 401)
31-65-00-860-802	Scheduled Maintenance Task (SMT) Messages Check (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-12-12-200-801	Main Landing Gear Wheel Well Blade Seal Inspection (P/B 601)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
32-34-00-730-802	Main Gear Manual Extension System Test (Airplane not on Jacks) (P/B 501)
32-35-00-730-802	Nose Gear Manual Extension System Test - Airplane Not on Jacks (P/B 501)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly - Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)

(Continued)

Reference	Title
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
33-51-06-200-801	Power Supply - Battery Pack Capacity Check (P/B 201)
33-51-06-610-801	Power Supply - Charge the Battery Packs (P/B 201)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)
34-11-00-170-802	Pitot Static System - Flushing (P/B 301)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
34-21-01-400-801	Air Data Inertial Reference Unit Installation (P/B 401)
34-21-05-730-801	Angle of Attack Sensor System Test (P/B 501)
34-24-00-710-802	Integrated Standby Flight Display Dedicated Battery System - Operational Test (P/B 501)
34-61-00-750-801	FMC Software Configuration Check (P/B 201)
35-00-00-100-801	Clean the Oxygen System Components (P/B 701)
35-00-00-910-803	Maintenance Practices (P/B 201)
35-12-00-211-801	Crew Oxygen Cylinder Correct Installation and Condition Check (P/B 601)
35-12-00-700-802	Crew Oxygen Mask-Regulator Test (P/B 501)
35-12-85-400-802	Oxygen Mask/Regulator Installation (P/B 401)
35-22-00-210-801	Oxygen Generator Visual Inspection (P/B 501)
35-22-00-700-801	Passenger Oxygen System Automatic Actuation Functional Test (P/B 501)
35-22-51-440-801	Oxygen Cylinder (CDS) Activation (P/B 201)
36-11-00-700-801	Engine Bleed Air System Health Check (P/B 501)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-07-000-801	HPSOV Removal (P/B 401)
36-11-07-400-801	HPSOV Installation (P/B 401)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
38-32-00-420-801	Toilet Activation (P/B 201)
46-13-00-860-801	Airplane Credentials Check (P/B 201)
46-13-00-860-802	Server Credentials Check (P/B 201)
46-13-00-860-803	Client Credentials Check (P/B 201)
46-13-01-710-801	Network File Server Operational Test (P/B 501)
47-31-02-740-804	BDU Ground Test Menu (P/B 201)
49-11-00-600-803	APU Depreservation (P/B 201)
49-11-00-710-802	APU Operational Test (P/B 501)
49-41-71-400-801	Start Power Unit Installation (P/B 401)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-31 P/B 701	CORROSION REMOVAL AND CONTROL - CLEANING/PAINTING
52-09-00-700-801	Door Seal - Inspection/Check (P/B 201)
52-09-10 P/B 801	DOOR SEALS - REPAIRS
52-11-00-200-801	Forward Entry Door Check (P/B 601)
52-13-00-200-801	Aft Entry Door Check (P/B 601)

(Continued)

Reference	Title
52-22-00-200-801	Emergency Exit Door Inspection/Check (P/B 601)
52-31-00-200-801	Cargo Door Check (P/B 601)
52-41-00-200-801	Galley Service Door Check (P/B 601)
52-48-31-200-801	Forward Access Door Check (P/B 601)
52-48-41-200-801	Electronic Equipment Access Door Check (P/B 601)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)
71-00-00-200-806-G00	Heavy Sand/Dust Ingestion and Volcanic Ash Ingestion Inspection (P/B 601)
71-00-00-710-802-G00	Test No. 7 - Replacement Engine (Pretested Engine) Test (P/B 501)
71-00-00-910-802-G00	Start the Engine (Selection) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-00-910-808-G00	Dry Motor Procedure (P/B 201)
71-00-03-630-802-G00	Depreservation of an Engine on Wing (P/B 201)
71-11-04-010-801-G00	Open the Fan Cowl Panels (Selection) (P/B 201)
71-11-04-200-801-G00	Fan Cowl Panels Inspection (P/B 601)
71-11-04-410-801-G00	Close the Fan Cowl Panels (Selection) (P/B 201)
72-00-00 P/B 701	ENGINE - CLEANING/PAINTING
78-31-00-010-801-G00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-802-G00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-801-G00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-801-G00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING
IFIM and do the applicable procedure(s)	Interactive Fault Isolation Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6
STD-11819	Wrench - Open End, 1/2 in.

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I

(Continued)

Reference	Description	Specification
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)

E. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
416	Right Thrust Reverser, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2
426	Right Thrust Reverser, Engine 2

G. Prepare for the Procedure

SUBTASK 10-11-07-630-040

(1) Do this task: Return Airplane to Service After Parking, TASK 10-11-01-580-802.

H. External Surfaces

SUBTASK 10-11-07-160-005

(1) Clean the airplane (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

SUBTASK 10-11-07-160-002

(2) Visually examine the external surfaces for the corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

(a) The main and nose wheel wells including the wing area of the wheel well.

(b) Lower (or open) the leading edge flaps, slats, trailing edge flaps, and spoilers (LEADING EDGE FLAP AND SLAT CONTROL SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-81-00/201, SPOILER CONTROL SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-61-00/201, and TRAILING EDGE FLAP SYSTEM - MAINTENANCE PRACTICES, PAGEBLOCK 27-51-00/201).

1) Do a general visual inspection of the leading edge flaps, slats, trailing edge flaps, and spoilers for corrosion or obvious damage.

SUBTASK 10-11-07-630-041

(3) If installed, remove all mooring restraints.

SUBTASK 10-11-07-630-042

WARNING MAKE SURE THAT YOU REMOVE ALL COVERS FROM PITOT PROBES. IF YOU DO NOT REMOVE PITOT PROBE COVERS BEFORE FLIGHT, THE PITOT PROBE COVERS CAN CAUSE INCORRECT AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

CAUTION MAKE SURE YOU REMOVE ALL PITOT-PROBE, STATIC-PORT, AND OTHER COVERS BEFORE YOU OPERATE THE ENGINES. IF THE COVERS ARE NOT REMOVED, THEY CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

(4) Remove all protective covers, plugs, and desiccant from these components:

- Pitot probes
- Alternate static ports
- Primary static ports
- Engine inlet, turbine exhaust, and fan exhaust
- Total air temperature (TAT) probe
- Angle-of-attack (AOA) sensor
- APU inlet and exhaust plug.

SUBTASK 10-11-07-630-043

WARNING MAKE SURE THAT ALL BARRICADE TAPE, VINYL ADHESIVE TAPE, AND TAPE RESIDUE IS REMOVED FROM THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

CAUTION REMOVE ALL OF THE BARRICADE TAPE, AND VINYL ADHESIVE TAPE. DO NOT OPERATE THE ENGINES WITH THE COVERS ON. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

CAUTION MAKE SURE THAT THE PITOT PROBE COVER IS IN GOOD CONDITION. FIBERS FROM THE COVER WITH OTHER CONTAMINATION CAN CAUSE A BLOCKAGE IN THE PROBE. THIS CAUSES DAMAGE TO THE PROBE.

(5) Remove all of the adhesive tape or static test adapters, COM-1921, if used as a protective cover, from all of the static ports.

(a) Examine each static port for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each static port with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-044

(6) Remove all of the adhesive tape from the two AOA sensors.

(a) Examine the two AOA sensors for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each AOA sensor with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-045

(7) Remove the covers, tape, and red flags from all of the drains, vents and openings.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-046

(8) Clean the flight compartment windshield and windows.

(a) Remove coverings from the outer flight compartment windshield and windows, if applied.

(b) Make sure that the windshield wipers are in good condition.

1) If it is necessary, replace the damaged wipers (TASK 30-42-11-020-801 and TASK 30-42-11-400-801).

(c) Do this task: Windshield Wiper System - Operational Test, TASK 30-42-00-700-801.

(d) Clean the flight compartment inner windshield and windows (TASK 12-16-02-100-801).

I. Entry Doors, Emergency Exits, and Cargo Doors

SUBTASK 10-11-07-630-047

(1) Remove the tape seal from all the entry doors and access panels and hatches.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove all unwanted adhesive.

SUBTASK 10-11-07-210-021

(2) Examine all door seals for flat spots or deterioration.

(a) With a low-lint cleaning cloth, G50933, damp with water, wipe down the door seals and door sills.

(b) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

(c) If necessary, repair the damaged seals (PAGEBLOCK 52-09-10/801).

SUBTASK 10-11-07-210-022

(3) Examine the entry and service door escape slide packs, inflation cylinders, and girt bar fittings.

(a) Do this task: Escape Slide Pack Check, TASK 25-66-01-200-802.

(b) Do this task: Escape Slide Pack Inflation Cylinder Check, TASK 25-66-01-200-801.

(c) Make sure that the girt bar retainers hold the girt bar.

(d) Make sure that the escape slide brackets are clean, secure, and operate correctly.

SUBTASK 10-11-07-210-023

(4) Do a check of the following doors.

(a) Do this task: Forward Entry Door Check, TASK 52-11-00-200-801.

(b) Do this task: Aft Entry Door Check, TASK 52-13-00-200-801.

(c) Do this task: Emergency Exit Door Inspection/Check, TASK 52-22-00-200-801.

(d) Do this task: Cargo Door Check, TASK 52-31-00-200-801.

(e) Do this task: Galley Service Door Check, TASK 52-41-00-200-801.

(f) Do this task: Electronic Equipment Access Door Check, TASK 52-48-41-200-801.

(g) Do this task: Forward Access Door Check, TASK 52-48-31-200-801.

(h) Open and close the entry doors and galley service doors with the inner and outer handles two times each to make sure that the doors operate correctly.

SUBTASK 10-11-07-440-002

(5) Make sure that the escape slides are activated.

(a) Do this task: Door-Mounted Escape System - Activation, TASK 25-66-00-440-801.

J. Flight and Passenger Compartment

SUBTASK 10-11-07-630-048

(1) Remove the desiccant bags from the flight and passenger compartments, if applied.

SUBTASK 10-11-07-630-049

(2) Open all passenger window shades.

(a) Clean the passenger windows (TASK 12-16-03-100-801).

SUBTASK 10-11-07-630-050

(3) If removed, install the carpet in the crew and passenger compartments.

(a) Do this task: Flight Compartment Floor Covering Installation, TASK 25-11-04-400-801.

(b) Do this task: Carpet - Installation, TASK 25-27-15-400-801.

(c) If installed, remove all carpet runners.

(d) Examine the carpet areas for mildew or moisture, if not removed.

1) Clean the carpet when moisture or mildew show (TASK 25-00-00-100-801).

SUBTASK 10-11-07-630-051

(4) If removed, install the crew seats.

(a) Do this task: Captain and First Officer Seat Installation, TASK 25-11-01-400-801.

(b) Do this task: First Observer Seat Installation, TASK 25-11-02-400-801 .

SUBTASK 10-11-07-630-107

(5) Examine the crew seats for moisture and mildew, if not removed.

(a) Clean the crew seats (TASK 25-00-00-100-801).

SIA 001-014

SUBTASK 10-11-07-630-052

(6) Install the passenger seats, if removed (TASK 25-22-00-400-801).

SUBTASK 10-11-07-630-108

(7) Examine the passenger seats for moisture and mildew, if not removed.

(a) If it is necessary, clean the passenger seats (TASK 25-00-00-100-801).

SIA ALL

SUBTASK 10-11-07-160-003

(8) Make sure that all the tray carriers and waste containers are empty and clean.

SUBTASK 10-11-07-160-004

(9) Make sure that the airsick bag and travel bag containers in the lavatories are empty and clean (TASK 25-40-08-200-801).

SUBTASK 10-11-07-630-054

(10) If removed, install the galley inserts and make sure that the galleys are clean.

SUBTASK 10-11-07-630-055

(11) Close the cabinets, closets and interior doors.

K. Electrical/Electronic

SUBTASK 10-11-07-630-056

(1) Make sure that all switches on the control panels that are not necessary are in the OFF position.

NOTE: This does not include the switches used to activate the systems.

NOTE: Before electrical power is applied, make sure that all control lever positions agree with the movable control surface positions.

SUBTASK 10-11-07-630-057

(2) If removed, install the rack-mounted electronic units (TASK 20-10-07-400-801).

(a) The E/E boxes are sensitive to electrostatic discharge; do these steps:

CAUTION DO NOT TOUCH THE UNIT BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE UNIT.

1) Do this task: ESDS Handling for Metal Encased Unit Installation, TASK 20-40-12-400-802.

2) Do this task: Conductive Dust Cap and Connector Cover Removal, TASK 20-40-12-000-803.

(b) Do a general visual check; make sure that the electronic units are in good condition and do not show corrosion.

NOTE: The units are installed in the main equipment area E1 through E5 and the aft cargo compartment E6 and E8, if applicable.

(c) Make sure that all avionics systems are fully functional; do the applicable LRU or system test for any system or LRU that was removed or disconnected.

SUBTASK 10-11-07-630-058

(3) Do this task: Network File Server Operational Test, TASK 46-13-01-710-801.

SUBTASK 10-11-07-630-059

(4) Do the following credential checks to make sure that the credentials are not expired:

(a) Do this task: Airplane Credentials Check, TASK 46-13-00-860-801

(b) Do this task: Server Credentials Check, TASK 46-13-00-860-802

(c) Do this task: Client Credentials Check, TASK 46-13-00-860-803.

SUBTASK 10-11-07-630-060

(5) If the airplane was in storage for more than 28 days, then do a check of the navigational database software (TASK 34-61-00-750-801).

SUBTASK 10-11-07-630-061

(6) Do an operational test of the Digital Flight Control System (DFCS).

(a) Do this task: Digital Flight Control System (DFCS) - Operational Test, TASK 22-11-00-740-801.

SUBTASK 10-11-07-630-062

(7) Do the autothrottle system test.

(a) Do this task: Autothrottle System - System Test, TASK 22-31-00-710-802.

SUBTASK 10-11-07-630-063

(8) If removed, install the air data inertial reference units.

(a) Do this task: Air Data Inertial Reference Unit Installation, TASK 34-21-01-400-801.

SUBTASK 10-11-07-960-007

(9) Do these steps to check if it is required to replace or restore/repair the main and auxiliary batteries:

NOTE: Depending on the average ambient temperature, batteries in storage may lose capacity and may require replacement or restoration/repair before return to flight.

(a) Use Table 208 to determine if it is required to replace or restore/repair the main and auxiliary batteries.

Table 208/10-11-07-993-828 Battery Storage Limits

Average Temperature*[1]	Greater than 86°F (30°C)	Between 77°F (25°C) and 86°F (30°C)	Less than 77°F (25°C)
Battery replacement or restoration/repair required if stored for more than	1 month (30 days)	1.5 months (45 days)	3 months (90 days)

*[1] Average temperature is the average of the monthly high and low temperatures during storage.

NOTE: Refer to Service Letter 737-SL-24-234 for additional guidance to determine if it is required to replace or restore/repair the main and auxiliary batteries.

NOTE: If the batteries storage condition is within the Table 208 limits, review the applicable maintenance program for this component and decrease the battery restoration interval by 50%. If the battery restoration interval has been exceeded during storage, schedule the restoration/repair or replacement of the battery per Table 209. If the battery restoration interval is not exceeded during storage, use the maintenance program reduced interval to schedule the restoration/repair or replacement of the battery when the airplane returns to service.

(b) If battery replacement or restoration/repair is necessary, then install new or reconditioned main and auxiliary batteries per Table 209:

NOTE: It is recommended to install new or restored/repaired batteries as close to flight as possible.

NOTE: It is acceptable to schedule the restoration/repair or replacement of the batteries per Table 209. The original batteries may be used for continued ground operations and weekly storage cycles.

Table 209/10-11-07-993-829 Battery Installation Limits

Average Temperature*[1]	Between 90°F (32°C) and 104°F (40°C)	Between 77°F (25°C) and 90°F (32°C)
Install new or restored/repaired batteries prior to flight	Within 1 month (30 days)	Within 2 months (60 days)

*[1] Average temperature is the average of the expected monthly high and low temperatures during the remainder of the storage duration.

1) If the battery connector is not new, do this task: Battery Connector Inspection, TASK 24-31-11-200-801.

2) Do these tasks:

- Battery Removal, TASK 24-31-11-000-801-002
- Battery Installation, TASK 24-31-11-400-801-002.

(c) If battery replacement or restoration/repair is not necessary, then do these steps:

1) Connect the main battery electrical connectors (Battery Installation, TASK 24-31-11-400-801-002).

2) Make sure that the battery is fully charged, do this task: DC System - Operational Test, TASK 24-31-00-700-801.

SUBTASK 10-11-07-630-064

(10) Do this task: Recorder Independent Power Supply (RIPS) Functional Test, TASK 23-71-22-720-801.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-065

(11) Do this task: Megaphone Operational Test, TASK 25-64-00-710-801.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-066

(12) Make sure that the portable Emergency Locator Transmitter (ELT) batteries are charged and installed.

(a) Make sure that the ELT batteries are within the age and date limits.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-067

(13) Check the cockpit voice recorder underwater locator beacon battery for age and date limit.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-068

(14) Check the flight data recorder underwater locator beacon battery for age and date limit.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-069

(15) Do this task: Flashlight Check (With Flashing or Push To Test - LED Indicator), TASK 25-64-00-200-801.

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-630-070

(16) On airplanes with an ELT, activate the ELT.

(a) Do this task: Emergency Locator Transmitter Activation, TASK 23-24-00-440-802.

SUBTASK 10-11-07-630-071

(17) Remove the safety tags and close all the applicable circuit breakers for the electrical/electronic components.

SUBTASK 10-11-07-630-072

(18) Remove the safety tags and close all of the circuit breakers on the P6 and P18 circuit breaker panel.

SUBTASK 10-11-07-010-007

(19) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-630-073

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(20) Remove the safety tags and close these circuit breakers:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	8	C00768	ELEC HYD PUMP CONTROL SYS B

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	8	C00767	ELEC HYD PUMP CONTROL SYS A

SUBTASK 10-11-07-630-074

(21) Remove the safety tags and close all remaining circuit breakers.

SUBTASK 10-11-07-410-011

(22) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-630-104

(23) If removed, install and test the start power unit.

(a) Do this task: Start Power Unit Installation, TASK 49-41-71-400-801.

NOTE: An operational test is included in the installation task. Do the operational test of the APU system after installation.

SUBTASK 10-11-07-630-075

(24) If removed, install or connect the batteries of the emergency light power supplies (TASK 33-51-06-960-802).

SUBTASK 10-11-07-630-076

(25) Charge and operate the emergency lighting system.

(a) Do this task: Power Supply - Charge the Battery Packs, TASK 33-51-06-610-801.

(b) Make sure that the emergency lights operate correctly; do this task: Power Supply - Battery Pack Capacity Check, TASK 33-51-06-200-801.

L. Fuel System

SUBTASK 10-11-07-630-077

(1) If the airplane was treated with Kathon FP 1.5, contact Boeing.

SUBTASK 10-11-07-630-078

(2) If there is suspicion that any biocide is misapplied, then submit the following data to Boeing via service request for evaluation.

(a) Fuel quantity (volume) in each tank before applying biocide.

(b) Fuel quantity (volume) in each tank after applying biocide.

(c) Total quantity (volume) of fuel biocide applied to each airplane.

(d) Uplift concentration (parts per million volume) of biocide applied in each tank.

(e) Final target concentration (parts per million volume) of biocide applied to each tank.

SUBTASK 10-11-07-630-079

(3) Inspect the fuel tanks for corrosion and microbial growth, do the steps that follow:

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL AND HEALTH PROBLEMS.

(a) If biocide was used in the fuel tanks, use personal protective equipment before sumping the tanks and taking fuel samples.

(b) Drain all water that collected in the sumps of the fuel tanks and the surge tanks (TASK 12-11-00-680-801).

1) Test the Left Main, Right Main and Center fuel tanks for Moderate and Heavy microbial growth, do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: If a microbial growth sample was taken within 120 days, use the results from that sample.

SUBTASK 10-11-07-630-080

(4) Remove the woven screen mesh material from the surge tank vent openings.

(a) Check fuel vents for unwanted materials.

(b) Make sure that the red flags are removed.

SUBTASK 10-11-07-630-081

(5) Do a check of the fuel lines and component connections for leaks.

(a) Check for visible external leaks at locations including but not limited to: Panels, O-ring Seals, Pumps, Valves, Measuring Sticks, etc.

1) If leaks are found, then do this task: Fuel Leak Detection Procedures, TASK 28-11-00-790-801.

(b) Check for visible signs of fuel leakage from the APU fuel shroud drain.

SUBTASK 10-11-07-420-021

(6) Connect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-400-801).

SUBTASK 10-11-07-710-025

(7) Do this task: Emergency Fuel Shutoff Battery - Operational Test, TASK 28-22-00-720-801.

M. Environmental Control System (ECS)

SUBTASK 10-11-07-630-082

(1) Prepare the environmental control system for operation.

(a) Remove all installed inlet and exhaust coverings.

1) Visually examine the A/C inlet and exhaust areas for contamination and damage.

SUBTASK 10-11-07-210-024

(2) Make sure that there is no corrosion or unwanted material on the outer openings on these ECS components:

- Outflow valve
- Overpressure valve
- Equipment cooling overboard exhaust valve
- Ram air inlet, outlet, and SRADA
- Ground air connect flanges
- Pneumatic ground connect fittings

(a) Remove all corrosion or unwanted material.

SUBTASK 10-11-07-410-005

(3) Close the air conditioning mix bay.

SUBTASK 10-11-07-700-004

(4) Check the outflow valves of the cabin pressure control system (TASK 21-31-00-710-801).

SUBTASK 10-11-07-710-019

(5) Check the Positive Pressure Relief Valve (PPRV).

(a) If you find any blockage or unwanted material in the PPRV or the ambient sense tube, do one of these tasks: Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment, TASK 21-32-01-700-801 or Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment, TASK 21-32-01-700-802.

SUBTASK 10-11-07-210-025

(6) Do a visual inspection of the cabin temperature sensor grills and exposed filter for dust and debris (PAGEBLOCK 21-61-06/201).

(a) If it is necessary, clean the grill and exposed area of the filter by vacuuming to remove any loose debris and surface soil.

N. Fire Protection Systems

SUBTASK 10-11-07-630-083

(1) Prepare the fire protection systems for operation.

(a) Do a check of the dates of the passenger and the crew portable fire extinguishers.

1) Make sure that the passenger and the crew portable fire extinguishers that follow are serviceable:

- The water fire extinguishers (TASK 26-26-02-200-801).

SIA 001, 002

- The halon fire extinguishers (TASK 26-26-01-200-801).

SIA ALL

- The lavatory waste compartment fire extinguishing bottle (TASK 26-24-01-200-801).

SIA 003-999

- The clean agent fire extinguisher (TASK 26-26-03-200-801)

SIA ALL

NOTE: Review the applicable maintenance program for these components.

(b) Do a test of the smoke detection system (TASK 26-14-00-710-801 and TASK 26-16-00-710-801).

O. APU

SUBTASK 10-11-07-630-084

(1) If the APU was not preserved, then prepare the APU for operation.

(a) If the APU was preserved, do this task: APU Depreservation, TASK 49-11-00-600-803.

(b) Make sure that the exhaust cover, cooling air covers, and desiccants are removed.

(c) Make sure that all plugs are removed from drains.

(d) Do a general visual inspection of the APU compartment for any signs of corrosion, excess fluid, missing or unattached parts (example but not limited to fuel and oil lines, etc.) or unwanted materials.

(e) Do a check of the APU fire detection system.

1) Do this task: APU Fire Detection - Operational Test, TASK 26-15-00-710-801.

(f) Check the APU oil level (TASK 12-13-31-200-801).

(g) Do this task: APU Operational Test, TASK 49-11-00-710-802.

SUBTASK 10-11-07-710-026

(2) Do this task: Airplane Pack Operation - Confidence Check, TASK 21-00-05-780-801.

P. Nitrogen Generating System (NGS)

SUBTASK 10-11-07-630-085

(1) Do an electrical and system Initiated Built In Test (IBIT).

(a) Remove covers from the NGS ram outlet.

(b) Do this task: BDU Ground Test Menu, TASK 47-31-02-740-804.

Q. Power Plant

NOTE: The Fuel section of this task must be completed before the Power Plant section can be performed.

SUBTASK 10-11-07-710-020

(1) Do a check of the fire detection system.

(a) Do this task: Engine Fire Detection - Operational Test, TASK 26-11-00-710-801.

SUBTASK 10-11-07-630-086

(2) Do these tasks in sequence to safely open the right thrust reverser on the applicable engine:

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

(a) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-801-G00.

CAUTION IF FAN COWLS ARE INSTALLED, MAKE SURE THAT LEFT AND RIGHT FAN COWLS ARE IN THE FULL OPEN POSITION. MAKE SURE THAT THE SPRING DOOR OPENING-SYSTEM (SDOS) AND HOLD OPEN RODS (HOR) ARE LOCKED IN THEIR POSITION. IF YOU DO NOT, STRUCTURAL DAMAGE TO THE FAN COWL AND THRUST REVERSER CAN OCCUR.

(b) Open both fan cowl panels (TASK 71-11-04-010-801-G00).

NOTE: Because the center line of the thrust reversers is off 6:00 o'clock position, both fan cowl panels must be opened to prevent damaging the fan cowl panel if either thrust reverser needs to be opened.

1) Open these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(c) Open the applicable right thrust reverser (TASK 78-31-00-010-801-G00).

1) Open these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

SUBTASK 10-11-07-200-010

(3) Do an inspection of the fan cowl hardware for corrosion (TASK 71-11-04-200-801-G00).

SUBTASK 10-11-07-710-021

(4) Use a wrench to manually cycle the HPSOV and PRSOV three times.

(a) Look at the position indicator on the PRSOV to make sure that it is in the NOT LOCKED CLOSED position.

(b) Use a 1/2 in. open end wrench, STD-11819, on the manual override shaft to open the PRSOV approximately 90°.

(c) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(d) If the PRSOV does not move smooth or return to the CLOSED position on the third cycle, then replace the valve; do these tasks:

1) PRSOV Removal, TASK 36-11-04-000-801

2) PRSOV Installation, TASK 36-11-04-400-801.

(e) Look at the position indicator on the HPSOV to make sure that it is in the NOT LOCKED CLOSED position.

(f) Use a 1/2 in. open end wrench, STD-11819, on the manual override shaft to open the HPSOV approximately 90°.

(g) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(h) If the HPSOV does not move smooth or return to the CLOSED position on the third cycle, then replace the valve; do these tasks:

1) HPSOV Removal, TASK 36-11-07-000-801.

2) HPSOV Installation, TASK 36-11-07-400-801.

SUBTASK 10-11-07-630-087

(5) Do this task: IDG Oil Change, TASK 12-13-21-600-802.

SUBTASK 10-11-07-630-088

(6) If the engines were preserved, then do the depreservation of the power plant.

(a) Make sure that all protective covers from the engine inlet, hydraulic and pneumatic caps and plugs, electrical connector bags and caps, fan air exit, and side cowl are removed from the airplane.

(b) Examine the inlets and exhaust areas for unwanted material and damage.

(c) Do this task: Depreservation of an Engine on Wing, TASK 71-00-03-630-802-G00.

SUBTASK 10-11-07-630-089

(7) If the engine was not preserved, then prepare the power plant for operation.

(a) If the engines were exposed to blowing sand and dirt, do this task: Heavy Sand/Dust Ingestion and Volcanic Ash Ingestion Inspection, TASK 71-00-00-200-806-G00.

(b) Remove any corrosion preventive compound.

(c) Make sure that the inlet and exhaust areas are clear of unwanted material; do an engine wash if it is necessary (PAGEBLOCK 72-00-00/701).

1) Inspect the engine to make sure that there are no small animals, birds, nests, etc. present before you operate the engine.

(d) Check the engine oil level (TASK 12-13-11-600-801).

SUBTASK 10-11-07-630-090

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(8) Do these tasks in sequence to safely close the right thrust reverser:

(a) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-802-G00.

1) Close these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

(b) Close the fan cowl panels (TASK 71-11-04-410-801-G00).

1) Close these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

(c) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-801-G00.

SUBTASK 10-11-07-710-022

(9) Run the engines; do these steps that follow:

(a) Start the engine; do this task: Start the Engine (Selection), TASK 71-00-00-910-802-G00.

(b) Stabilize at ground idle, then operate for a minimum of 30 minutes.

SUBTASK 10-11-07-630-091

(10) Do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

SUBTASK 10-11-07-630-093

(11) Do this task: Test No. 7 - Replacement Engine (Pretested Engine) Test, TASK 71-00-00-710-802-G00.

SUBTASK 10-11-07-630-094

(12) Stop the engine.

(a) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

(b) Dry motor the engine for 2 minutes (TASK 71-00-00-910-808-G00).

(c) Cycle the thrust reversers a minimum of 5 times (TASK 78-31-00-700-802-G00).

R. Hydraulic System

SUBTASK 10-11-07-410-006

WARNING MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

(1) Make sure that the downlock pins are installed on the nose and main landing gear (TASK 32-00-01-480-801).

SUBTASK 10-11-07-630-095

(2) Do these steps before the hydraulic systems are pressurized.

(a) Make sure that the landing gear control handle is in the DOWN position on the first officer's instrument panel.

(b) Connect the nose landing gear torsion link, if disconnected (TASK 32-21-31-400-803).

SUBTASK 10-11-07-630-098

(3) Prepare the Hydraulic System for operation.

NOTE: Regular preflight procedures will satisfy these depreservation steps if the airplane storage time was less than two months (60 days).

(a) Clean the finished surfaces of all the actuators and valve slides which are open to the outside air.

1) If the airplane was in active storage for more than 60 days, do these steps:

NOTE: Do not use MCS 352B fluid, D00054, on components that contain MIL-PRF-5606 or MIL-PRF-6083. MCS 352B fluid, D00054, contains BMS3-11 hydraulic fluid and is destructive to seals used in MIL oil systems.

a) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the actuator rods which are open to the outside air.

b) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the valve slides which are open to the outside air.

(b) Do a check of the brake accumulator pre-charge; do this task: Check of the Brake Accumulator Pre-charge Pressure, TASK 12-15-11-610-801.

(c) Make sure that the hydraulic systems are correctly serviced (TASK 12-12-00-610-801).

(d) Pressurize the hydraulic systems; do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

NOTE: To do a full pressure check of the hydraulic system it is recommended to pressurize the system with the engine driven pumps.

(e) Do a general visual inspection of all hydraulic system components.

(f) Do this task: EDP Supply Shutoff Valve Operational Test, TASK 29-11-81-710-802.

(g) Do this task: Hydraulic Reservoir Pressurization System Leakage Test, TASK 29-09-00-860-803.

(h) Check the hydraulic systems A and B fluid quantity transmitter/indication:

1) Make sure that the indication in the flight deck matches the transmitter indicator gauge.
   a) If the indication in the flight deck does not match the transmitter indicator gauge, go to IFIM and do the applicable procedure(s).
2) Deploy and stow engine 1 and 2 thrust reversers while monitoring the transmitter indicator gauge and the flight deck indication.
   a) Make sure that the flight deck indication and the transmitter indicator gauge show approximately 5-6% change for system "A" and 4-5% change for system "B".

      NOTE: These changes on systems A and B quantity indication are due to actuator exchange volumes.

   b) If the flight deck indication and/or the transmitter indicator gauge do not reflect the quantity changes noted above, go to IFIM and do the applicable procedure(s).

(i) Do this task: Operational Test of the Standby Hydraulic Actuation System, TASK 29-21-00-700-803.

(j) For the following tests of the pumps low pressure switches, do this steps:

1) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	12	C00318	INDICATOR MASTER DIM SECT 6

2) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

3) Make sure that these circuit breakers are closed:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	8	C00768	ELEC HYD PUMP CONTROL SYS B

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	8	C00767	ELEC HYD PUMP CONTROL SYS A

(k) Do the Engine Driven Pump (EDP) low pressure switch test for the System A and System B.

1) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

2) Supply hydraulic power with the EDP for the applicable hydraulic system (TASK 29-11-00-860-804).

3) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2) goes off.

4) Make sure that there is no leak at the applicable EDP low pressure switch.

5) Remove hydraulic power from the applicable hydraulic system (TASK 29-11-00-860-805).

6) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

CAUTION

DO NOT OPERATE THE HYDRAULIC SYSTEMS A AND B ELECTRIC MOTOR-DRIVEN PUMPS FOR MORE THAN TWO MINUTES WITHOUT FUEL IN THE FUEL TANKS. THE NO. 1 (FOR HYDRAULIC SYSTEM A), AND NO. 2 (FOR HYDRAULIC SYSTEM B), FUEL TANKS MUST HAVE A MINIMUM OF 250 GALLONS (1675 POUNDS/760 KILOGRAMS) OF FUEL IN THEM. IF THERE IS NOT SUFFICIENT FUEL IN THE FUEL TANKS, THE ELECTRIC MOTOR-DRIVEN PUMPS WILL BECOME TOO HOT. THIS CAN CAUSE DAMAGE TO THE ELECTRIC MOTOR-DRIVEN PUMPS.

(l) Do the Electric Motor-Driven Pump (EMDP) low pressure switch test for the System A and System B.

1) Make sure that electrical power is supplied (TASK 24-22-00-860-801).

2) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2), on the P5 overhead panel, is on.

NOTE: The ELEC 2 LOW PRESSURE light is for the hydraulic system A EMDP. The ELEC 1 LOW PRESSURE light is for the hydraulic system B EMDP.

3) Pressurize the applicable hydraulic system (TASK 29-11-00-860-803).

4) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the ON position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) goes off.

5) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the OFF position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) comes on.

6) Make sure that there is no leakage at the applicable EMDP low pressure switch.

(m) Do the Standby EMDP low pressure switch test.

WARNING WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

1) Open this circuit breaker and install safety tag:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

2) Pressurize the standby system reservoir (TASK 29-09-00-860-801).

WARNING KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

3) Put the FLT CONTROL A or B switch, on the P5 overhead panel, to the STDBY RUD position.
   a) Make sure that the STANDBY HYD STBY RUD ON light, on the P5 forward overhead panel, is on.
   b) Make sure that the STANDBY HYD LOW PRESSURE light, on the P5 overhead panel, comes on.

4) Remove the safety tag and close this circuit breaker:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

   a) Make sure that the STANDBY HYD LOW PRESSURE light goes off.

5) Put the FLT CONTROL A or B switch to the ON position.
   a) Make sure that the STANDBY HYD LOW PRESSURE light stays off.

6) Make sure that there is no leakage at the low pressure switch.

7) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

S. Flight Controls

SUBTASK 10-11-07-210-026

(1) Examine all drain holes for the flight control surfaces and empennage (include tail cone) to make sure that they are open and permit water to drain freely.

(a) Make sure that the control rods and structural strut drain holes are open.

SUBTASK 10-11-07-630-099

(2) Remove any corrosion preventive compound.

SUBTASK 10-11-07-600-010

(3) Lubricate all of the trailing and leading edge flap components.

NOTE: Do this step if it has been more than 60 days since the last lubrication.

(a) Lubricate the wing leading edge and trailing edge.

1) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801
2) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802
3) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803
4) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804
5) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805
6) Do this task: U-Joint and Tee Angle Gearbox Lubrication, TASK 12-22-51-640-806
7) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807
8) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808
9) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809
10) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810
11) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811
12) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812
13) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813
14) Do this task: Inboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-814
15) Do this task: Outboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-815
16) Do this task: Outboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-816
17) Do this task: Trailing Edge Flap Power Drive Unit Servicing, TASK 12-22-51-610-801
18) Do this task: Trailing Edge Flap Transmission Servicing, TASK 12-22-51-610-803

19) Do this task: Trailing Edge Flap Electric Motor Servicing, TASK 12-22-51-610-805

20) Do this task: Leading Edge Slat Main Track Rollers Lubrication, TASK 12-22-71-600-801

21) Do this task: Leading Edge Main and Auxiliary Tracks Lubrication, TASK 12-22-71-640-801.

SUBTASK 10-11-07-630-100

(4) Prepare the flight controls for operation.

(a) Do a general visual inspection of the exposed primary and secondary control cables for condition and cable rig.

NOTE: It is not necessary to remove the floor panels, cargo ceiling panels, etc., to do the general visual inspection of the primary and secondary control cables.

1) Open these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

2) If it is necessary, adjust the cable rig loads in the primary and secondary control systems (TASK 27-09-14-820-801).

3) If the airplane was in storage for more than 30 days, make sure that all the exposed applicable cables are lubricated (TASK 12-26-00-600-801).

4) Close these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

SUBTASK 10-11-07-630-101

(5) Do the steps that follow to operate the flight control surfaces.

(a) Use the pilot controls to move the elevators, rudder, ailerons, spoilers, stabilizer trim, flaps, slats and speedbrakes through their full range of motion.

(b) Make sure that the correct movement of the control surfaces is shown on the flight control indicators and trim indicators.

(c) Make sure that the control column, wheels, and pedals are centered after they are released.

SUBTASK 10-11-07-720-009

(6) Do a system functional test of all primary and secondary control systems.

(a) Do this task: Control Wheel Travel Stop Test, TASK 27-11-00-700-807.

(b) Do this task: Control Wheel Centering Check, TASK 27-11-00-700-804.

(c) Do this task: Control Wheel Travel Interference Test, TASK 27-11-00-700-808.

(d) Do this task: Control Column Travel and Centering - Test, TASK 27-31-00-700-809

(e) Do this task: Elevator Power Control Unit Visual Inspection, TASK 27-31-14-210-801.

(f) Do this task: Stabilizer Electric Trim System Test, TASK 27-41-00-700-803.

(g) Do this task: Stall Warning System - Operational Test, TASK 27-32-00-710-801.

(h) Do these tasks: Trailing Edge Flap System Operation With Primary Control, TASK 27-51-00-860-801 and Trailing Edge Flap System Operation With Alternate Control, TASK 27-51-00-860-802.

(i) Do this task: Trailing Edge Flap System Test, TASK 27-51-00-730-801.

NOTE: The Flap Priority Valve Test, TASK 27-51-00-720-801 can be omitted.

(j) Do this task: Speed Brake Control System Operational Test, TASK 27-62-00-710-801

(k) Do this task: Spoiler Control System Operational Test, TASK 27-61-00-710-801

(l) Do these tasks: Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801 and Leading Edge Flap and Slat System Operation With Alternate Control, TASK 27-81-00-860-802

(m) Do this task: Leading Edge Flap and Slat Position Indicating System - Operational Test, TASK 27-88-00-710-801.

T. Flight Compartment Equipment and Related Instruments

SUBTASK 10-11-07-680-004

(1) Drain and flush the pitot static system.

(a) Do this task: Pitot Static System - Draining, TASK 34-11-00-680-801

(b) Do this task: Pitot Static System - Flushing, TASK 34-11-00-170-802

(c) Do this task: Elevator Pitot-Static System Flushing, TASK 27-31-17-170-801.

SUBTASK 10-11-07-630-096

(2) Test both left and right AOA sensors; do this task: Angle of Attack Sensor System Test, TASK 34-21-05-730-801.

SUBTASK 10-11-07-630-097

(3) Do this task: Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test, TASK 30-31-00-730-801.

SUBTASK 10-11-07-730-009

(4) Do this task:Integrated Standby Flight Display Dedicated Battery System - Operational Test, TASK 34-24-00-710-802.

SUBTASK 10-11-07-860-030

(5) Do a check for Scheduled Maintenance Task (SMT) messages (TASK 31-65-00-860-802).

SUBTASK 10-11-07-710-023

(6) Do this task: Engine Anti-Ice System Operational Test, TASK 30-21-00-710-801.

U. Landing Gear, Tires

SUBTASK 10-11-07-630-102

(1) Prepare the landing gear and tires for operation.

(a) Remove the nose and main landing gear protective covers.

(b) Do an inspection of the shock struts inflation.

1) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

(c) Do a general visual inspection of the shock struts for leaks.

1) If there are leaks in the main landing gear, then do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

2) If there are leaks in the nose landing gear, then do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

(d) Make sure that the landing gear tires are serviced (TASK 12-15-51-780-801).

(e) Clean all gear up lock actuator shafts with a dry cloth.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(f) Remove all of the corrosion preventive compound from the unpainted components on the landing gear.

1) If it is necessary, soak and brush the parts with solvent, B00316, and then vapor de-grease the parts.

(g) Examine the components of the landing gear for corrosion.

1) If you find corrosion, then do the applicable tasks to remove it (PAGEBLOCK 51-21-31/701).

2) Apply a protection layer of grease, D00013, to the clean surface.

(h) Do a general visual inspection of the tires for flat spots.

(i) Do this step for the landing gear doors.

1) Examine all of the door seals of the landing gear for flat mark and deteriorations (TASK 32-12-12-200-801).

SUBTASK 10-11-07-640-011

(2) Lubricate all of the landing gear fittings.

(a) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801

(b) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801

(c) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802

(d) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801

(e) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

SUBTASK 10-11-07-750-003

WARNING MAKE SURE THAT THE AREA BELOW THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) Inspect the wheel assemblies.

NOTE: If the wheel assemblies have been examined as given below in less than 30 days and there is no indication that the wheel assemblies have been exposed to power washing or other contamination, then the inspection of the wheel assemblies is not necessary.

(a) Do these steps for the main landing gear:

1) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802

3) Do this task: Main Landing Gear Wheel and Tire Assembly - Installation, TASK 32-45-11-400-801.

(b) Do these steps to examine the nose landing gear:

1) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802

3) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801.

SUBTASK 10-11-07-730-010

(4) For hydraulic system A, make sure that the hydraulic power is off (TASK 29-11-00-860-805).

SUBTASK 10-11-07-730-011

(5) Do a main gear extension system test.

(a) Do this task: Main Gear Manual Extension System Test (Airplane not on Jacks), TASK 32-34-00-730-802

1) Make sure that the alternate extend handle compartment door is fully closed after the test.

SUBTASK 10-11-07-730-012

(6) Do a nose gear extension system test.

(a) Do this task: Nose Gear Manual Extension System Test - Airplane Not on Jacks, TASK 32-35-00-730-802

1) Make sure that the alternate extend handle compartment door is fully closed after test.

V. Oxygen System

SUBTASK 10-11-07-210-027

CAUTION

OBEY THESE PRECAUTIONS. IF YOU IGNORE THESE PRECAUTIONS, DAMAGE TO EQUIPMENT WILL OCCUR.

(1) Make sure that the area is clean and free from contamination when you do maintenance on the oxygen system.

(a) Make sure that all of the oxygen system components are clean and dry before they are installed (TASK 35-00-00-910-803).

(b) If the crew oxygen cylinders were removed from the airplane, then clean the oxygen system; do this task Clean the Oxygen System Components, TASK 35-00-00-100-801.

SUBTASK 10-11-07-420-019

(2) Install the crew system oxygen masks.

(a) Make sure that the oxygen masks, rubber and plastic parts, are in good condition.

(b) Install the crew oxygen masks (TASK 35-12-85-400-802).

SUBTASK 10-11-07-420-020

(3) Make sure that the crew oxygen cylinders are in serviceable condition.

(a) Do this task: Crew Oxygen Cylinder Correct Installation and Condition Check, TASK 35-12-00-211-801.

(b) Do this task: Crew Oxygen Mask-Regulator Test, TASK 35-12-00-700-802.

SUBTASK 10-11-07-440-003

(4) Examine the LSU oxygen cylinder (TASK 35-22-51-440-801).

SUBTASK 10-11-07-210-028

(5) Examine the passenger chemical oxygen generators for age and date limit (TASK 35-22-00-210-801).

NOTE: Review the applicable maintenance program for these components.

SUBTASK 10-11-07-710-024

(6) Do a drop test of 6 to 10 oxygen masks. Look for damage (TASK 35-22-00-700-801).

W. Water and Waste

SUBTASK 10-11-07-630-103

(1) Prepare the water and waste for operation.

(a) Fill the toilet tanks and operate the flush system to make sure that they operate correctly.

1) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

2) Do this task: Toilet Activation, TASK 38-32-00-420-801.

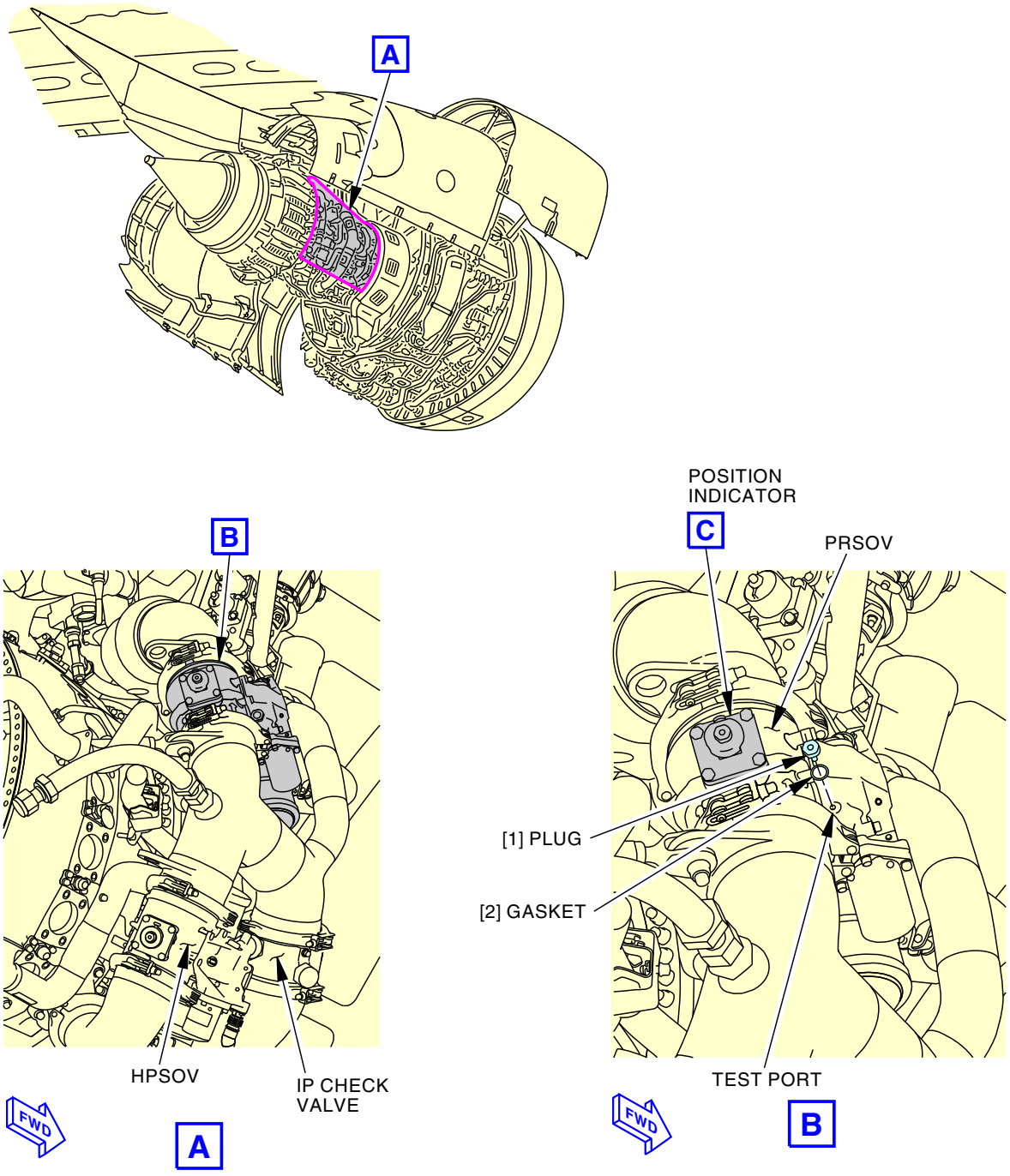
(b) If it is necessary, clean the potable water system:

1) Do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

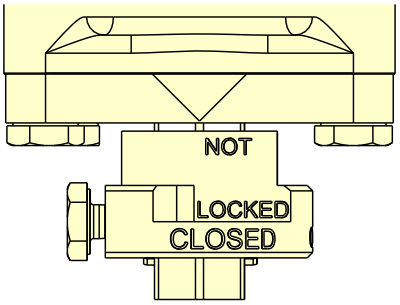
(c) Remove the plugs from all of the drains.

(d) Examine all the galley and lavatory plumbing and drain for air locks and leaks.

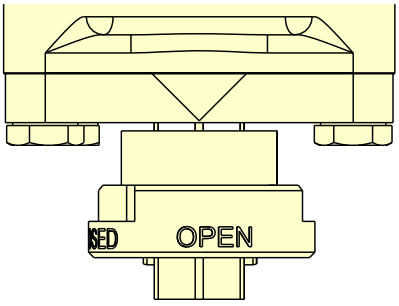
END OF TASK



Engine Bleed Air Shutoff Valves
Figure 202/10-11-07-990-804 (Sheet 1 of 2)



PRSOV CLOSED POSITION



PRSOV OPEN POSITION

C

2551538 S0000607874_V2

Engine Bleed Air Shutoff Valves
Figure 202/10-11-07-990-804 (Sheet 2 of 2)

TASK 10-11-07-630-801

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

A. General

(1) This procedure is necessary to put the airplane back to a serviceable condition.

(2) Do a visual inspection for indications of deterioration of the items not prepared for storage.

(3) The Active Storage Return to Service After Storage Procedure - Quick Check table is only for a reference and for a quick check of the procedure:

WARNING THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 210 for a quick check to put an airplane back to service.

Table 210/10-11-07-993-807

ACTIVE STORAGE RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
EXTERNAL SURFACES	Do these steps: • If necessary, inspect accumulated dust • Remove any corrosion preventive compound and temporary protective coating • Clean the airplane • Examine to check for corrosion, obvious damage • Remove mooring restraints • Remove all covers and plugs • Remove flight compartment windshield and window covers.
ENTRY DOORS, EMERGENCY EXITS AND CARGO DOORS	Do these steps: • Remove seal tape from doors and access panel/hatches • Examine all door seals • Lubricate all door components • Activate escape slides.
FLIGHT AND PASSENGER COMPARTMENT	Do these steps: • Clean flight compartment windshield and windows • Open all passenger window shades • Clean and install carpet (if removed) • Install crew and passenger seats (if removed) • Remove protective waterproof covers from entry door area • Clean and service the galleys and toilets • Close the cabinets, closets and interior doors.

Table 210/10-11-07-993-807 (Continued)

ACTIVE STORAGE RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ELECTRICAL/ELECTRONIC	Do these steps: • Install all rack mounted electronic units, if removed • Inspect battery electrical connectors • Install/connect main battery • Install/connect auxiliary battery (if installed) • Examine and connect batteries for emergency systems • Activate Emergency Locator Transmitter (ELT) • Remove safety tags and close all circuit breakers.
FUEL SYSTEM	Do these steps: • Contact Boeing if Kathon FP 1.5 was used • Contact Boeing if biocide was misapplied • Inspect the fuel tanks • Open the fuel vents • Check the fuel lines and connections • Connect the fuel shutoff valve battery connector • Perform the emergency fuel shutoff battery operational test.
Environmental Control System (ECS)	Do these steps: • Remove corrosion or unwanted material on outer openings of components • Perform functional test on Environmental Control System (ECS) system.
FIRE PROTECTION SYSTEM	Do this step: • Do the fire protection system depreservation.
APU	Do this step: • Prepare the Auxiliary Power Unit (APU) for operation.
Nitrogen Generation System (NGS)	Do these steps: • Remove ram inlet and outlet covers • Do a leak check and Initiated Built In Test (IBIT) system test.
POWER PLANT	Do these steps: • Remove any corrosion preventive compound • Depreservation of the engines • If necessary, manually cycle the Pressure Regulating and Shutoff Valve (PRSOV) • Do the Integrated Drive Generator (IDG) oil change.
HYDRAULIC SYSTEM	Do these steps: • Service the hydraulic systems • Replace hydraulic system filters • Pressurize and do a system leak check.

Table 210/10-11-07-993-807 (Continued)

ACTIVE STORAGE RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
FLIGHT CONTROLS	Do these steps: • Remove any corrosion preventive compound • Examine the spoilers for corrosion • Examine all drain holes in the structure • Check the horizontal stabilizer components • Lubricate all of the trailing edge flap components • Prepare the Flight Controls for operation • Do a system functional test of all Primary and Secondary control systems.
FLIGHT COMPARTMENT EQUIPMENT and RELATED INSTRUMENTS	Do these steps: • Pitot-Static system drain, flush, and tests • Angle of Attack (AOA) sensors and Total Air Temperature (TAT) probe tests • Check for Scheduled Maintenance Task (SMT) messages.
LANDING GEAR, TIRES	Do these steps: • Remove any corrosion preventive compound • Examine the nose and main landing gears • Landing gear tire inspection • Inspect the wheel assemblies • Inspect shock struts • Lubricate landing gear components. • Perform manual extension system test.
OXYGEN SYSTEM	Do these steps: • Clean and install all oxygen systems removed • Perform functional tests • Install crew and passenger bottles.
WATER and WASTE	Do this step: • Do the water and waste system depreservation.

B. References

Reference	Title
05-51-27-210-801	Extreme Dust or Sand Conditional Inspection (P/B 201)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-13-11-600-801	Engine Servicing (Oil Replenishing) (P/B 301)
12-13-21-600-802	IDG Oil Change (P/B 301)
12-13-31-200-801	APU Oil Level Inspection (P/B 301)
12-15-11-610-801	Check of the Brake Accumulator Pre-charge Pressure (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)

(Continued)

Reference	Title
12-16-02-100-801	Clean the Glass Flight Compartment Windows — Inner Surface (P/B 301)
12-16-03-100-801	Clean The Passenger Compartment Windows (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-41-600-801	Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication (P/B 301)
12-22-41-610-801	Horizontal Stabilizer Actuator Brake - Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-610-805	Trailing Edge Flap Electric Motor Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-806	U-Joint and Tee Angle Gearbox Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-814	Inboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-51-640-815	Outboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-816	Outboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-71-600-801	Leading Edge Slat Main Track Rollers Lubrication (P/B 301)
12-22-71-640-801	Leading Edge Main and Auxiliary Tracks Lubrication (P/B 301)
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-25-11-640-801	Forward Entry Door Servicing - Components (P/B 301)
12-25-12-640-801	Aft Entry Door Lubrication - Components (P/B 301)
12-25-13-640-801	Galley Service Door Servicing - Components (P/B 301)

(Continued)

Reference	Title
12-25-22-640-801	Emergency Exit Door Servicing (P/B 301)
12-25-31-640-801	Cargo Door Servicing (P/B 301)
12-25-41-640-801	Electronic Equipment Access Door Servicing (P/B 301)
12-25-41-640-802	Forward Access Door Servicing (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
20-10-07-400-801	E/E Box Installation (P/B 401)
20-40-12-000-803	Conductive Dust Cap and Connector Cover Removal (P/B 201)
20-40-12-400-802	ESDS Handling for Metal Encased Unit Installation (P/B 201)
21-00-05-780-801	Airplane Pack Operation - Confidence Check (P/B 201)
21-31-00-710-801	Pressurization System Manual Mode Test (P/B 501)
21-32-01-700-801	Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment (P/B 501)
21-32-01-700-802	Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment (P/B 501)
21-61-06 P/B 201	CABIN TEMPERATURE SENSOR ASSEMBLY FILTER - MAINTENANCE PRACTICES
22-11-00-740-801	Digital Flight Control System (DFCS) - Operational Test (P/B 501)
22-31-00-710-802	Autothrottle System - System Test (P/B 501)
23-24-00-440-802	Emergency Locator Transmitter Activation (P/B 201)
23-71-22-720-801	Recorder Independent Power Supply (RIPS) Functional Test (P/B 501)
24-22-00-860-801	Supply Electrical Power (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-31-11-200-801	Battery Connector Inspection (P/B 601)
24-31-11-400-801-002	Battery Installation (P/B 401)
25-00-00-100-801	Equipment/Furnishings - Cleaning (P/B 701)
25-11-01-400-801	Captain and First Officer Seat Installation (P/B 401)
25-11-02-400-801	First Observer Seat Installation (P/B 401)
25-11-04-400-801	Flight Compartment Floor Covering Installation (P/B 401)
25-22-00-400-801	Passenger Seat Installation (P/B 401)
25-27-15-400-801	Carpet - Installation (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
25-64-00-200-801	Flashlight Check (With Flashing or Push To Test - LED Indicator) (P/B 201)
25-64-00-710-801	Megaphone Operational Test (P/B 201)
25-64-00-900-803	Megaphone Battery Replacement (P/B 201)
25-66-00-440-801	Door-Mounted Escape System - Activation (P/B 201)
25-66-01-200-801	Escape Slide Pack Inflation Cylinder Check (P/B 601)

(Continued)

Reference	Title
25-66-01-200-802	Escape Slide Pack Check (P/B 601)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
26-14-00-710-801	Lavatory Smoke Detection - Self Test (P/B 501)
26-15-00-710-801	APU Fire Detection - Operational Test (P/B 501)
26-16-00-710-801	Cargo Bay Smoke Detection - Operational Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguisher - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection (P/B 601)
26-26-03-200-801	Clean Agent Fire Extinguisher - Inspection (P/B 601)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-11-00-700-804	Control Wheel Centering Check (P/B 501)
27-11-00-700-807	Control Wheel Travel Stop Test (P/B 501)
27-11-00-700-808	Control Wheel Travel Interference Test (P/B 501)
27-31-00-700-809	Control Column Travel and Centering - Test (P/B 501)
27-31-14-210-801	Elevator Power Control Unit Visual Inspection (P/B 601)
27-31-17-170-801	Elevator Pitot-Static System Flushing (P/B 201)
27-32-00-710-801	Stall Warning System - Operational Test (P/B 501)
27-41-00-700-803	Stabilizer Electric Trim System Test (P/B 501)
27-51-00-730-801	Trailing Edge Flap System Test (P/B 501)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-802	Trailing Edge Flap System Operation With Alternate Control (P/B 201)
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-62-00-710-801	Speed Brake Control System Operational Test (P/B 501)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
27-88-00-710-801	Leading Edge Flap and Slat Position Indicating System - Operational Test (P/B 501)
28-10-00-100-801	Microbial Growth Removal - Manual Removal Method (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
28-22-00-720-801	Emergency Fuel Shutoff Battery - Operational Test (P/B 501)
28-22-14-400-801	Emergency Fuel Shutoff Battery Installation (P/B 401)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
29-09-00-860-803	Hydraulic Reservoir Pressurization System Leakage Test (P/B 501)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)

(Continued)

Reference	Title
29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
29-11-00-860-804	Hydraulic System A or B Pressurization with an Engine-Driven Pump (EDP) (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
29-11-41-200-801	EMDP Case Drain Filter Element and Bowl Inspection (P/B 601)
29-11-51-200-801	EDP Case Drain Filter Element and Bowl Inspection (P/B 601)
29-11-61-200-801	Hydraulic Systems A and B Return Filter Element - Inspection (P/B 601)
29-11-81-710-802	EDP Supply Shutoff Valve Operational Test (P/B 501)
29-21-00-700-803	Operational Test of the Standby Hydraulic Actuation System (P/B 501)
30-21-00-710-801	Engine Anti-Ice System Operational Test (P/B 501)
30-31-00-730-801	Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test (P/B 501)
30-42-00-700-801	Windshield Wiper System - Operational Test (P/B 501)
30-42-11-020-801	Windshield Wiper Blade Removal (P/B 401)
30-42-11-400-801	Windshield Wiper Blade Installation (P/B 401)
31-65-00-860-802	Scheduled Maintenance Task (SMT) Messages Check (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-12-12-200-801	Main Landing Gear Wheel Well Blade Seal Inspection (P/B 601)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
32-34-00-730-802	Main Gear Manual Extension System Test (Airplane not on Jacks) (P/B 501)
32-35-00-730-802	Nose Gear Manual Extension System Test - Airplane Not on Jacks (P/B 501)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly - Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
33-51-06-200-801	Power Supply - Battery Pack Capacity Check (P/B 201)
33-51-06-610-801	Power Supply - Charge the Battery Packs (P/B 201)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)
34-11-00-170-802	Pitot Static System - Flushing (P/B 301)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
34-21-01-400-801	Air Data Inertial Reference Unit Installation (P/B 401)

(Continued)

Reference	Title
34-21-05-730-801	Angle of Attack Sensor System Test (P/B 501)
34-24-00-710-802	Integrated Standby Flight Display Dedicated Battery System - Operational Test (P/B 501)
34-61-00-750-801	FMC Software Configuration Check (P/B 201)
35-00-00-100-801	Clean the Oxygen System Components (P/B 701)
35-00-00-910-803	Maintenance Practices (P/B 201)
35-12-00-211-801	Crew Oxygen Cylinder Correct Installation and Condition Check (P/B 601)
35-12-00-700-802	Crew Oxygen Mask-Regulator Test (P/B 501)
35-12-85-400-802	Oxygen Mask/Regulator Installation (P/B 401)
35-22-00-210-801	Oxygen Generator Visual Inspection (P/B 501)
35-22-00-700-801	Passenger Oxygen System Automatic Actuation Functional Test (P/B 501)
35-22-51-440-801	Oxygen Cylinder (CDS) Activation (P/B 201)
36-11-00-700-801	Engine Bleed Air System Health Check (P/B 501)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-07-000-801	HPSOV Removal (P/B 401)
36-11-07-400-801	HPSOV Installation (P/B 401)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
38-32-00-420-801	Toilet Activation (P/B 201)
46-13-00-860-801	Airplane Credentials Check (P/B 201)
46-13-00-860-802	Server Credentials Check (P/B 201)
46-13-00-860-803	Client Credentials Check (P/B 201)
46-13-01-710-801	Network File Server Operational Test (P/B 501)
47-31-02-740-804	BDU Ground Test Menu (P/B 201)
49-11-00-600-803	APU Depreservation (P/B 201)
49-11-00-710-802	APU Operational Test (P/B 501)
49-41-71-400-801	Start Power Unit Installation (P/B 401)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-31 P/B 701	CORROSION REMOVAL AND CONTROL - CLEANING/PAINTING
52-09-00-700-801	Door Seal - Inspection/Check (P/B 201)
52-09-10 P/B 801	DOOR SEALS - REPAIRS
52-11-00-200-801	Forward Entry Door Check (P/B 601)
52-13-00-200-801	Aft Entry Door Check (P/B 601)
52-22-00-200-801	Emergency Exit Door Inspection/Check (P/B 601)
52-31-00-200-801	Cargo Door Check (P/B 601)
52-41-00-200-801	Galley Service Door Check (P/B 601)
52-48-31-200-801	Forward Access Door Check (P/B 601)
52-48-41-200-801	Electronic Equipment Access Door Check (P/B 601)
57-31-23-000-801	Dry Bay Access Doors Removal (P/B 401)
57-31-23-400-801	Dry Bay Access Doors Installation (P/B 401)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)

(Continued)

Reference	Title
71-00-00-200-806-G00	Heavy Sand/Dust Ingestion and Volcanic Ash Ingestion Inspection (P/B 601)
71-00-00-710-802-G00	Test No. 7 - Replacement Engine (Pretested Engine) Test (P/B 501)
71-00-00-910-802-G00	Start the Engine (Selection) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-00-910-808-G00	Dry Motor Procedure (P/B 201)
71-00-03-630-802-G00	Depreservation of an Engine on Wing (P/B 201)
71-11-04-010-801-G00	Open the Fan Cowl Panels (Selection) (P/B 201)
71-11-04-200-801-G00	Fan Cowl Panels Inspection (P/B 601)
71-11-04-410-801-G00	Close the Fan Cowl Panels (Selection) (P/B 201)
72-00-00 P/B 701	ENGINE - CLEANING/PAINTING
73-00-00-700-803-G00	Maintenance Messages Check for EEC Faults (P/B 501)
73-21-00-800-801-G00	EEC Maintenance Power Selection (P/B 201)
78-31-00-010-801-G00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-802-G00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-801-G00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-801-G00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING
IFIM and do the applicable procedure(s)	Interactive Fault Isolation Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	

(Continued)

Reference	Description	Specification
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)

E. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
416	Right Thrust Reverser, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2
426	Right Thrust Reverser, Engine 2

G. External Surfaces

SUBTASK 10-11-07-630-023

(1) If there is dust and sand accumulated on surface of airplane, do Extreme Dust or Sand Conditional Inspection, TASK 05-51-27-210-801.

SUBTASK 10-11-07-630-109

(2) Remove the corrosion preventive compound.

SUBTASK 10-11-07-630-110

(3) Remove the temporary protective coating.

(a) Apply a layer of the protective remover, B00643.

NOTE: Do not let the remover dry. When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

1) Put the protective remover on approximately 20 mils (1 mm) thick and for more than 10 minutes to remove the protective layer.

(b) Clean the airplane (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

(c) Examine all of the airplane surface for stains.

WARNING

DO NOT POLISH THE STATIC PORTS. IF MATERIAL GOES INTO THE STATIC PORTS, IT CAN CAUSE LARGE ERRORS IN AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

(d) Remove the stains from the airplane surface (TASK 12-40-00-100-803).

(e) Visually examine the external surfaces for the corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

1) The main and nose wheel wells including the wing area of the wheel well.

SUBTASK 10-11-07-080-001

(4) If installed, remove all mooring restraints.

SUBTASK 10-11-07-630-024

WARNING MAKE SURE THAT YOU REMOVE ALL COVERS FROM PITOT PROBES. IF YOU DO NOT REMOVE PITOT PROBE COVERS BEFORE FLIGHT, THE PITOT PROBE COVERS CAN CAUSE INCORRECT AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

CAUTION MAKE SURE YOU REMOVE ALL PITOT-PROBE, STATIC-PORT, AND OTHER COVERS BEFORE YOU OPERATE THE ENGINES. IF THE COVERS ARE NOT REMOVED, THEY CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

(5) Remove all protective covers, plugs, and desiccant from these components:

- Pitot probes
- Alternate static ports
- Primary static ports
- Engine inlet, turbine exhaust, and fan exhaust
- TAT probe
- AOA sensor
- APU inlet and exhaust plug.

SUBTASK 10-11-07-630-025

WARNING MAKE SURE THAT ALL BARRICADE TAPE, VINYL ADHESIVE TAPE, AND TAPE RESIDUE IS REMOVED FROM THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

CAUTION REMOVE ALL OF THE BARRICADE TAPE, AND VINYL ADHESIVE TAPE. DO NOT OPERATE THE ENGINES WITH THE COVERS ON. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

CAUTION MAKE SURE THAT THE PITOT PROBE COVER IS IN GOOD CONDITION. FIBERS FROM THE COVER WITH OTHER CONTAMINATION CAN CAUSE A BLOCKAGE IN THE PROBE. THIS CAUSES DAMAGE TO THE PROBE.

(6) Remove all of the adhesive tape or static test adapters, COM-1921, if used as a protective cover, from all of the static ports.

(a) Examine each static port for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each static port with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-026

(7) Remove all of the adhesive tape from the two AOA sensors.

(a) Examine the two AOA sensors for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each AOA sensor with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-027

(8) Remove the covers, tape, and red flags from all of the drains, vents and openings.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-11-07-630-028

(9) Clean the flight compartment windshield and windows.

(a) Remove coverings from the outer flight compartment windshield and windows, if applied.

(b) Make sure that the windshield wipers are in good condition.

1) If it is necessary, replace the damaged wipers (TASK 30-42-11-020-801 and TASK 30-42-11-400-801).

(c) Do this task: Windshield Wiper System - Operational Test, TASK 30-42-00-700-801.

(d) Clean the flight compartment inner windshield and windows (TASK 12-16-02-100-801).

H. Entry Doors, Emergency Exits, and Cargo Doors

SUBTASK 10-11-07-630-029

(1) Remove the tape seal from all the entry doors and access panels and hatches.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove all unwanted adhesive.

SUBTASK 10-11-07-210-005

(2) Examine all door seals for flat spots or deterioration.

(a) With a low-lint cleaning cloth, G50933, damp with water, wipe down the door seals and door sills.

(b) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

(c) If necessary, repair the damaged seals (PAGEBLOCK 52-09-10/801).

SUBTASK 10-11-07-610-020

(3) Lubricate all of the doors and their components.

(a) Do this task: Forward Entry Door Servicing - Components, TASK 12-25-11-640-801.

(b) Do this task: Aft Entry Door Lubrication - Components, TASK 12-25-12-640-801.

(c) Do this task: Emergency Exit Door Servicing, TASK 12-25-22-640-801.

(d) Do this task: Cargo Door Servicing, TASK 12-25-31-640-801.

(e) Do this task: Galley Service Door Servicing - Components, TASK 12-25-13-640-801.

(f) Do this task: Electronic Equipment Access Door Servicing, TASK 12-25-41-640-801.

(g) Do this task: Forward Access Door Servicing, TASK 12-25-41-640-802.

SUBTASK 10-11-07-210-006

(4) Examine the entry and service door escape slide packs, inflation cylinders, and girt bar fittings.

(a) Do this task: Escape Slide Pack Check, TASK 25-66-01-200-802.

(b) Do this task: Escape Slide Pack Inflation Cylinder Check, TASK 25-66-01-200-801.

(c) Make sure that the girt bar retainers hold the girt bar.

(d) Make sure that the escape slide brackets are clean, secure, and operate correctly.

SUBTASK 10-11-07-710-005

(5) Do a check of the following doors.

(a) Do this task: Forward Entry Door Check, TASK 52-11-00-200-801.

(b) Do this task: Aft Entry Door Check, TASK 52-13-00-200-801.

(c) Do this task: Emergency Exit Door Inspection/Check, TASK 52-22-00-200-801.

(d) Do this task: Cargo Door Check, TASK 52-31-00-200-801.

(e) Do this task: Galley Service Door Check, TASK 52-41-00-200-801.

(f) Do this task: Electronic Equipment Access Door Check, TASK 52-48-41-200-801.

(g) Do this task: Forward Access Door Check, TASK 52-48-31-200-801.

(h) Open and close the entry doors and galley service doors with the inner and outer handles two times each to make sure that the doors operate correctly.

SUBTASK 10-11-07-710-006

(6) Make sure that the escape slides are activated.

(a) Do this task: Door-Mounted Escape System - Activation, TASK 25-66-00-440-801.

I. Flight and Passenger Compartment

SUBTASK 10-11-07-100-001

(1) Remove the desiccant bags from the flight and passenger compartments, if applied.

SUBTASK 10-11-07-100-002

(2) Open all passenger window shades.

(a) Clean the passenger windows (TASK 12-16-03-100-801).

SUBTASK 10-11-07-410-003

(3) If removed, install the carpet in the crew and passenger compartments.

(a) Do this task: Flight Compartment Floor Covering Installation, TASK 25-11-04-400-801.

(b) Do this task: Carpet - Installation, TASK 25-27-15-400-801.

(c) If installed, remove all carpet runners.

(d) Examine the carpet areas for mildew or moisture, if not removed.

1) Clean the carpet when moisture or mildew show (TASK 25-00-00-100-801).

SUBTASK 10-11-07-420-001

(4) If removed, install the crew seats.

(a) Do this task: Captain and First Officer Seat Installation, TASK 25-11-01-400-801.

(b) Do this task: First Observer Seat Installation, TASK 25-11-02-400-801 .

SUBTASK 10-11-07-210-030

(5) Examine the crew seats for moisture and mildew, if not removed.

(a) Clean the crew seats (TASK 25-00-00-100-801).

SIA 001-014

SUBTASK 10-11-07-420-002

(6) Install the passenger seats, if removed (TASK 25-22-00-400-801).

SUBTASK 10-11-07-210-031

(7) Examine the passenger seats for moisture and mildew, if not removed.

(a) If it is necessary, clean the passenger seats (TASK 25-00-00-100-801).

SIA ALL

SUBTASK 10-11-07-020-001

(8) If installed, remove the protective waterproof cover from the carpet near the entry doors.

SUBTASK 10-11-07-100-003

(9) Make sure that all the tray carriers and waste containers are empty and clean.

SUBTASK 10-11-07-100-004

(10) Make sure that the airsick bag and travel bag containers in the lavatories are empty and clean (TASK 25-40-08-200-801).

SUBTASK 10-11-07-100-005

(11) If removed, install the galley inserts and make sure that the galleys are clean.

SUBTASK 10-11-07-410-004

(12) Close the cabinets, closets and interior doors.

J. Electrical/Electronic

SUBTASK 10-11-07-860-011

(1) Make sure that all switches on the control panels that are not necessary are in the OFF position.

NOTE: This does not include the switches used to activate the systems.

NOTE: Before electrical power is applied, make sure that all control lever positions agree with the movable control surface positions.

SUBTASK 10-11-07-420-004

(2) If removed, install the rack-mounted electronic units (TASK 20-10-07-400-801).

(a) The E/E boxes are sensitive to electrostatic discharge, do these steps:

CAUTION DO NOT TOUCH THE UNIT BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE UNIT.

1) Do this task: ESDS Handling for Metal Encased Unit Installation, TASK 20-40-12-400-802.

2) Do this task: Conductive Dust Cap and Connector Cover Removal, TASK 20-40-12-000-803.

(b) Do a general visual check, make sure that the electronic units are in good condition and do not show corrosion.

NOTE: The units are installed in the main equipment area E1 through E5 and the aft cargo compartment E6 and E8, if applicable.

(c) Make sure that all avionics systems are fully functional, do the applicable Line Replaceable Unit (LRU) or system test for any system or LRU that was removed or disconnected.

SUBTASK 10-11-07-710-012

(3) Do this task: Network File Server Operational Test, TASK 46-13-01-710-801.

SUBTASK 10-11-07-700-003

(4) Do the following credential checks to make sure that the credentials are not expired:

(a) Do this task: Airplane Credentials Check, TASK 46-13-00-860-801.

(b) Do this task: Server Credentials Check, TASK 46-13-00-860-802.

(c) Do this task: Client Credentials Check, TASK 46-13-00-860-803.

SUBTASK 10-11-07-200-003

(5) If the airplane was in storage for more than 28 days, do a check of the navigational database software (TASK 34-61-00-750-801).

SUBTASK 10-11-07-710-011

(6) Do an operational test of the Digital Flight Control System (DFCS).

(a) Do this task: Digital Flight Control System (DFCS) - Operational Test, TASK 22-11-00-740-801.

SUBTASK 10-11-07-720-008

(7) Do the autothrottle system test.

(a) Do this task: Autothrottle System - System Test, TASK 22-31-00-710-802.

SUBTASK 10-11-07-420-005

(8) If removed, install the air data inertial reference units.

(a) Do this task: Air Data Inertial Reference Unit Installation, TASK 34-21-01-400-801.

SUBTASK 10-11-07-960-003

(9) Install new or restored/repaired main and auxiliary batteries per Table 211.

NOTE: It is recommended to install new or restored/repaired batteries as close to flight as possible.

NOTE: It is acceptable to schedule the restoration/repair or replacement of the batteries per Table 211. The original batteries may be used for continued ground operations and weekly storage cycles.

Table 211/10-11-07-993-814 Battery Storage and Restoration/Repair

Average Temperature*[1]	Greater than 90°F (32°C)	Between 77°F (25°C) and 90°F (32°C)	Less than 77°F (25°C)
Install new or restored/repaired batteries prior to flight	Within 1 month	Within 2 months	Within 4 months

*[1] Average temperature is the expected average of the daytime and nighttime temperatures during the remainder of the storage duration.

(a) If the battery connector is not new, do this task: Battery Connector Inspection, TASK 24-31-11-200-801.

(b) Do these tasks:

- Battery Removal, TASK 24-31-11-000-801-002
- Battery Installation, TASK 24-31-11-400-801-002.

SUBTASK 10-11-07-720-007

(10) Do this task: Recorder Independent Power Supply (RIPS) Functional Test, TASK 23-71-22-720-801.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-420-009

(11) Install and test fully charged megaphone battery.

(a) Do this task: Megaphone Battery Replacement, TASK 25-64-00-900-803.

(b) Do this task: Megaphone Operational Test, TASK 25-64-00-710-801.

SUBTASK 10-11-07-860-012

(12) Make sure that the portable ELT batteries are charged and installed.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-860-033

(13) Make sure that the portable ELT batteries are serviceable by checking the battery expiration date indicated on the ELT battery expiry label.

SUBTASK 10-11-07-860-022

(14) Check the cockpit voice recorder underwater locator beacon battery for age and date limit.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-860-023

(15) Check the flight data recorder underwater locator beacon battery for age and date limit.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-860-014

(16) Do this task: Flashlight Check (With Flashing or Push To Test - LED Indicator), TASK 25-64-00-200-801.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-860-015

(17) On airplanes with ELT, activate the ELT.

(a) Do this task: Emergency Locator Transmitter Activation, TASK 23-24-00-440-802.

SUBTASK 10-11-07-860-016

(18) Remove the safety tags and close all the applicable circuit breakers for the electrical/electronic components.

SUBTASK 10-11-07-860-018

(19) Remove the safety tags and close all of the circuit breakers on the P6 and P18 circuit breaker panel.

SUBTASK 10-11-07-010-008

(20) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-860-019

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(21) Remove the safety tags and close the circuit breakers on the front and back panels of the P91 and P92 power distribution panels.

SUBTASK 10-11-07-860-020

(22) Remove the safety tags and close all remaining circuit breakers.

SUBTASK 10-11-07-410-012

(23) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-11-07-420-010

(24) If removed, install and test the start power unit.

(a) Do this task: Start Power Unit Installation, TASK 49-41-71-400-801.

NOTE: An operational test is included in the installation task. Do the operational test of the APU system after installation.

SUBTASK 10-11-07-420-008

(25) If removed, install or connect the batteries of the emergency light power supplies (TASK 33-51-06-960-802).

SUBTASK 10-11-07-280-006

(26) Charge and operate the emergency lighting system.

(a) Do this task: Power Supply - Charge the Battery Packs, TASK 33-51-06-610-801.

(b) Make sure that the emergency lights operate correctly, do this task: Power Supply - Battery Pack Capacity Check, TASK 33-51-06-200-801.

K. Fuel System

SUBTASK 10-11-07-630-111

(1) If the airplane was treated with Kathon FP 1.5, contact Boeing.

SUBTASK 10-11-07-630-030

(2) If there is suspicion that any biocide is misapplied, submit the following data to Boeing via service request for evaluation.

(a) Fuel quantity (volume) in each tank before applying biocide.

(b) Fuel quantity (volume) in each tank after applying biocide.

(c) Total quantity (volume) of fuel biocide applied to each airplane.

(d) Uplift concentration (parts per million volume) of biocide applied in each tank.

(e) Final target concentration (parts per million volume) of biocide applied to each tank.

SUBTASK 10-11-07-280-002

(3) Inspect the fuel tank(s) for corrosion and microbial growth, do the steps that follow:

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL AND HEALTH PROBLEMS.

(a) If biocide was used in the fuel tanks, use personal protective equipment before sumping the tanks and taking fuel samples.

(b) Drain all water that collected in the sumps of the fuel tanks and the surge tanks (TASK 12-11-00-680-801).

1) Test the Left Main, Right Main and Center fuel tanks for Moderate and Heavy microbial growth, do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: If a microbial growth sample was taken within 120 days, use the results from that sample.

(c) Do a general visual inspection of the Left Main or Right Main fuel tank and fuel lines for corrosion and microbial growth.

NOTE: If the fuel tank(s) has been inspected for corrosion and microbial growth within the past 365 days or if the airplane has been stored for less than 365 days, and heavy levels of microbial growth were not detected during the sample retest as indicated in Detection Test for Microbial Growth, TASK 28-10-00-200-801, then this step is not required.

NOTE: Select the fuel tank for the GVI based on the highest level of microbial growth. If the highest microbial level is the same between any of the fuel tanks, select the Left Main, or Right Main tank for the inspection.

NOTE: Inspect one main tank for corrosion and microbial growth. If corrosion and microbial growth are not found, inspection of the other tank(s) is not required. If corrosion or microbial growth is found, all main and center fuel tanks must be inspected.

1) Prepare the fuel tank(s) for entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

2) Go into the fuel tank.

3) Examine the fuel tank and fuel lines for corrosion, microbial growth and unwanted materials.

4) If corrosion or microbial growth is found, remove the corrosion and microbial growth and do a general visual inspection of the remaining Main and Center fuel tanks and fuel lines for corrosion and microbial growth (TASK 28-11-00-300-802 and TASK 28-10-00-100-801).

SUBTASK 10-11-07-280-005

(4) Inspect the dry bay(s) for corrosion, do the steps that follow:

NOTE: If the dry bay(s) has been inspected for corrosion within the past 365 days then this step is not required.

NOTE: Inspect one dry bay for corrosion. If corrosion is not found, inspection of the other dry bay(s) is not required. If corrosion is found, all dry bays must be inspected.

(a) Open the wing dry bay areas, do this task: Dry Bay Access Doors Removal, TASK 57-31-23-000-801.

1) Examine the wing dry bay area for corrosion.

2) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

(b) Close the wing dry bay areas, do this task: Dry Bay Access Doors Installation, TASK 57-31-23-400-801.

SUBTASK 10-11-07-650-001

(5) Remove the woven screen mesh material from the surge tank vent openings.

(a) Check fuel vents for unwanted materials.

(b) Make sure that the red flags are removed.

SUBTASK 10-11-07-210-009

(6) Do a check of the fuel lines and component connections for leaks.

(a) Check for visible external leaks at locations including but not limited to: Panels, O-ring Seals, Pumps, Valves, Measuring Sticks, etc.

(b) Look for a fuel leak from the APU fuel shroud drain.

(7) Connect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-400-801).

(8) Do this task: Emergency Fuel Shutoff Battery - Operational Test, TASK 28-22-00-720-801.

L. Environmental Control System (ECS)

SUBTASK 10-11-07-630-002

(1) Prepare the environmental control system for operation.

(a) Remove all installed inlet and exhaust coverings.

1) Visually examine the Air Conditioning (A/C) inlet and exhaust areas for contamination and damage.

SUBTASK 10-11-07-210-010

(2) Make sure that there is no corrosion or unwanted material on the outer openings on these ECS components:

- Outflow valve
- Overpressure valve
- Equipment cooling overboard exhaust valve
- Ram air inlet, outlet, and Smart Ram Air Door Actuator (SRADA)

- Ground air connect flanges
- Pneumatic ground connect fittings

(a) Remove all corrosion or unwanted material.

SUBTASK 10-11-07-550-001

(3) Close the air conditioning mix bay.

SUBTASK 10-11-07-710-007

(4) Check the outflow valves of the cabin pressure control system (TASK 21-31-00-710-801).

SUBTASK 10-11-07-710-013

(5) Check the Positive Pressure Relief Valve (PPRV).

(a) If you find any blockage or unwanted material in the PPRV or the ambient sense tube, do one of these tasks: Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment, TASK 21-32-01-700-801 or Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment, TASK 21-32-01-700-802.

SUBTASK 10-11-07-200-008

(6) Do a visual inspection of the cabin temperature sensor grills and exposed filter for dust and debris (CABIN TEMPERATURE SENSOR ASSEMBLY FILTER - MAINTENANCE PRACTICES, PAGEBLOCK 21-61-06/201).

(a) If necessary, clean the grill and exposed area of the filter by vacuuming to remove any loose debris and surface soil.

M. Fire Protection Systems

SUBTASK 10-11-07-630-035

(1) Prepare the Fire Protection Systems for operation.

(a) Do a check of the dates of the passenger and the crew portable fire extinguishers.

1) Make sure that the passenger and the crew portable fire extinguishers that follow are serviceable:

- The water fire extinguishers (TASK 26-26-02-200-801).

SIA 001, 002

- The halon fire extinguishers (TASK 26-26-01-200-801).

SIA ALL

- The lavatory waste compartment fire extinguishing bottle (TASK 26-24-01-200-801).

SIA 003-999

- The clean agent fire extinguisher (TASK 26-26-03-200-801)

SIA ALL

NOTE: Please review the applicable maintenance program for these components.

(b) Do a test of the smoke detection system (TASK 26-14-00-710-801 and TASK 26-16-00-710-801).

N. APU

SUBTASK 10-11-07-630-017

(1) Prepare the APU for operation.

(a) If the APU was preserved, do this task: APU Depreservation, TASK 49-11-00-600-803.

(b) Make sure that the exhaust cover, cooling air covers, and desiccants are removed.

(c) Make sure that all plugs are removed from drains.

(d) Do a general visual inspection of the APU compartment for any signs of corrosion, excess fluid, missing or unattached parts (example but not limited to fuel and oil lines, etc.) or unwanted materials.

(e) Do a check of the APU fire detection system.

1) Do this task: APU Fire Detection - Operational Test, TASK 26-15-00-710-801.

(f) Check the APU oil level (TASK 12-13-31-200-801).

(g) Do this task: APU Operational Test, TASK 49-11-00-710-802.

(2) Do this task: Airplane Pack Operation - Confidence Check, TASK 21-00-05-780-801.

O. Nitrogen Generating System (NGS)

SUBTASK 10-11-07-630-019

(1) Do an electrical and system IBIT test.

(a) Remove covers from the Nitrogen Generation System (NGS) ram outlet.

(b) Do this task: BDU Ground Test Menu, TASK 47-31-02-740-804.

P. Power Plant

NOTE: The Fuel section of this Task must be completed before the Power Plant section can be performed.

SUBTASK 10-11-07-700-001

(1) Do a check of the fire detection system.

(a) Do this task: Engine Fire Detection - Operational Test, TASK 26-11-00-710-801.

SUBTASK 10-11-07-010-001

(2) Do these tasks in sequence to safely open the right thrust reverser on the applicable engine:

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

(a) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-801-G00.

CAUTION IF FAN COWLS ARE INSTALLED, MAKE SURE THAT LEFT AND RIGHT FAN COWLS ARE IN THE FULL OPEN POSITION. MAKE SURE THAT THE SPRING DOOR OPENING-SYSTEM (SDOS) AND HOLD OPEN RODS (HOR) ARE LOCKED IN THEIR POSITION. IF YOU DO NOT, STRUCTURAL DAMAGE TO THE FAN COWL AND THRUST REVERSER CAN OCCUR.

(b) Open both fan cowl panels (TASK 71-11-04-010-801-G00).

NOTE: Because the center line of the thrust reversers is off 6:00 o'clock position, both fan cowl panels must be opened to prevent damaging the fan cowl panel if either thrust reverser needs to be opened.

1) Open these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1

(Continued)

Number	Name/Location
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(c) Open the applicable right thrust reverser (TASK 78-31-00-010-801-G00).

1) Open these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

SUBTASK 10-11-07-200-006

(3) Do an inspection of the fan cowl hardware for corrosion (TASK 71-11-04-200-801-G00).

SUBTASK 10-11-07-710-004

(4) Use a wrench to manually cycle the High Pressure Shutoff Valve (HPSOV) and PRSOV three times.

(a) Look at the position indicator on the PRSOV to make sure that it is in the NOT LOCKED CLOSED position.

(b) Use a 1/2-inch wrench on the manual override shaft to open the PRSOV approximately 90°.

(c) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(d) If the PRSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

1) PRSOV Removal, TASK 36-11-04-000-801

2) PRSOV Installation, TASK 36-11-04-400-801.

(e) Look at the position indicator on the HPSOV to make sure that it is in the NOT LOCKED CLOSED position.

(f) Use a 1/2-inch wrench on the manual override shaft to open the HPSOV approximately 90°.

(g) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(h) If the HPSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

1) HPSOV Removal, TASK 36-11-07-000-801.

2) HPSOV Installation, TASK 36-11-07-400-801.

SUBTASK 10-11-07-630-036

(5) Do this task: IDG Oil Change, TASK 12-13-21-600-802.

SUBTASK 10-11-07-860-036

(6) If the storage period was more than 365 days in outdoor conditions or if you have installed two engines that were stored off-wing in outdoor conditions for more than 365 days, power on the EEC and PSS units for at least 15 hours.

(a) Do this task: EEC Maintenance Power Selection, TASK 73-21-00-800-801-G00.

NOTE: The 15 hours in a power on state must be accumulated in or less than 90 days before the engine idle run and PSS transducer fault check.

SUBTASK 10-11-07-630-031

(7) If the engines were preserved, do the depreservation of the power plant.

(a) Make sure that all protective covers from the engine inlet, hydraulic and pneumatic caps and plugs, electrical connector bags and caps, fan air exit, and side cowl are removed from the airplane.

(b) Examine the inlets and exhaust areas for unwanted material and damage.

(c) Do this task: Depreservation of an Engine on Wing, TASK 71-00-03-630-802-G00.

SUBTASK 10-11-07-630-004

(8) If the engine was not preserved, prepare the Power Plant for operation.

(a) If the engines were exposed to blowing sand and dirt, do this task: Heavy Sand/Dust Ingestion and Volcanic Ash Ingestion Inspection, TASK 71-00-00-200-806-G00.

(b) Remove any corrosion preventive compound.

(c) Make sure that the inlet and exhaust areas are clear of unwanted material, do an engine wash if necessary (ENGINE - CLEANING/PAINTING, PAGEBLOCK 72-00-00/701).

1) Inspect the engine to make sure that there are no small animals, birds, nests, etc. present before you operate the engine.

(d) Check the engine oil level (TASK 12-13-11-600-801).

SUBTASK 10-11-07-410-002

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(9) Do these tasks in sequence to safely close the right thrust reverser:

(a) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-802-G00.

1) Close these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

(b) Close the fan cowl panels (TASK 71-11-04-410-801-G00).

1) Close these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

(c) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-801-G00.

SUBTASK 10-11-07-910-002

(10) Run the engines, do these steps that follow:

(a) Start the engine, do this task: TASK 71-00-00-910-802-G00.

(b) Stabilize at ground idle, then operate for a minimum of 30 minutes.

SUBTASK 10-11-07-720-001

(11) Do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

SUBTASK 10-11-07-710-002

(12) If the engine was not preserved, do this task: Test No. 7 - Replacement Engine (Pretested Engine) Test, TASK 71-00-00-710-802-G00.

SUBTASK 10-11-07-910-001

(13) Stop the engine.

(a) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

(b) Dry motor the engine for 2 minutes (TASK 71-00-00-910-808-G00).

(c) Cycle the thrust reversers a minimum of 5 times (TASK 78-31-00-700-802-G00).

SUBTASK 10-11-07-810-001

(14) If the storage period was more than 365 days in outdoor conditions, look for EEC maintenance messages related to PSS transducer faults (TASK 73-00-00-700-803-G00).

(a) If you see any of the maintenance messages that follow, the fault must be corrected before the next flight: 73-4296X, 73-4297X, 73-4298X, 73-4299X, 73-04300X, 73-4329X, and 73-4330X.

NOTE: X is the EEC position that reports the fault.

Q. Hydraulic System

SUBTASK 10-11-07-420-014

WARNING MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

(1) Make sure that the downlock pins are installed on the nose and main landing gear (TASK 32-00-01-480-801).

SUBTASK 10-11-07-630-034

(2) Do these steps before the hydraulic systems are pressurized.

(a) Make sure that the landing gear control handle is in the DOWN position on the first officer's instrument panel.

(b) Connect the nose landing gear torsion link, if disconnected (TASK 32-21-31-400-803).

SUBTASK 10-11-07-630-009

(3) Prepare the Hydraulic System for operation.

NOTE: Regular preflight procedures will satisfy these depreservation steps if the airplane storage time was less than two months (60 days).

(a) Clean the finished surfaces of all the actuators and valve slides which are open to the outside air.

1) If the airplane was in active storage for more than 60 days, do these steps:

NOTE: Do not use MCS 352B fluid, D00054, on components that contain MIL-PRF-5606 or MIL-PRF-6083. MCS 352B fluid, D00054, contains BMS3-11 hydraulic fluid and is destructive to seals used in MIL oil systems.

a) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the actuator rods which are open to the outside air.

b) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the valve slides which are open to the outside air.

(b) If the airplane was stored for more than 180 days, do these steps:

1) Do this task for each Electric Motor-Driven Pump (EMDP) case drain filter modules: EMDP Case Drain Filter Element and Bowl Inspection, TASK 29-11-41-200-801.

2) Do this task for each Engine Driven Pump (EDP) case drain filter module: EDP Case Drain Filter Element and Bowl Inspection, TASK 29-11-51-200-801.

3) Do this task for each return filter element: Hydraulic Systems A and B Return Filter Element - Inspection, TASK 29-11-61-200-801.

(c) Do a check of the brake accumulator pre-charge, do this task: Check of the Brake Accumulator Pre-charge Pressure, TASK 12-15-11-610-801.

(d) Make sure that the hydraulic systems are correctly serviced (TASK 12-12-00-610-801).

(e) Pressurize the hydraulic systems, do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

NOTE: To do a full pressure check of the hydraulic system it is recommended to pressurize the system with the engine driven pumps.

(f) Do a general visual inspection of all hydraulic system components.

(g) Do this task: EDP Supply Shutoff Valve Operational Test, TASK 29-11-81-710-802.

(h) Do this task: Hydraulic Reservoir Pressurization System Leakage Test, TASK 29-09-00-860-803.

(i) Check the hydraulic systems A and B fluid quantity transmitter/indication:

1) Make sure that the indication in the flight deck matches the transmitter indicator gauge.

a) If the indication in the flight deck does not match the transmitter indicator gauge, go to IFIM and do the applicable procedure(s).

2) Deploy and stow engine 1 and 2 thrust reversers while monitoring the transmitter indicator gauge and the flight deck indication.

a) Make sure that the flight deck indication and the transmitter indicator gauge show approximately 5-6% change for system "A" and 4-5% change for system "B".

NOTE: These changes on systems A and B quantity indication are due to actuator exchange volumes.

b) If the flight deck indication and/or the transmitter indicator gauge do not reflect the quantity changes noted above, go to IFIM and do the applicable procedure(s).

(j) If the airplane was stored for more than 120 days, do this task: Hydraulic System External Leakage Check, TASK 29-00-00-790-801.

(k) Do this task: Operational Test of the Standby Hydraulic Actuation System, TASK 29-21-00-700-803.

(l) For the following tests of the pumps low pressure switches, do this steps:

1) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	12	C00318	INDICATOR MASTER DIM SECT 6

2) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

3) Make sure that these circuit breakers are closed:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	8	C00768	ELEC HYD PUMP CONTROL SYS B

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	8	C00767	ELEC HYD PUMP CONTROL SYS A

(m) Do the EDP low pressure switch test for the System A and System B.

1) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

2) Supply hydraulic power with the EDP for the applicable hydraulic system (TASK 29-11-00-860-804).

3) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2) goes off.

4) Make sure that there is no leak at the applicable EDP low pressure switch.

5) Remove hydraulic power from the applicable hydraulic system (TASK 29-11-00-860-805).

6) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

CAUTION

DO NOT OPERATE THE HYDRAULIC SYSTEMS A AND B ELECTRIC MOTOR-DRIVEN PUMPS FOR MORE THAN TWO MINUTES WITHOUT FUEL IN THE FUEL TANKS. THE NO. 1 (FOR HYDRAULIC SYSTEM A), AND NO. 2 (FOR HYDRAULIC SYSTEM B), FUEL TANKS MUST HAVE A MINIMUM OF 250 GALLONS (1675 POUNDS/760 KILOGRAMS) OF FUEL IN THEM. IF THERE IS NOT SUFFICIENT FUEL IN THE FUEL TANKS, THE ELECTRIC MOTOR-DRIVEN PUMPS WILL BECOME TOO HOT. THIS CAN CAUSE DAMAGE TO THE ELECTRIC MOTOR-DRIVEN PUMPS.

(n) Do the EMDP low pressure switch test for the System A and System B.

1) Make sure that electrical power is supplied (TASK 24-22-00-860-801).

2) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2), on the P5 overhead panel, is on.

NOTE: The ELEC 2 LOW PRESSURE light is for the hydraulic system A EMDP. The ELEC 1 LOW PRESSURE light is for the hydraulic system B EMDP.

3) Pressurize the applicable hydraulic system (TASK 29-11-00-860-803).

4) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the ON position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) goes off.

5) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the OFF position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) comes on.

6) Make sure that there is no leakage at the applicable EMDP low pressure switch.

(o) Do the Standby EMDP low pressure switch test.

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

(WARNING PRECEDES)

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

1) Open this circuit breaker and install safety tag:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

2) Pressurize the standby system reservoir (TASK 29-09-00-860-801).

WARNING

KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

3) Put the FLT CONTROL A or B switch, on the P5 overhead panel, to the STDBY RUD position.
   a) Make sure that the STANDBY HYD STBY RUD ON light, on the P5 forward overhead panel, is on.
   b) Make sure that the STANDBY HYD LOW PRESSURE light, on the P5 overhead panel, comes on.
4) Remove the safety tag and close this circuit breaker:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

   a) Make sure that the STANDBY HYD LOW PRESSURE light goes off.
5) Put the FLT CONTROL A or B switch to the ON position.
   a) Make sure that the STANDBY HYD LOW PRESSURE light stays off.
6) Make sure that there is no leakage at the low pressure switch.
7) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

R. Flight Controls

SUBTASK 10-11-07-210-012

(1) Examine all drain holes for the flight control surfaces and empennage (include tail cone) to make sure that they are open and permit water to drain freely.
   (a) Make sure that the control rods and structural strut drain holes are open.

SUBTASK 10-11-07-630-037

(2) Remove any corrosion preventive compound.

SUBTASK 10-11-07-600-002

(3) Check the horizontal stabilizer components.

(a) Do these tasks:

- Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, TASK 12-22-41-600-801
- Horizontal Stabilizer Actuator Brake - Servicing, TASK 12-22-41-610-801.

(b) Visually check the stabilizer trim actuator for leaks.

SUBTASK 10-11-07-600-003

(4) Lubricate all of the trailing and leading edge flap components.

NOTE: Do this step if the airplane is in active storage for more than 60 days.

(a) Lubricate the wing leading edge, trailing edge.

1) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.
2) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.
3) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.
4) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.
5) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.
6) Do this task: U-Joint and Tee Angle Gearbox Lubrication, TASK 12-22-51-640-806.
7) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.
8) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.
9) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.
10) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.
11) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.
12) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.
13) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.
14) Do this task: Inboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-814.
15) Do this task: Outboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-815.
16) Do this task: Outboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-816.
17) Do this task: Trailing Edge Flap Power Drive Unit Servicing, TASK 12-22-51-610-801.
18) Do this task: Trailing Edge Flap Transmission Servicing, TASK 12-22-51-610-803.
19) Do this task: Trailing Edge Flap Electric Motor Servicing, TASK 12-22-51-610-805.

20) Do this task: Leading Edge Slat Main Track Rollers Lubrication, TASK 12-22-71-600-801.

21) Do this task: Leading Edge Main and Auxiliary Tracks Lubrication, TASK 12-22-71-640-801.

SUBTASK 10-11-07-630-006

(5) Prepare the Flight Controls for operation.

(a) Do a general visual inspection of the exposed primary and secondary control cables for condition and cable rig.

NOTE: It is not necessary to remove the floor panels, cargo ceiling panels, etc to do the general visual inspection of the primary and secondary control cables.

1) Open these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

2) If it is necessary, adjust the cable rig loads in the Primary and Secondary Control Systems (TASK 27-09-14-820-801).

3) Make sure that all the exposed applicable cables are lubricated (TASK 12-26-00-600-801).

4) Close these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

SUBTASK 10-11-07-710-010

(6) Do the steps that follow to operate the flight control surfaces.

(a) Use the pilot controls to move the elevators, rudder, ailerons, spoilers, stabilizer trim, flaps, slats and speedbrakes through their full range of motion.

(b) Make sure that the correct movement of the control surfaces is shown on the flight control indicators and trim indicators.

(c) Make sure that the control column, wheels, and pedals are centered after they are released.

SUBTASK 10-11-07-720-006

(7) Do a system functional test of all Primary and Secondary control systems.

(a) Do this task: Control Wheel Travel Stop Test, TASK 27-11-00-700-807.

(b) Do this task: Control Wheel Centering Check, TASK 27-11-00-700-804.

(c) Do this task: Control Wheel Travel Interference Test, TASK 27-11-00-700-808.

(d) Do this task: Control Column Travel and Centering - Test, TASK 27-31-00-700-809.

(e) Do this task: Elevator Power Control Unit Visual Inspection, TASK 27-31-14-210-801.

(f) Do this task: Stabilizer Electric Trim System Test, TASK 27-41-00-700-803.

(g) Do this task: Stall Warning System - Operational Test, TASK 27-32-00-710-801.

(h) Do these tasks: Trailing Edge Flap System Operation With Primary Control, TASK 27-51-00-860-801 and Trailing Edge Flap System Operation With Alternate Control, TASK 27-51-00-860-802.

(i) Do this task: Trailing Edge Flap System Test, TASK 27-51-00-730-801.

NOTE: The Flap Priority Valve Test, TASK 27-51-00-720-801 can be omitted.

(j) Do this task: Speed Brake Control System Operational Test, TASK 27-62-00-710-801.

(k) Do this task: Spoiler Control System Operational Test, TASK 27-61-00-710-801.

(l) Do these tasks: Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801 and Leading Edge Flap and Slat System Operation With Alternate Control, TASK 27-81-00-860-802.

(m) Do this task: Leading Edge Flap and Slat Position Indicating System - Operational Test, TASK 27-88-00-710-801.

S. Flight Compartment Equipment and Related Instruments

SUBTASK 10-11-07-680-001

(1) Drain and flush the pitot static system.

(a) Do this task: Pitot Static System - Draining, TASK 34-11-00-680-801.

(b) Do this task: Pitot Static System - Flushing, TASK 34-11-00-170-802.

(c) Do this task: Elevator Pitot-Static System Flushing, TASK 27-31-17-170-801.

SUBTASK 10-11-07-630-005

(2) Test both left and right AOA sensors, do this task: Angle of Attack Sensor System Test, TASK 34-21-05-730-801.

SUBTASK 10-11-07-730-005

(3) Do this task: Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test, TASK 30-31-00-730-801.

SUBTASK 10-11-07-730-007

(4) Do this task:Integrated Standby Flight Display Dedicated Battery System - Operational Test, TASK 34-24-00-710-802.

SUBTASK 10-11-07-860-001

(5) Do a check for SMT messages (TASK 31-65-00-860-802).

SUBTASK 10-11-07-710-017

(6) Do this task: Engine Anti-Ice System Operational Test, TASK 30-21-00-710-801.

T. Landing Gear, Tires

SUBTASK 10-11-07-630-011

(1) Prepare the Landing Gear and Tires for operation.

(a) Remove the nose and main landing gear protective covers.

(b) Do an inspection of the shock struts inflation.

1) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

(c) Do a general visual inspection of the shock struts for leaks.

1) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

2) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

(d) Make sure that the landing gear tires are serviced (TASK 12-15-51-780-801).

(e) Clean all gear up lock actuator shafts with a dry cloth.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(f) Remove all of the corrosion preventive compound from the unpainted components on the landing gear.

1) If it is necessary, soak and brush the parts with solvent, B00316, and then vapor de-grease the parts.

(g) Examine the components of the landing gear for corrosion.

1) If you find corrosion, do the applicable tasks to remove it (PAGEBLOCK 51-21-31/701).

2) Apply a protection layer of grease, D00013, to the clean surface.

(h) Do a general visual inspection of the tires for flat spots.

(i) Do these steps for the landing gear doors.

1) Examine all of the door seals of the landing gear for flat mark and deteriorations (TASK 32-12-12-200-801).

SUBTASK 10-11-07-640-002

(2) Lubricate all of the landing gear fittings.

(a) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801.

(b) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(c) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

(d) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(e) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

SUBTASK 10-11-07-750-002

WARNING MAKE SURE THAT THE AREA BELOW THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) Inspect the wheel assemblies.

NOTE: If the wheel assemblies have been examined as given below in less than 30 days and there is no indication that the wheel assemblies have been exposed to power washing or other contamination, the inspection of the wheel assemblies is not necessary.

(a) Do these steps for the main landing gear:

1) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

3) Do this task: Main Landing Gear Wheel and Tire Assembly - Installation, TASK 32-45-11-400-801.

(b) Do these steps to examine the nose landing gear:

1) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

3) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801.

SUBTASK 10-11-07-700-005

(4) Do a main gear extension system test.

(a) Do this task: Main Gear Manual Extension System Test (Airplane not on Jacks), TASK 32-34-00-730-802.

1) Make sure that the alternate extend handle compartment door is fully closed after the test.

SUBTASK 10-11-07-700-006

(5) Do a nose gear extension system test.

(a) Do this task: Nose Gear Manual Extension System Test - Airplane Not on Jacks, TASK 32-35-00-730-802.

1) Make sure that the alternate extend handle compartment door is fully closed after the test.

U. Oxygen System

SUBTASK 10-11-07-210-013

CAUTION OBEY THESE PRECAUTIONS. IF YOU IGNORE THESE PRECAUTIONS, DAMAGE TO EQUIPMENT WILL OCCUR.

(1) Make sure that the area is clean and free from contamination when you do maintenance on the oxygen system.

(a) Make sure that all of the oxygen system components are clean and dry before they are installed (TASK 35-00-00-910-803).

(b) If the crew oxygen cylinders were removed from the airplane, clean the oxygen system, do this task Clean the Oxygen System Components, TASK 35-00-00-100-801.

SUBTASK 10-11-07-420-013

(2) Install the crew system oxygen masks.

(a) Make sure that the oxygen masks, rubber and plastic parts, are in good condition.

(b) Install the crew oxygen masks (TASK 35-12-85-400-802).

SUBTASK 10-11-07-420-012

(3) Make sure that the crew oxygen cylinders are in serviceable condition.

(a) Do this task: Crew Oxygen Cylinder Correct Installation and Condition Check, TASK 35-12-00-211-801.

(b) Do this task: Crew Oxygen Mask-Regulator Test, TASK 35-12-00-700-802.

SUBTASK 10-11-07-440-001

(4) Examine the Lavatory Service Unit (LSU) oxygen cylinder (TASK 35-22-51-440-801).

SUBTASK 10-11-07-210-014

(5) Examine the passenger chemical oxygen generators for age and date limit (TASK 35-22-00-210-801).

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-11-07-710-008

(6) Do a drop test of 6 to 10 oxygen masks. Look for damage (TASK 35-22-00-700-801).

V. Water and Waste

SUBTASK 10-11-07-630-013

(1) Prepare the Water and Waste for operation.

(a) Fill the toilet tanks and operate the flush system to make sure that they operate correctly.

1) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

2) Do this task: Toilet Activation, TASK 38-32-00-420-801.

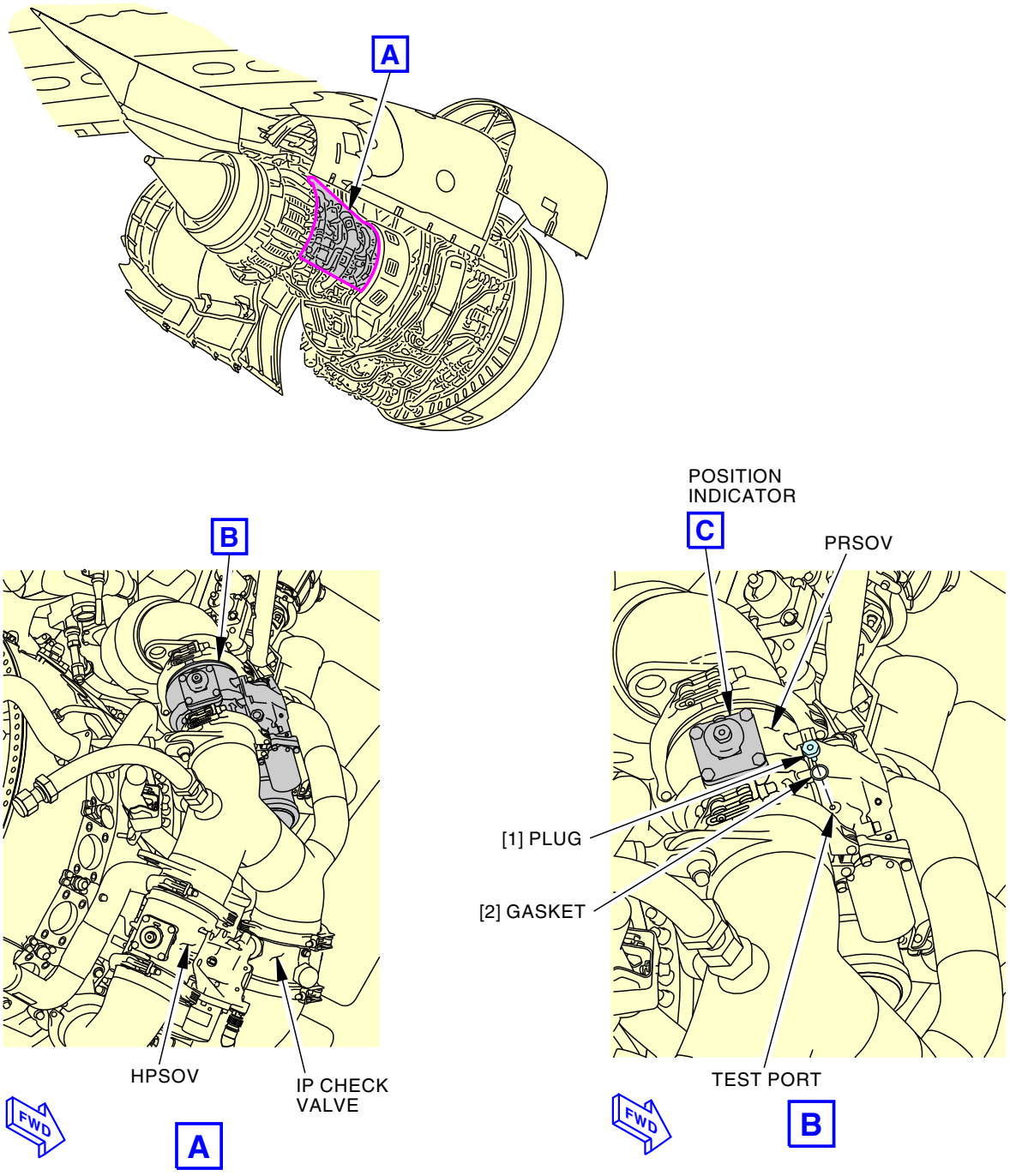
(b) If it is necessary, clean the potable water system:

1) Do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

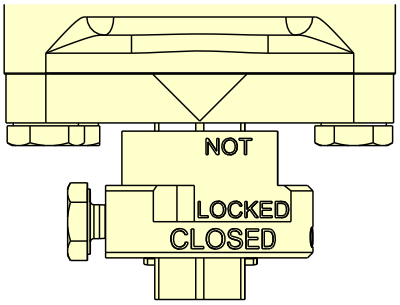
(c) Remove the plugs from all of the drains.

(d) Examine all the galley and lavatory plumbing and drain for air locks and leaks.

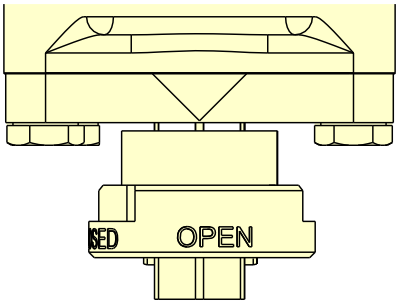
——— END OF TASK ———



Engine Bleed Air Shutoff Valves
Figure 203/10-11-07-990-803 (Sheet 1 of 2)



PRSOV CLOSED POSITION



PRSOV OPEN POSITION

C

2551538 S0000607874_V2

Engine Bleed Air Shutoff Valves
Figure 203/10-11-07-990-803 (Sheet 2 of 2)

PROLONGED PARKING - MAINTENANCE PRACTICES

1. General

A. When the duration of the storage of the airplane is not known do the active storage procedures (ACTIVE STORAGE - MAINTENANCE PRACTICES, PAGEBLOCK 10-11-07/201).

B. When an airplane is removed from flight and parked in a location for long periods of time, it must be prepared for storage. The airplane structure, surfaces, and components are then examined. All surface and component corrosion or damage is repaired. When an airplane is in active storage the systems are inspected frequently, lubricated, the engines are run for periods of time to provide for minimum maintenance to restore the airplane to flight ready status. Servicing of the airplane surface and components are necessary to get the airplane back into flight quickly.

C. When an airplane is not in-service for a period of 7 days or more, the airplane must be protected. The procedures in this section will prevent the deterioration of the airplane structure, finish, or system components. These procedures are calculated by the length of time that the airplane is parked or in storage.

D. Day one of Prolonged Parking is the day that Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving, TASK 10-12-00-550-801 is started.

NOTE: If an airplane is transitioned from Active Storage to Prolonged Parking, the storage time does not reset, and the time in Active Storage is counted toward Prolonged Parking.

E. There are also procedures for high wind and cold weather conditions storage, and a task to put the airplane back to a serviceable condition after storage.

F. Store the airplane out in the open or in a hangar. When the airplane is stored in the open, all procedures must be done to put the airplane in storage. When the airplane is stored in a hangar, some preservation procedures will not be necessary.

G. The exterior inspection of the airplane for stains on the painted surface of the airplane is mandatory. It is at the discretion of your quality assurance personnel if the airplane must be cleaned (washed).

H. Do the Airplane Parking, TASK 10-11-01-580-801 procedure to move the airplane to its storage location. This procedure will prepare some of the airplane external components for storage.

I. The procedures that follow must be done in the sequence shown at the start of the storage time. You must start with the 7 days storage procedure. When you know the length of storage for the airplane, do the procedures necessary for the storage time. For example, if the airplane will be in storage 75 days, do the procedures for 7, 30, and 60 days. Do the service and protection procedures on those specified days.

(1) Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving, TASK 10-12-00-550-801.

(2) Prepare to Park the Airplane for Storage, More than 30 Days (1 Month) - Preserving, TASK 10-12-00-550-802.

(3) Prepare to Park the Airplane for Storage, More Than 60 Days (2 Months) - Preserving, TASK 10-12-00-550-803.

(4) Prepare to Park the Airplane for Storage, More Than 365 Days (1 Year) - Preserving, TASK 10-12-00-550-804.

J. The procedures that follow must be accomplished throughout the storage time.

(1) Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

(2) Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

(3) Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-00-620-803.

(4) Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-00-620-804.

(5) Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-00-620-805.

(6) Service and Protection on 180 Day (6 Month) Cycles, TASK 10-12-00-620-806.

(7) Service and Protection on 365 Day (1 Year) Cycles, TASK 10-12-00-620-807.

K. When the airplane is removed from storage, do the procedures in the task that follows to put the airplane back to a flight ready condition.

(1) Put the Airplane Back to Serviceable Condition After Storage, TASK 10-12-00-550-805.

L. For enhanced corrosion prevention of the inlet cowl lipskin in warm/humid environments, do this task: Inlet Cowl Lipskin Protective Coating Procedure, TASK 71-00-03-390-801-G00.

M. The parking and storage clock continues from the day since the last flight during maintenance work.

N. Service and Protection cycles that cannot be completed while maintenance is done can stop. It is required to continue doing the Service and Protection Cycle tasks, after maintenance/modifications, as they become due based on the original schedule for when the airplane was first grounded.

O. Protect the aircraft and aircraft systems during maintenance work.

TASK 10-12-00-550-801

2. Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving

A. General

(1) This procedure is done at the start of the airplane storage time. Additional procedures might be necessary for the storage time. Do the additional procedures as they become necessary.

(2) When the airplane is not parked in a hangar for storage, all procedures in this section must be done to preserve the airplane.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
10-11-05-500-801	Chock Installation Winds/Gusts Maximum 40 mph (35 Knots) (P/B 201)
10-21-00-580-801	Airplane Mooring (P/B 201)
10-21-00-580-802	Airplane Mooring (Alternate Configuration) (P/B 201)
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-14-00-600-801	Potable Water System - Drain (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)

(Continued)

Reference	Title
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-11 P/B 301	AILERON - SERVICING
12-22-21 P/B 301	RUDDER - SERVICING
12-22-31 P/B 301	ELEVATOR - SERVICING
12-22-41 P/B 301	STABILIZER CONTROL SYSTEM - SERVICING
12-22-51 P/B 301	TRAILING EDGE FLAP SYSTEM - SERVICING
12-22-61 P/B 301	SPOILER CONTROL SYSTEM - SERVICING
12-22-71 P/B 301	LEADING EDGE SLAT - SERVICING
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-33-01-600-801	Cold Weather Maintenance Procedure (P/B 301)
12-33-02-600-803	Cold Weather Unattended Parking at Temperatures Below 32°F (0°C) (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
20-10-34-120-801	Hand Clean Metal Surfaces with Abrasives (P/B 701)
21-00-00-800-803	Supply Conditioned Air with a Cooling Pack (P/B 201)
23-24-00-040-802	Emergency Locator Transmitter Deactivation (P/B 201)
24-22-00-860-803	Supply External Power (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
25-11-01-000-801	Captain and First Officer Seat Removal (P/B 401)
25-11-02-000-801	First Observer Seat Removal (P/B 401)
25-11-04-000-801	Flight Compartment Floor Covering Removal (P/B 401)
25-22-00-000-801	Passenger Seat Removal (P/B 401)
25-25-12-000-801	Cabin Attendant Seat Removal (P/B 401)
25-27-15-000-801	Carpet Removal (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
25-66-00-040-801	Door-Mounted Escape System - Deactivation (P/B 201)
26-10-00-710-801	Fire and Overheat Detection System - Operational Test (P/B 501)
26-20-00-210-802	APU Fire Extinguishing Bottle Check (P/B 601)
26-21-00-730-802	Engine Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-22-00-730-802	APU Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-23-00-730-802	Cargo Fire Extinguishing Bottle Pressure Switch Circuit Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguisher - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection (P/B 601)

(Continued)

Reference	Title
26-26-03-200-801	Clean Agent Fire Extinguisher - Inspection (P/B 601)
27-11-00-700-810	Aileron Travel Test (P/B 501)
27-21-00-700-805	Rudder Travel Test (P/B 501)
27-21-00-700-807	Rudder Trim System Test (P/B 501)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-41-00-800-802	Horizontal Stabilizer Trim Control System - Activation (P/B 201)
27-51-00-860-803	Extend the Trailing Edge Flaps (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-10-00-600-802	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)
28-13-41-400-802	Pressure Relief Valve - Manual Operation (P/B 601)
28-22-14-000-801	Emergency Fuel Shutoff Battery Removal (P/B 401)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
49-11-00 P/B 201	APU POWER PLANT - MAINTENANCE PRACTICES
51-21-31-350-801	Removal and Control of Corrosion for Aluminum and Aluminum Alloys (P/B 701)
51-21-31-350-802	Removal and Control of Corrosion for Magnesium Alloys (P/B 701)
51-21-31-350-803	Removal and Control of Corrosion for Carbon Steel (P/B 701)
51-21-31-350-804	Removal and Control of Corrosion for Stainless Steel and Nickel-Chromium Alloys (P/B 701)
51-21-31-350-805	Removal and Control of Corrosion for Titanium Alloys (P/B 701)
51-21-31-350-806	Removal and Control of Corrosion for Plated or Phosphated Surfaces (P/B 701)
51-21-95-100-801	Rust and Corrosion Removal (P/B 701)
55-10-11 P/B 401	BALANCE BAY PANELS - REMOVAL/INSTALLATION
55-33-31 P/B 401	VERTICAL STABILIZER (FIN) TRAILING EDGE PANELS - REMOVAL/INSTALLATION
56-11-00-200-801	Flight Compartment Windows - Inspection (P/B 601)
71-00-00-910-803-G00	Start the Engine (Normal Start) (P/B 201)
71-00-00-910-806-G00	Stop the Engine (Usual Engine Stop) (P/B 201)
71-00-03-390-801-G00	Inlet Cowl Lipskin Protective Coating Procedure (P/B 201)
71-00-03-620-801-G00	Preservation of an Engine (Task Selection) (P/B 201)
SRM 737-MAX	D000534530

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1505	Chocks - Wheel Part #: 19CAL455 - Type 1 Supplier: $1329 Part #: 99-9028-6000 Supplier: 59603 Part #: AC6820-LR Supplier: 032T9 Part #: ALPHACHOCKS MID Supplier: 6X2T Part #: W86 Supplier: 3XZM7 Part #: W88 Supplier: 3XZM7 Opt Part #: W92 Supplier: 9L752
COM-1509	Cover - Protective, Main Landing Gear Wheels/Brakes Part #: B737-455 Supplier: 1LE67 Part #: WL07J99 Supplier: 8M213
COM-2519	Cover - Protective, Nose Landing Gear Wheels Part #: B737-450 Supplier: 1LE67 Part #: WL08J99 Supplier: 8M213
COM-6557	Source - Conditioned Air Part #: ACE-302 Supplier: 6L481 Part #: ACU-2000 Supplier: 6L481 Part #: ACU-302 Supplier: 6L481 Part #: ACU-804 Supplier: 6L481 Part #: DAC321 Supplier: 12867 Opt Part #: 2030DE Supplier: 12867 Opt Part #: DAC20 Supplier: 12867 Opt Part #: DAC30 Supplier: 12867 Opt Part #: TEK 300 SERIES Supplier: 00365
SPL-1517	Cover - Engine Exhaust Part #: 896812 Supplier: SBK11 Part #: C10006-1 Supplier: 81205
SPL-1518	Plug - Auxiliary Power Unit (APU) Part #: B737-277 Supplier: 1LE67 Part #: JB-BBJ-APU-K Supplier: 4VVY1 Part #: R10009-1 Supplier: 81205
SPL-14648	Plug - Fan Reverser Part #: 895812 Supplier: SBK11 Part #: C10007-1 Supplier: 81205
SPL-14650	Cover, Engine Inlet - LEAP 1B Part #: 892812 Supplier: SBK11 Part #: B737-104 Supplier: 1LE67 Part #: B737-153 Supplier: 1LE67 Part #: C10005-23 Supplier: 81205 Opt Part #: C10005-1 Supplier: 81205
STD-3731	Streamer - REMOVE BEFORE FLIGHT

D. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)

(Continued)

Reference	Description	Specification
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00378	Grease - Aircraft, General Purpose, Wide Temperature - Aeroshell 22	MIL-PRF-81322
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G00111	Sheet - Mylar	
G00252	Film - Polyethylene Film And Sheeting	ASTM D2103 (Supersedes L-P-512)
G00253	Material - Barrier Materials, Greaseproofed, Waterproof, Flexible, Heat-Sealable	MIL-PRF-121 (Supersedes MIL-B-121)
G00291	Tape - Aluminum Foil, 3M 425	AMS-T-23397 / L-T-80
G00626	Desiccant - Activated, Bagged, Packaging Use And Static Dehumidification	MIL-D-3464
G00834	Cloth - Lint-free Cotton	
G00920	Tape - Waterproof, Packaging	ASTM D5486
G02219	Tape - Yellow Vinyl Adhesive, Scotch Brand No.471, 1.5 Inches (38.1 mm) Wide	
G02418	Water - De-ionized	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G50737	Tape - Aluminum Foil Tape with Easy-Release Liner, Scotch 427	
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4
G51663	Tape - Duct, Outdoor - 3M 8979	BAC5034-4
G51664	Tape - Duct, Outdoor - 3M 8979N (MIL-STD-2041 Compliant)	BAC5034-4
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1
G51692	Cloth - 100% Cotton	AMS3819 Class 1

E. Park the Airplane

SUBTASK 10-12-00-550-001

WARNING MAKE SURE ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA. THIS WILL PREVENT INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(WARNING PRECEDES)

WARNING WHEN YOU TOW THE AIRPLANE, STAY OUT OF THE DANGEROUS AREAS AROUND THE TOW VEHICLE, TOW BAR, AND AIRPLANE TIRES. IT IS POSSIBLE FOR THE TIRES AND EQUIPMENT TO PULL YOU BELOW THEM WHILE THE AIRPLANE CHANGES POSITIONS AND DIRECTIONS. IF YOU DO NOT KEEP THIS SEPARATION, INJURY TO PERSONNEL CAN OCCUR.

(1) Tow or taxi the airplane to the necessary location or hangar.

(a) Do this task: Airplane Parking, TASK 10-11-01-580-801.

NOTE: The procedures in Airplane Parking, TASK 10-11-01-580-801 will prepare some of the components on the airplane for storage (pitot probes and static port covers, plugs, wheel chocks, MLG/NLG downlock pins for examples).

SUBTASK 10-12-00-620-001

(2) If the airplane will not be parked in a hangar and high winds are possible, prepare the airplane for high wind parking.

(a) Do this task: Airplane Mooring, TASK 10-21-00-580-801 or Airplane Mooring (Alternate Configuration), TASK 10-21-00-580-802.

SUBTASK 10-12-00-620-143

(3) If the weather is cold, do these tasks: Cold Weather Maintenance Procedure, TASK 12-33-01-600-801 and Cold Weather Unattended Parking at Temperatures Below 32°F (0°C), TASK 12-33-02-600-803.

SUBTASK 10-12-00-620-003

WARNING INSTALL THE WHEEL CHOCKS CORRECTLY. IF YOU DO NOT, THE AIRPLANE CAN MOVE DURING HIGH WINDS. INJURY TO PERSONNEL AND DAMAGE TO THE AIRPLANE CAN OCCUR.

(4) Make sure that the main landing gear wheel chock, COM-1505 are installed in the correct position for the ground surface and the wheel chock configuration.

(a) Do this task: Chock Installation Winds/Gusts Maximum 40 mph (35 Knots), TASK 10-11-05-500-801.

(b) Release the parking brakes.

F. External Surfaces of the Airplane

NOTE: If the airplane storage time is less than two months, no protection of the external aluminum surfaces is necessary. If weather conditions are anticipated that can cause damage, make sure that the airplane external aluminum surfaces are protected. If the airplane was painted two weeks before day 1 storage begins, do not wash the airplane.

SUBTASK 10-12-00-860-001

(1) Make sure that these circuit breakers are open and have safety tags:

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
C	1	C00523	HEATERS CAPT PITOT
C	2	C00238	HEATERS TEMP PROBE
C	3	C01072	HEATERS ALPHA VANE LEFT
C	4	C00236	HEATERS ELEV PITOT LEFT
D	3	C01071	HEATERS ALPHA VANE RIGHT

(Continued)

CAPT Electrical System Panel, P18-3

Row	Col	Number	Name
D	4	C00237	HEATERS ELEV PITOT RIGHT
D	5	C00525	HEATERS F/O PITOT
D	6	C00524	HEATERS AUX PITOT
E	3	C00234	HEATERS DRAIN MAST GND
E	4	C00700	HEATERS DRAIN MAST AIR
F	13	C00104	LAVATORY WATER HEATER A
F	14	C01073	LAVATORY WATER HEATER D
F	15	C01096	LAVATORY WATER HEATER E

SUBTASK 10-12-00-620-006

(2) Clean the airplane surface.

NOTE: Clean and/or polish the airplane surface to examine the fuselage for corrosion, stains, leaks, or other deterioration. The stains show as a discoloration on the surface. Oil and other liquids can mix with dust particles and unwanted material. This can cause damage to the airplane finish. Rain pattern dust that collects on the surface of the airplane is not dangerous. Unless the dust contains unwanted material, that can cause corrosion and damage to the finish of the airplane.

(a) Do this task: Clean (Wet Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-801 or Clean (Waterless Wash) the External Surfaces of the Airplane, TASK 12-40-00-100-802.

NOTE: When the airplane is washed and parked for storage, the landing gear components must be lubricated within 6 hours.

(b) Examine the airplane surface for stains.

(c) Remove the stains from the airplane surface.

WARNING DO NOT POLISH THE STATIC PORTS. IF MATERIAL GOES INTO THE STATIC PORTS, IT CAN CAUSE LARGE ERRORS IN AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

1) Do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

(d) Examine the airplane surface for corrosion.

WARNING DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(e) Remove corrosion from the airplane surface.

1) For aluminum and aluminum alloys, do this task: Removal and Control of Corrosion for Aluminum and Aluminum Alloys, TASK 51-21-31-350-801.

2) For rust and corrosion, do this task: Rust and Corrosion Removal, TASK 51-21-95-100-801.

SUBTASK 10-12-00-100-011

(3) Clean the leading edges of wing, vertical stabilizer and horizontal stabilizer.

CAUTION

MAKE SURE THAT YOU ONLY USE APPROVED MATERIALS TO CLEAN ALUMINUM CLAD SURFACES. IF YOU DO NOT OBEY, DAMAGE TO THE ALUMINUM CLAD SURFACES CAN OCCUR.

(a) Clean smaller areas such as one slat or leading edge panel at a time.

NOTE: Do not clean large areas at once. Elevated temperatures will cause the leading edge surfaces to dry too quickly in the heat and sun causing streaks and/or water stains.

(b) Avoid cleaning operations in temperatures below 32°F (0°C) or above 85°F (29°C).

NOTE: Cleaning can be deferred for up to 30 days if temperature is outside of the 32°F (0°C) to 85°F (29°C).

(c) Make sure that the flaps are in the fully retracted position (TASK 27-51-00-860-804).

WARNING

DO NOT USE HIGH-PRESSURE SPRAY EQUIPMENT. HIGH-PRESSURE SPRAY EQUIPMENT CAN PUT LIQUIDS INTO BEARINGS, JOINTS, BRAKES, ELECTRICAL CONNECTORS, AND OTHER SEALED COMPONENTS. LIQUIDS THAT GO INTO THESE AREAS CAN CAUSE CORROSION, FREEZE DURING AIRPLANE FLIGHT, OR REMOVE NECESSARY LUBRICANTS. FREEZE DURING AIRPLANE FLIGHT CAN CAUSE LOSS OF AIRPLANE CONTROL AND POSSIBLE PERSONAL INJURY.

(d) Manually clean and remove dirty material (bird droppings, dirt, dried bugs, grease, and grime) with de-ionized water, G02418.

NOTE: Do not use force if surfaces are too dirty. Surfaces of leading edges are aluminum clad and can easily scratch.

CAUTION

MAKE SURE THAT YOU KEEP THE SPRAY EQUIPMENT NOZZLE MORE THAN 12 INCHES AWAY FROM THE SURFACE OF THE AIRPLANE. IF YOU DO NOT OBEY, THE SPRAY CAN CAUSE DAMAGE TO THE SURFACE.

(e) It is optional to use low pressure non-atomizing spray equipment as an aid to clean.

NOTE: Low pressure non-atomizing spray equipment is applicable for locations where water is collected (paint hangar, wash stall).

1) Flush from the top of the surface and move down to prevent water saturation.

(f) Soak wipers with water to clean and remove dirty material from the surfaces.

(g) If necessary, let the cloth soak the area to aid in the removal of bird droppings.

(h) Change wipers frequently and clean again until there is no visual contamination on the wipers or the surface.

(i) If necessary, use cloth, G51677 for hard to remove particles.

NOTE: Approved materials to clean leading edge surfaces are brush-pads with hook-and-loop fastener attachment.

(j) Dry the surfaces with a clean dry wiper to prevent water stains.

(k) Clean the surfaces with 50/50 mixture of water and solvent, B00666 mixture.

(4) Make sure that there is no corrosion or damage on the leading edges of the wing, vertical stabilizer and horizontal stabilizer.

(a) If no corrosion is found during check, then do the leading edge cleaning procedure again in 90 days.

(b) If signs of corrosion, deterioration, Foreign Object Debris (FOD) or scratches are found during check, then do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

(c) If signs of damage is found during check, then the damage must be assessed and/or repaired per SRM 737-MAX.

SUBTASK 10-12-00-620-007

(5) Examine the wings and empennage to make sure that there are no signs of damage.

NOTE: If there is paint that is chipping or peeling, the surface must be painted or covered to protect it from Ultraviolet (UV) radiation.

WARNING

DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(a) Repair the airplane surface.

1) Do this task: Hand Clean Metal Surfaces with Abrasives, TASK 20-10-34-120-801.

(b) If the surface repair cannot be done, cover the areas that show damage to protect from UV radiation.

(6) Coat the unpainted steel parts in the wing, leading edge, trailing edge and empennage with compound, B50080.

(a) Optional: Coat using compound, G50346.

SUBTASK 10-12-00-620-008

(7) Examine the overboard drains and air conditioning pack exhausts for stains, dirt, oil and fuel spills, volcanic ash, or other contaminants.

(a) Remove all unwanted material and damage.

1) Do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

SUBTASK 10-12-00-210-036

(8) Check vertical and horizontal stabilizer balance bays and access panel areas for corrosion.

(a) Check and mark one left bay and one right bay. If corrosion is found, inspect all bays (PAGEBLOCK 55-10-11/401 and PAGEBLOCK 55-33-31/401).

NOTE: Borescope inspection is an acceptable alternative to removing parts for access.

G. Landing Gear

SUBTASK 10-12-00-620-009

(1) Examine the components of the landing gear for corrosion. Remove all unwanted material and corrosion.

WARNING

DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(a) Do this task: Removal and Control of Corrosion for Aluminum and Aluminum Alloys, TASK 51-21-31-350-801.

(b) Do this task: Removal and Control of Corrosion for Plated or Phosphated Surfaces, TASK 51-21-31-350-806.

(c) Do this task: Removal and Control of Corrosion for Magnesium Alloys, TASK 51-21-31-350-802.

(d) Do this task: Removal and Control of Corrosion for Carbon Steel, TASK 51-21-31-350-803.

(e) Do this task: Removal and Control of Corrosion for Titanium Alloys, TASK 51-21-31-350-805.

(f) Do this task: Removal and Control of Corrosion for Stainless Steel and Nickel-Chromium Alloys, TASK 51-21-31-350-804.

(g) Apply a layer of grease, D00013 to the clean surface.

SUBTASK 10-12-00-620-010

(2) Do an inspection of the shock struts inflation.

(a) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

1) If necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

(3) Do a general visual inspection of the shock struts for leaks.

(a) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

(b) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

SUBTASK 10-12-00-620-011

(4) Lubricate all of the main landing gear lubrication points.

NOTE: When you clean the airplane surface with water before storage the landing gear should have been lubricated within 6 hours. Each time the airplane is cleaned with water the landing gear must be lubricated.

(a) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(b) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

SUBTASK 10-12-00-620-012

(5) Lubricate all of the nose landing gear lubrication points.

(a) Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(b) Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

SUBTASK 10-12-00-620-014

(6) Make sure that the nose and main landing gear tires have the correct tire pressure.

WARNING MAKE SURE THE AREA AROUND THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA AROUND THE TIRES IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING USE A REGULATED PRESSURE SOURCE TO SERVICE THE TIRES. AN UNREGULATED PRESSURE SOURCE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(a) Do this task: Landing Gear Tire Pressure Check and Tire Servicing, TASK 12-15-51-780-801.

(b) Make sure that the tires do not have flat areas. If the tires have flat areas, turn the tires or tow the aircraft a short distance.

SUBTASK 10-12-00-620-015

(7) Apply a layer of corrosion preventive compound, B50080, on all unpainted steel landing gear parts.

NOTE: Apply the protection to all the surfaces which are open to the weather.

(a) Optional: Coat using compound, G50346.

(b) Make sure that you apply the corrosion preventive compound, B50080, or compound, G50346, again (if it is necessary) every time you clean the airplane.

SUBTASK 10-12-00-620-016

(8) Examine the main landing gear for corrosion.

(a) Remove the corrosion and apply compound, B50080.

1) Optional: Coat using compound, G50346.

(b) Apply Aeroshell 22 grease, D00378, to the wheel bearings.

SUBTASK 10-12-00-620-017

(9) Examine nose landing gear for corrosion.

(a) Remove the corrosion and apply compound, B50080.

1) Optional: Coat using compound, G50346.

SUBTASK 10-12-00-620-018

(10) Make sure that when the airplane is parked on ice or snow that a source of material is placed below the tires during cold weather conditions.

NOTE: If the airplane was initially parked on ice or snow, a task to protect the tires should have been done. If the airplane will not be moved or if the tires will be removed and discarded, tire protection is not necessary.

SUBTASK 10-12-00-620-019

(11) Install on the main landing gear cover, COM-1509, or equivalent which are not transparent to keep deterioration to a minimum.

SUBTASK 10-12-00-620-020

(12) Install on the nose landing gear nose landing gear wheels protective cover, COM-2519, or equivalent which are not transparent to keep deterioration to a minimum.

H. Fuel System and Tanks

SUBTASK 10-12-00-200-003

(1) Make sure that the fuel tank pressure relief valve is closed (TASK 28-13-41-400-802).

(a) If the pressure relief valve was open, contact Boeing.

SUBTASK 10-12-00-620-065

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

(2) When the airplane is parked in storage for a year or more, do the procedures to prepare the fuel system for one year.

(a) Do this task: Prepare to Park the Airplane for Storage, More Than 365 Days (1 Year) - Preserving, TASK 10-12-00-550-804.

SUBTASK 10-12-00-620-068

(3) If biocide is approved and available, do these steps to prepare for fuel system storage (Preferred Fuel System Storage Method):

NOTE: This preferred fuel system storage method is used when biocide is available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

1) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks every day.

2) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

3) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth again every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL, AND HEALTH PROBLEMS.

(b) Do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-802.

NOTE: It is acceptable to delay uplift of biocide treated fuel for up to 7 days. If biocide application is delayed, make sure that each tank is stored with the minimum fuel tank quantity.

1) Fill and keep the main wing fuel tanks and the center tank to a minimum of 10% capacity of fuel.

SUBTASK 10-12-00-620-133

(4) If biocide is not available, do these steps to prepare for fuel system storage (Alternate Fuel Storage Method):

NOTE: Storage of a Boeing airplane with fuel that has not been treated with biocide additive will increase the risk of forming microbial growth.

NOTE: This alternate fuel storage method is used when biocide is not available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

a) For the first three days of storage, drain all the water from the fuel tanks and the surge tanks each day.

2) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth again every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

(b) Do this task: Pressure Refuel Procedure, TASK 12-11-00-650-803.

1) Fill and keep the main wing fuel tanks and the center tank to a minimum of 10% capacity of fuel.

SUBTASK 10-12-00-620-069

(5) Put a screen or mesh cloth or equivalent material to cover the two surge tank vent openings.

NOTE: A synthetic filament material is preferred, and cheese cloth is optional.

(a) Make a screen or mesh cotton wiper, G00034, or cloth, G51294, cover.

(b) Attach the cover to the vent opening with tape, G51576, or Scotch Brand No.471 tape, G02219.

NOTE: Do not allow the tape to contact the fiberglass parts.

(c) Attach a red flag to the material on the vent opening.

SUBTASK 10-12-00-620-070

(6) Make sure that there are no fuel leaks around the Auxiliary Power Unit (APU) fuel shroud.

NOTE: There can be no more than ten drops of fuel shown on the ground in a 24 hour cycle.

I. Power Plant

SUBTASK 10-12-00-620-126

(1) Examine the nose domes (Spinner) and engine inlet surfaces.

(2) Examine the engine for small animals, birds, nests, etc. in the engine.

(3) Start the engine, stable at the ground idle, then operate for 15 minutes and stop.

(a) Do this task: Start the Engine (Normal Start), TASK 71-00-00-910-803-G00.

NOTE: The engines can remain running while the hydraulic, and electrical systems are checked.

(b) Operate the engine as follows:

1) For the first half of engine operation, operate the engine using fuel from the main tanks to all engines with the crossfeed valve closed.

2) For the second half of engine operation, operate the engine using fuel from the center tanks to all engines with the crossfeed valve closed.

NOTE: This procedure will keep a circulation of fuel in the tanks, and keep the boost pumps and the fuel system plumbing O-ring and seals lubricated.

(c) Operate the environmental control system for the full period of engine operation (TASK 21-00-00-800-803).

(d) Do this task: Stop the Engine (Usual Engine Stop), TASK 71-00-00-910-806-G00.

SUBTASK 10-12-00-620-022

(4) Prepare the power plant systems for storage.

(a) Engines installed, do this task: Preservation of an Engine (Task Selection), TASK 71-00-03-620-801-G00.

1) Make sure to follow the guidelines and storage duration limits listed in the engine preservation renewal procedures.

SUBTASK 10-12-00-860-030

(5) When aircraft is stored for an extended period in warm/humid environments, it is recommended to apply inlet cowl lipskin covering to minimize corrosion. Refer to the task: Inlet Cowl Lipskin Protective Coating Procedure, TASK 71-00-03-390-801-G00.

SUBTASK 10-12-00-860-029

(6) Install these protective covers:

CAUTION

MAKE SURE THAT THE DRAIN MASTS ARE CLEAR OF BLOCKAGE. BLOCKED DRAINS CAN CAUSE WATER TO COLLECT IN THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE EQUIPMENT.

(a) The engine inlet cover, SPL-14650, engine exhaust cover, SPL-1517, and engine fan reverser plug, SPL-14648.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

1) If the engine inlet and exhaust covers are not available, use barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

NOTE: When applying plastic sheeting and tape to the exhaust, make sure that the drain holes or tubes are clear and not covered.

a) When using plastic sheeting to cover the inlet, do the steps that follow:

<1> Use a lint-free cloth, G00834, and solvent, B00666, to wipe the area where the tape will be used.

<2> Cut approximately 70 in. (1.8 m) diameter circle from plastic sheet.

<3> Tape the plastic circle on FWD edge of the acoustic panel behind the lipskin. Apply with at least 3 layers of overlapping tape around the perimeter of the inlet acoustic panel.

NOTE: Do not place plastic or tape over the lipskin or encase the lipskin with plastic.

<4> Apply the tape across the diameter of the circular sheet to reduce the pillowing of the plastic sheeting.

J. Auxiliary Power Unit (APU)

SUBTASK 10-12-00-620-023

(1) If necessary, prepare the APU for storage.

NOTE: The APU does not have to be removed for temporary storage. The APU can be deactivated and preserved. When the APU is not removed, you must connect a ground service cart to start the main engines or supply auxiliary power.

(a) Operate the APU weekly when it is not preserved.

NOTE: It is recommended to run the APU every 3 days in a severe environment. A severe environment is where the ambient temperature is not between 30°F (-1°C) and 125°F (52°C), or the humidity is above 40%, or there is salt air present.

(b) If the APU will not be operated during storage, then do the APU preservation for mild or sever environmental conditions per (APU POWER PLANT - MAINTENANCE PRACTICES, PAGEBLOCK 49-11-00/201).

1) Install the protective cover:

a) Make sure that the APU is at ambient temperature.

b) Install the plug, SPL-1518.

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

<1> If the APU exhaust tool cover is not available, then use a barrier material, G00253, polyethylene film, G00252, or equivalent 6 MIL or greater thickness material, and tape, G51576, or tape, G00920.

K. Fire Protection Systems

SUBTASK 10-12-00-620-024

(1) Do an operational test of the fire protection systems before storage.

NOTE: The operational test will make sure that the engine, APU, and compartment fire/overhead detection systems operate correctly before storage.

(a) Do this task: Fire and Overheat Detection System - Operational Test, TASK 26-10-00-710-801.

SUBTASK 10-12-00-620-025

(2) Make sure that the cargo fire extinguishing system is fully pressurized.

(a) Do this task: Cargo Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-23-00-730-802.

SUBTASK 10-12-00-620-026

(3) Make sure that the engine, APU and fire extinguishing bottle pressure switch circuit operates correctly.

(a) Engines installed.

1) Do this task: Engine Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-21-00-730-802.

(b) APU installed.

1) Do this task: APU Fire Extinguishing Bottle Pressure Switch Circuit Test, TASK 26-22-00-730-802.

SUBTASK 10-12-00-620-027

(4) Make sure that the fire extinguishers are fully pressurized. Weigh the passenger, crew, and lavatory portable fire extinguishers, if applicable.

NOTE: When the weight is less than the full weight shown on the nameplate, recharge or replace the fire extinguisher.

(a) Examine the APU fire extinguishing bottle, do this task: APU Fire Extinguishing Bottle Check, TASK 26-20-00-210-802.

(b) Examine the water fire extinguishers, do this task: Water Fire Extinguishers - Inspection, TASK 26-26-02-200-801.

SIA 001, 002

(c) Examine the Halon fire extinguishers, do this task: Halon Fire Extinguisher - Inspection/Check, TASK 26-26-01-200-801.

SIA ALL

(d) Examine the lavatory waste fire extinguishing bottle, do this task: Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check, TASK 26-24-01-200-801.

SIA 003-999

(e) Examine the clean agent fire extinguisher, do this task: Clean Agent Fire Extinguisher - Inspection, TASK 26-26-03-200-801.

SIA ALL

L. Flight Compartment

SUBTASK 10-12-00-620-032

(1) Cover the glareshield with a white cloth, or equivalent material.

NOTE: When the airplane is in storage for less than 30 days, put a white cloth on the glareshield. After 30 days replace the cloth with reflective coverings, unless periodic engine runs are performed during storage.

SUBTASK 10-12-00-200-005

(2) Do an inspection of the moisture seals of the flight compartments windows (TASK 56-11-00-200-801).

SUBTASK 10-12-00-620-144

(3) If the airplane is not stored in a hangar and will be stored for 60 days or longer, put aluminized mylar sheet, G00111, on the outer windshields and control cabin windows.

NOTE: It is recommended that the shiny side of the aluminum foil is open to the outer air. The aluminum foil shiny and matte sides will control the heat at the same rate.

(a) Inspect the moisture seals of the flight compartment windows (TASK 56-11-00-200-801).

(b) Make sure that the windows are dry and that no liquid is caught between the window and window frame.

(c) Put a soft cotton cloth, G50316, between the window and the mylar to prevent damage to the window.

1) Use lint-free cloth, G00834, or cloth, G51692, as alternative.

(d) Put the mylar over the outer surface of the window and on the fuselage skin.

CAUTION

DO NOT INSTALL PRESSURE SENSITIVE TAPE DIRECTLY TO THE WINDOW OR WINDOW FRAME SEALANT. INSTALL THE TAPE TO THE SURROUNDING FUSELAGE SKIN OR WINDOW FRAME. IF YOU DO NOT INSTALL THE TAPE TO THE FUSELAGE SKIN OR WINDOW FRAME, THEN DAMAGE TO EQUIPMENT CAN OCCUR.

(e) Use one of the following tapes to attach the mylar sheet to the window frames or fuselage skin:

- Scotch 427 Aluminum Foil Tape, G50737
- 3M 425 Aluminum Foil Tape, G00291
- tape, G51576
- 3M 8979 tape, G51663
- 3M 8979N tape, G51664.

1) Make sure that the tape forms a continuous seal and is free of wrinkles, voids and bubbles.

M. Flight Controls

SUBTASK 10-12-00-620-047

(1) Remove snow from the flight control surface when eight or more inches of snow collect.

SUBTASK 10-12-00-620-033

(2) Move the trailing edge flaps through one full movement of travel and leave the flaps in the FULL UP position (TASK 27-51-00-860-803 and TASK 27-51-00-860-804).

SUBTASK 10-12-00-620-035

(3) Move the stabilizer trim through one full movement of travel and trim to 5 units (TASK 27-41-00-800-802).

SUBTASK 10-12-00-620-036

(4) Move the rudder trim through one full movement of travel and set to ± 2° units from zero (TASK 27-21-00-700-807).

SUBTASK 10-12-00-620-037

(5) Move the aileron trim through one full movement of travel and set to ± 2° units from zero (TASK 27-11-00-700-810).

SUBTASK 10-12-00-620-038

(6) Move the elevators through three full movements of travel (TASK 27-31-00-710-801).

SUBTASK 10-12-00-620-039

(7) Move the rudder through three full movements of travel (TASK 27-21-00-700-805).

SUBTASK 10-12-00-620-040

(8) Move the ailerons through three full movements of travel (TASK 27-11-00-700-810).

SUBTASK 10-12-00-620-045

(9) Make sure that the drain holes are open for the flap, flap fairing, and empennage (include tail cone).

SUBTASK 10-12-00-620-042

(10) Lubricate all the flight controls that follow with grease as specified:

(a) Do these tasks: AILERON - SERVICING, PAGEBLOCK 12-22-11/301.

(b) Do these tasks: RUDDER - SERVICING, PAGEBLOCK 12-22-21/301.

(c) Do these tasks: ELEVATOR - SERVICING, PAGEBLOCK 12-22-31/301.

(d) Do these tasks: STABILIZER CONTROL SYSTEM - SERVICING, PAGEBLOCK 12-22-41/301.

(e) Do these tasks: TRAILING EDGE FLAP SYSTEM - SERVICING, PAGEBLOCK 12-22-51/301.

(f) Do these tasks: SPOILER CONTROL SYSTEM - SERVICING, PAGEBLOCK 12-22-61/301.

(g) Do these tasks: LEADING EDGE SLAT - SERVICING, PAGEBLOCK 12-22-71/301.

SUBTASK 10-12-00-620-043

(11) Lubricate the control cables that are external to the fuselage pressurize area.

(a) Do this task: Control Cable Lubrication, TASK 12-26-00-600-801.

SUBTASK 10-12-00-620-044

(12) Coat all unpainted steel fittings on the flaps and inside the fairings with compound, B50080.

(a) Optional: Coat using compound, G50346.

N. Oxygen System

SUBTASK 10-12-00-620-115

(1) Do one of these steps:

(a) Remove the flight crew oxygen system and portable oxygen cylinders.

1) Cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

2) Remove the flight crew oxygen system masks and store them in clean polyethylene bags.

(b) Keep the flight crew oxygen system and portable oxygen cylinders installed.

1) Close all of the oxygen cylinder shutoff valves.

2) Examine the hydrostatic dates on the cylinders.

3) Check the pressure of all oxygen cylinders.

NOTE: If oxygen cylinders are kept installed, the pressure will need to be checked every 60 days.

a) If the cylinder pressure is below 50 psig (345 kPa), replace or remove the oxygen cylinder.

<1> If oxygen cylinders are removed, cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

<2> If oxygen cylinders are removed, remove the flight crew oxygen system masks and store them in clean polyethylene bags.

4) If kept installed, remove the flight crew oxygen system masks from the oxygen boxes, but leave lines connected.

a) Use clean polyethylene bags to store the oxygen system masks.

O. Air Conditioning

SUBTASK 10-12-00-620-048

(1) Open and ventilate the air conditioning mix bay.

(a) Leave open while the airplane is in storage.

(2) Drain the water extractor tubing and return to the normal condition.

(a) Disconnect the water drain lines from the bottom of the water extractors.

(b) Let the water drain out from the water lines.

(c) Reconnect the water drain lines to the bottom of the water extractors.

(d) Disconnect the water line and the air line that are attached to the water spray nozzle.

(e) Let the water drain out from the water lines.

(f) Reconnect the water line and the air line that attach to the water spray nozzle.

SUBTASK 10-12-00-620-049

CAUTION

DO NOT APPLY THE G00920 TAPE TO THE PAINTED SURFACES. THE TAPE IS HARD TO REMOVE. IT CAN CAUSE DAMAGE TO THESE SURFACES.

(3) Use tape, G51576, or tape, G00920, to seal the external component openings of the air conditioning system that follow:

- Over-pressure relief valve
- Outflow valve
- Air conditioning ram air inlet and exit
- Ground air connect flange
- Pneumatic ground connect fitting.

P. Hydraulic System

SUBTASK 10-12-00-620-051

(1) Visually examine the following areas for evidence of leakage:

(a) Wheel wells (nose and main), wing front and rear spar areas, landing gear, 48 Section (fwd and aft), rudder Power Control Unit (PCU) area, and lower external surfaces of empennage, fuselage and wings.

(2) Do a check of the hydraulic system for leaks and make repairs, if necessary (TASK 29-00-00-790-801).

SUBTASK 10-12-00-620-052

(3) Fill all the systems and reservoirs with hydraulic fluid.

NOTE: The hydraulic reservoirs and accumulators must be serviced before each engine run.

(a) Do this task: Hydraulic Reservoir Servicing, TASK 12-12-00-610-801.

1) When the engines are removed from the airplane, remove the pressure in the hydraulic reservoirs and accumulators.

(b) Service the hydraulic reservoirs before each engine run.

Q. Equipment and Furnishings

SUBTASK 10-12-00-620-054

(1) Deactivate the door mounted escape system, (TASK 25-66-00-040-801).

SUBTASK 10-12-00-620-055

(2) Close all window shades if the seats and carpet are not removed.

SUBTASK 10-12-00-620-056

(3) Install cotton seat covers if the airplane will be parked for 7 days or more when the seats are not removed from the airplane.

NOTE: If the humidity in the parked airplane is controlled below 70 percent, the seats and carpet/rugs can stay in the airplane. Make sure that you examine the seats and carpet for moisture and mildew every 30 days.

SUBTASK 10-12-00-620-057

(4) Put carpet runners to protect the carpet from dirt and moisture when the carpet is not removed.

(5) Put waterproof covers at the entry doors.

SUBTASK 10-12-00-620-118

(6) In environments that are greater then 70% average weekly relative humidity.

(a) Place desiccant, G00626 (10 lb (4.5 kg) to 25 lb (11.3 kg) size bags are recommended), in areas through out the passenger compartment and Electronic Equipment (EE) bay to reduce the effects humidity.

CAUTION

AIR INTRODUCED THROUGH THE AIR CONDITIONING SYSTEM SHALL BE A MINIMUM 70DEG F (21DEG C), AND NOT EXCEED 120DEG F (49DEG C) AT A PRESSURE OF 15" H2O (3.74 KPA), MEASURED AT MANIFOLD. EXCEPTION, TEMPERATURES UP TO 160DEG F (71DEG C) MAY BE USED FOR UP TO 30 MINUTES BUT NOT MORE THAN ONE 30 MINUTE PERIOD PER DAY.

(b) It is recommended to remove excessive moisture from the fuselage every three days, do one or more of these steps:

- With the APU, or engines, operate the environmental control system for 15 to 30 minutes or longer (TASK 21-00-00-800-803).
- Blow warm dry air into the open air conditioning outflow valve through the airplane and out the open electronic hatch for a duration of 6 to 8 hours.
- Put a dehumidifier machine (locally sourced) in the forward area of the passenger compartment and operate for a duration of 6 to 8 hours.
- Attach an air conditioned source, COM-6557, to the ground air connect flange.

NOTE: Airflow through the air conditioning system must be a minimum 70°F (21°C), and not more than the 120°F (49°C) at a pressure of 15 in/H_2O (3.74 kPa), measured at the manifold. However, temperatures up to 160°F (71°C) can use for the maximum of 30 minutes every day.

NOTE: To keep the permitted humidity levels, ground heaters can be connected at ground air conditioning connection and can be in operation 24 hours a day. A small amount of pressure will be built up in the airplane with all doors closed.

SUBTASK 10-12-00-620-058

(7) When the average weekly relative humidity increases to 70 percent or higher, remove the seats and carpet from the flight and passenger compartments.

(a) Do this task: Captain and First Officer Seat Removal, TASK 25-11-01-000-801.

(b) Do this task: First Observer Seat Removal, TASK 25-11-02-000-801.

(c) Do this task: Flight Compartment Floor Covering Removal, TASK 25-11-04-000-801.

(d) Do this task: Cabin Attendant Seat Removal, TASK 25-25-12-000-801.

SIA 001-014

(e) Do this task: Passenger Seat Removal, TASK 25-22-00-000-801.

SIA ALL

(f) Do this task: Carpet Removal, TASK 25-27-15-000-801.

SUBTASK 10-12-00-620-059

(8) Clean all tray carriers and make sure that the waste containers are empty and clean.

SUBTASK 10-12-00-620-060

(9) Empty and clean all containers in the lavatories.

(a) Do this task: Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801.

SUBTASK 10-12-00-620-061

(10) Make sure that the galley areas and toilets are clean.

(a) Do this task: Lavatory Waste Compartment Inspection, TASK 25-40-08-200-801.

(b) Remove the galley inserts and store them off airplane in a dry place.

SUBTASK 10-12-00-620-062

(11) Remove the leather seats, if applicable.

NOTE: Moisture and extreme cold can cause damage to leather seats. Refer to the manufacturer's instructions for handling the leather seats in cold weather.

(a) Store the seats in a climate controlled area.

R. Water and Waste Systems

SUBTASK 10-12-00-620-064

(1) Drain and flush all of the toilet tanks (TASK 12-17-01-610-801).

NOTE: Do not add the pre-charge chemical to the system when the airplane is in storage.

(a) Clean the toilet and filters if installed.

(b) Keep lavatory doors open.

SUBTASK 10-12-00-620-063

WARNING DRAIN, OR USE THE POTABLE WATER SYSTEM A MINIMUM OF ONE TIME EACH THREE DAYS. IF YOU DO NOT DRAIN, OR USE THE WATER SYSTEM FREQUENTLY, BACTERIA CAN GROW IN THE WATER. IF YOU DRINK WATER WITH BACTERIA IN IT, ILLNESS CAN OCCUR.

WARNING DO NOT BREATHE CHLORINE DIOXIDE GAS. PUT ON A RESPIRATOR, AND GOGGLES. WHEN THE TWO CHEMICALS MIX, THEY MAKE CHLORINE DIOXIDE GAS. CHLORINE DIOXIDE GAS CAN CAUSE INJURIES TO PERSONNEL IF THEY BREATHE IT.

(2) Prepare the potable water system as follows:

(a) Drain the potable water system, do this task: Potable Water System - Drain, TASK 12-14-00-600-801.

1) Make sure that all of the system is empty.

NOTE: If the potable water system is not drained, it must be serviced and flushed every 3 days.

(b) If necessary, disinfect the potable water system, do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

NOTE: Disinfecting of the system is not required unless taste/smell of the water is not normal.

(c) Remove all galley and lavatory filters.

(3) Do not close and seal drains.

(a) Screen the potable water drains and drain masts to prevent insect nesting.

S. Nitrogen Generating System (NGS)

SUBTASK 10-12-00-620-071

(1) Put a mesh screen cloth, G51294, material over the Nitrogen Generation System (NGS) ram inlet/outlet and attach with tape, G51576.

(a) Attach a REMOVE BEFORE FLIGHT streamer, STD-3731, with tape, G51576.

T. Electrical/Electronic Systems

SUBTASK 10-12-00-620-119

(1) Put these switches in the OFF position:

(a) P5 panel

- Flight controls
- Hydraulic systems A and B
- Pitot-static heaters
- Window heaters
- Galley power
- Engine start and ignition
- APU start and ignition
- Exterior emergency lights
- A/C packs, LH/RH
- Fuel boost pumps
- Engine wing anti-ice
- IRUs, LH/RH

(b) P2-3 panel

- Anti-skid

(c) P5 and P8

- Microphone set to INTERPHONE

SUBTASK 10-12-00-620-120

(2) Open the circuit breakers and install safety tags for all electrical/electronic components that have been removed from the airplane to prevent discharge of the battery.

SUBTASK 10-12-00-620-124

(3) Do these steps to prepare the Electrical/Electronic Systems for prolonged parking.

(a) Make sure that these circuit breakers are open and have safety tags:

CAPT Electrical System Panel, P18-2

Row	Col	Number	Name
A	1	C00458	ENGINE 1 IGNITION RIGHT
A	3	C00153	ENGINE 1 IGNITION LEFT
A	4	C04008	ENGINE 1 ALTN PWR CHAN B
A	5	C04007	ENGINE 1 ALTN PWR CHAN A
B	1	C01316	ENGINE 1 START LEVER CHAN A
B	2	C01317	ENGINE 1 START LEVER CHAN B
B	3	C01312	ENGINE 1 RUN/PWR
B	5	C00276	ENGINE 1 THRUST REVERSER CONT
B	6	C01412	ENGINE 1 THRUST REVERSER INTLK
B	7	C01266	ENGINE 1 THRUST REVERSER SYNC LOCK
B	8	C01103	ENGINE 1 START VALVE

F/O Electrical System Panel, P6-2

Row	Col	Number	Name
B	5	C01313	ENGINE 2 RUN/PWR
B	6	C01318	ENGINE 2 START LEVER CHAN A
B	7	C01319	ENGINE 2 START LEVER CHAN B
C	4	C00154	ENGINE 2 START VALVE
C	5	C01267	ENGINE 2 THRUST REVERSER SYNC LOCK
C	6	C01413	ENGINE 2 THRUST REVERSER INTLK
C	7	C00277	ENGINE 2 THRUST REVERSER CONT
D	4	C00459	ENGINE 2 IGNITION RIGHT
D	6	C00151	ENGINE 2 IGNITION LEFT
D	7	C04010	ENGINE 2 ALTN PWR CHAN B
D	8	C04009	ENGINE 2 ALTN PWR CHAN A

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
E	3	C01321	ENGINE FUEL ENGINE 2 HPSOV CONT
E	4	C01396	ENGINE FUEL ENGINE 2 HPSOV IND
E	5	C01320	ENGINE FUEL ENGINE 1 HPSOV CONT
E	6	C01395	ENGINE FUEL ENGINE 1 HPSOV IND

F/O Electrical System Panel, P6-5

Row	Col	Number	Name
SIA 001-005; SIA 006-999 POST SB 737-71-1891			
D	2	C04049	ENGINE 1 EEC FAN BLOWERS
D	5	C04050	ENGINE 2 EEC FAN BLOWERS
SIA ALL			
D	11	C04082	ANTI-ICE & RAIN ENGINE 2 CONTROL
E	1	C04016	ENGINE 1 IGNITION PWR CONT
E	2	C04017	ENGINE 2 IGNITION PWR CONT
E	3	C04018	ENG 1 STBY ALTN PWR RELAY CHAN A
E	4	C04019	ENG 1 STBY ALTN PWR CHAN A

These circuit breakers are inoperative and should remain open:

F/O Electrical System Panel, P6-5

Row	Col	Number	Name
SIA 006-999 PRE SB 737-71-1891			
D	2	C04049	ENGINE 1 EEC FAN BLOWERS (INOP)
D	5	C04050	ENGINE 2 EEC FAN BLOWERS (INOP)

SIA ALL

SUBTASK 10-12-00-860-022

(4) Apply electrical power to all the electrical/electronic equipment on the airplane for a minimum of 2 hours.

(a) Do this task: Supply External Power, TASK 24-22-00-860-803.

SUBTASK 10-12-00-860-039

(5) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

(a) Set the DC meter selector switch on the panel, P5-13, to the BAT or AUX BAT position.

(b) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

(c) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

SUBTASK 10-12-00-860-024

(6) On airplanes with Emergency Locator Transmitter (ELT):

(a) Do this task: Emergency Locator Transmitter Deactivation, TASK 23-24-00-040-802.

NOTE: The transmitter has non-rechargeable batteries in the transmitter device.

SUBTASK 10-12-00-620-121

(7) Make sure that these circuit breakers are open and have safety tags:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
A	16	C01345	LANDING GEAR AUTOBRAKE BITE CONT 2
A	18	C00583	LANDING GEAR AUTOBRAKE BITE CONT 1
B	16	C01346	LANDING GEAR PARKING BRAKE
E	16	C00196	LANDING GEAR ANTISKID INBD
E	18	C00195	LANDING GEAR ANTISKID OUTBD

SUBTASK 10-12-00-620-122

(8) If the APU or engines will be operated, disconnect the main battery.

NOTE: If the engines and APU remain on the airplane and are not preserved, they must be operated regularly. The main battery must be kept on the airplane for fire protection. If the engines or APU will not be operated, remove the main battery.

(a) Disconnect the main and auxiliary battery electrical connectors (Battery Removal, TASK 24-31-11-000-801-002).

SUBTASK 10-12-00-620-129

(9) If the APU or engines will not be operated, disconnect or remove the battery.

(a) Remove the main and auxiliary batteries or disconnect battery electrical connectors (Battery Removal, TASK 24-31-11-000-801-002).

SUBTASK 10-12-00-020-009

(10) Disconnect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-000-801).

——— END OF TASK ———

TASK 10-12-00-550-802

3. Prepare to Park the Airplane for Storage, More than 30 Days (1 Month) - Preserving

A. General

(1) This procedure is done at the start of the storage program. Do this procedure if the airplane will be stored for more than 30 days (1 month).

B. References

Reference	Title
12-16-02-100-802	Clean The Glass Flight Compartment Windows - Outer Surface (P/B 301)
12-16-02-100-804	Clean The Acrylic Flight Compartment Windows - Outer Surface (P/B 301)
20-10-07-000-801	E/E Box Removal (P/B 401)
25-64-00-900-803	Megaphone Battery Replacement (P/B 201)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)

C. Consumable Materials

Reference	Description	Specification
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00633	Grease - Aircraft General Purpose	BMS3-33
G00111	Sheet - Mylar	
G00291	Tape - Aluminum Foil, 3M 425	AMS-T-23397 / L-T-80
G00834	Cloth - Lint-free Cotton	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50737	Tape - Aluminum Foil Tape with Easy-Release Liner, Scotch 427	
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4
G51663	Tape - Duct, Outdoor - 3M 8979	BAC5034-4
G51664	Tape - Duct, Outdoor - 3M 8979N (MIL-STD-2041 Compliant)	BAC5034-4
G51692	Cloth - 100% Cotton	AMS3819 Class 1

D. Prepare the Airplane for Storage

SUBTASK 10-12-00-550-002

(1) Do this task: Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving, TASK 10-12-00-550-801.

E. Landing Gear

SUBTASK 10-12-00-620-072

(1) Disconnect the torsion link on the nose landing gear (TASK 32-21-31-000-803).

(a) Secure the torsion link assembly to avoid damage during the operation.

SUBTASK 10-12-00-620-073

(2) Lubricate the bearings surfaces on the torsion link that show with grease, D00633.

SUBTASK 10-12-00-620-074

(3) Connect the torsion link on the nose landing gear (TASK 32-21-31-400-803).

SUBTASK 10-12-00-620-075

(4) Move the nose landing gear steering actuator.

SUBTASK 10-12-00-640-010

(5) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

F. Electrical/Electronic Systems

NOTE: Do not remove the batteries from the portable Emergency Locator Transmitter (ELT).

SUBTASK 10-12-00-620-076

(1) Remove the megaphone battery (TASK 25-64-00-900-803).

SUBTASK 10-12-00-620-077

(2) Do one of these steps:

(a) Remove the emergency light batteries (TASK 33-51-06-960-802).

(b) Keep the emergency light batteries installed and charge the batteries every 30 days.

SUBTASK 10-12-00-620-079

CAUTION

OBEY THESE PRECAUTIONS. IF YOU IGNORE THESE PRECAUTIONS, DAMAGE TO EQUIPMENT WILL OCCUR.

(3) The electronic equipment can stay installed if humidity in the area of the electronic equipment is below 70 percent. If the humidity cannot be below 70 percent, some electronic equipment must be removed from the airplane.

SUBTASK 10-12-00-620-080

(4) If the average weekly relative humidity reaches 70 percent or more, remove all rack-mounted electronic packages from the airplane.

NOTE: The packages are in the main equipment area E1 through E5 and the aft cargo compartment E6 and E8, if applicable.

(a) Remove the applicable rack-mounted electronic packages (TASK 20-10-07-000-801).

(b) Make sure that the electronic packages are in a good condition and have no corrosion.

(c) Put the packages in plastic bags and keep the plastic bags in a bonded area.

SUBTASK 10-12-00-620-081

(5) Apply electrical power to all the electrical/electronic equipment that stay on the airplane for a minimum of 2 hours.

SUBTASK 10-12-00-620-131

(6) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

(a) Set the DC meter selector switch, on the P5-13 panel, to the BAT or AUX BAT position.

(b) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

(c) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

G. Flight Compartment

SUBTASK 10-12-00-620-083

(1) Clean the external flight compartment windows, refer to: Clean The Glass Flight Compartment Windows - Outer Surface, TASK 12-16-02-100-802 or Clean The Acrylic Flight Compartment Windows - Outer Surface, TASK 12-16-02-100-804.

(a) Make sure that the flight compartment windows are fully clean and dry.

SUBTASK 10-12-00-620-084

CAUTION

OBEY THESE PRECAUTIONS. IF YOU IGNORE THESE PRECAUTIONS, DAMAGE TO EQUIPMENT WILL OCCUR.

(2) Do not put covers on the flight compartment windows that will cause the temperature in the flight compartment to increase.

(3) Do one of the following to protect the finish on the panels in the control cabin:

(a) Put aluminized mylar sheet, G00111, on the outer windshields and control cabin windows, if the airplane is not stored in a hangar and will be stored for 60 days or longer.

NOTE: It is recommended that the shiny side of the aluminum foil is open to the outer air. The aluminum foil shiny and matte sides will control the heat at the same rate.

1) Make sure that the windows are dry and that no liquid is caught between the window and window frame.

2) Put a soft cotton cloth, G50316, between the window and the mylar to prevent damage to the window.

a) Use lint-free cloth, G00834, or cloth, G51692, as alternative.

3) Put the mylar over the outer surface of the window and on the fuselage skin.

CAUTION

DO NOT INSTALL PRESSURE SENSITIVE TAPE DIRECTLY TO THE WINDOW OR WINDOW FRAME SEALANT. INSTALL THE TAPE TO THE SURROUNDING FUSELAGE SKIN OR WINDOW FRAME. IF YOU DO NOT INSTALL THE TAPE TO THE FUSELAGE SKIN OR WINDOW FRAME, THEN DAMAGE TO EQUIPMENT CAN OCCUR.

4) Use one of the following tapes to attach the mylar sheet to the window frames or fuselage skin:

- Scotch 427 Aluminum Foil Tape, G50737
- 3M 425 Aluminum Foil Tape, G00291
- tape, G51576
- 3M 8979 tape, G51663
- 3M 8979N tape, G51664.

a) Make sure that the tape forms a continuous seal and is free of wrinkles, voids and bubbles.

(b) Cover the P7 glareshield panel with white cheesecloth, if the airplane will be stored less than 60 days and engine runs will be performed regularly during storage.

NOTE: If necessary, the white cloth should only be removed when performing engine runs or taxiing and re-installed when completed.

1) In addition, it is recommended to install dust covers over the control cabin seats.

NOTE: Cotton dust covers are preferred. Plastic covers may be used, providing humidity and temperature control will prevent condensation.

NOTE: If the humidity in the parked airplane is below 70 percent, the seats and carpet/rugs can stay in the airplane.

END OF TASK

TASK 10-12-00-550-803

4. Prepare to Park the Airplane for Storage, More Than 60 Days (2 Months) - Preserving

A. General

(1) This procedure is done at the start of the storage program. Do this procedure if the airplane will be stored for more than 60 days (2 months).

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
24-41-11 P/B 601	EXTERNAL POWER RECEPTACLE - INSPECTION/CHECK
25-66-00-040-801	Door-Mounted Escape System - Deactivation (P/B 201)
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
53-31-01-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G00009	Compound - Organic Corrosion Inhibiting	BMS3-23
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

D. Prepare the Airplane for Storage

SUBTASK 10-12-00-550-004

(1) Do this task: Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving, TASK 10-12-00-550-801.

(2) Do this task: Prepare to Park the Airplane for Storage, More than 30 Days (1 Month) - Preserving, TASK 10-12-00-550-802.

E. Painted External Surfaces

SUBTASK 10-12-00-620-085

(1) Clean and dry the airplane thoroughly (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

NOTE: Clean and/or polish the airplane surface to examine the fuselage for corrosion, stains, leaks, or other deterioration. The stains show as a discoloration on the surface. Oil and other liquids can mix with dust particles and unwanted material. This can cause damage to the airplane finish. Rain pattern dust that collects on the surface of the airplane is not dangerous. Unless the dust contains unwanted material, that can cause corrosion and damage to the finish of the airplane.

SUBTASK 10-12-00-620-086

(2) Examine all airplane surfaces for stains.

WARNING DO NOT POLISH THE STATIC PORTS. IF MATERIAL GOES INTO THE STATIC PORTS, IT CAN CAUSE LARGE ERRORS IN AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

(a) Remove the remaining stains with polish (TASK 12-40-00-100-803).

SUBTASK 10-12-00-620-087

(3) Keep all doors and hatches closed when the airplane is unattended.

SUBTASK 10-12-00-620-088

(4) Make sure that all of the structural drain holes are open (TASK 53-31-01-200-801).

F. Unpainted External Surfaces

SUBTASK 10-12-00-620-089

(1) Remove the temporary protective coating from the airplane surfaces.

(a) Apply a layer of protective remover, B00643.

(b) Put protective remover, B00643, on approximately 20 mils (0.5 mm) thick and for more than 10 minutes to remove the protective layer.

1) Do not let remover, B00643, dry.

NOTE: When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

SUBTASK 10-12-00-620-090

(2) Apply coating, C00924, Class 1, or coating, G51521, to the unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

(a) Do not apply coating to the engine tail cones or other high-temperature parts.

(b) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

(c) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).

NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.

NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.

(d) To apply coating, C00924, Class 1, do these steps:

1) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 - 1.5 mils.

2) Make sure that the protective coating is smooth and continuous.

NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.

3) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.

4) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.

(e) To apply coating, G51521, do these steps:

1) Apply a 0.8 - 1.5 mil minimum layer of coating, G51521, to all unpainted aluminum surfaces.

NOTE: The coating, G51521, is approved for extended storage but the layer can wear, that is usual after a long period of time.

2) When the weather shows rain or there is condensation, make sure that the coating, G51521, layer dries for a minimum of 24 hours.

3) If it is necessary, apply heat to dry the coating, G51521, layer quickly.

SUBTASK 10-12-00-620-091

(3) Apply corrosion inhibiting compound, G00009, to all radome latch fittings.

NOTE: The latch fittings are in the radome and forward of the pressure bulkhead.

SUBTASK 10-12-00-620-092

(4) Seal the fuselage openings to keep water, sand, and foreign debris out of the airplane.

(a) Put tape, G51576, or equivalent to the items listed to seal the openings.

1) All external doors

NOTE: Seal requirement of one entry or service door may be temporarily suspended when access is required to perform work activity or for ventilation purposes provided the door will be operated at least once every 7 days.

2) The upper half of the nose radome

3) All external access doors/hatches.

4) If it is necessary for airplanes parked in monsoon conditions, seal the upper half of the perimeter of the P19 external power receptacle panel door (PAGEBLOCK 24-41-11/601).

(b) Cut a water drain hole approximately ⅜ in. (10 mm) in the lowest part of the tape seal on all entry doors and access doors/hatches.

G. Electrical/Electronic

SUBTASK 10-12-00-020-001

(1) Remove the unserviceable flashlight batteries and other equivalent non-rechargeable batteries.

NOTE: Unserviceable batteries can cause leakage when left in devices for extended periods.

(2) Do not remove the batteries from the emergency radio beacons.

NOTE: These batteries are in the slide/raft covers and the life raft. These batteries do not operate until water touches the battery.

(3) If it is necessary, move the serviceable batteries into storage or into other airplanes in operation.

H. Equipment/Furnishings

SUBTASK 10-12-00-620-093

(1) Open the cabinets, closets, and interior doors to supply ventilation and to prevent mildew.

SUBTASK 10-12-00-480-001

(2) Put desiccant bags in the airplane to absorb moisture.

SUBTASK 10-12-00-040-001

(3) Deactivate the door mounted escape system (TASK 25-66-00-040-801).

——— END OF TASK ———

TASK 10-12-00-550-804

5. Prepare to Park the Airplane for Storage, More Than 365 Days (1 Year) - Preserving

A. General

(1) This procedure is done at the start of the 365 day storage. Do this procedure if the airplane will be stored for more than 365 days (1 year).

B. References

Reference	Title
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
57-31-23-000-801	Dry Bay Access Doors Removal (P/B 401)
57-31-23-400-801	Dry Bay Access Doors Installation (P/B 401)

C. Prepare the Airplane for Storage

SUBTASK 10-12-00-550-005

(1) Do this task: Prepare to Park the Airplane for Storage, More Than 7 Days (1 Week) - Preserving, TASK 10-12-00-550-801.

(2) Do this task: Prepare to Park the Airplane for Storage, More than 30 Days (1 Month) - Preserving, TASK 10-12-00-550-802.

(3) Do this task: Prepare to Park the Airplane for Storage, More Than 60 Days (2 Months) - Preserving, TASK 10-12-00-550-803.

D. Fuel Systems

SUBTASK 10-12-00-650-001

(1) Prepare the tank(s) for entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

NOTE: Record the name of the fuel tank drained. If the fuel tanks are being examined for corrosion on a second and subsequent inspection, examine a fuel tank other than the one examined before. A different fuel tank must be drained for each 365-day cycle.

(2) Go into the fuel tank.

(3) Examine the fuel tank and fuel lines for corrosion and unwanted material.

(4) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

SUBTASK 10-12-00-010-002

(5) Inspect for corrosion in the dry bay(s), do the steps that follow:

NOTE: Inspect one dry bay for corrosion and microbial growth. If corrosion or microbial growth is not found, inspection of the other dry bay(s) is not required. If corrosion or microbial growth is found, all dry bays must be inspected.

(a) Open the wing dry bay areas, do this task: Dry Bay Access Doors Removal, TASK 57-31-23-000-801.

1) Examine the wing dry bay area for corrosion.

2) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

(b) Close the wing dry bay areas, do this task: Dry Bay Access Doors Installation, TASK 57-31-23-400-801.

SUBTASK 10-12-00-710-001

(6) Operate all of the fuel boost fuel pumps.

NOTE: Operate the fuel pumps to purge the system with the new fuel.

(a) Put a person in the flight compartment to set the applicable switches on the P5 overhead control panel to the necessary positions.

(b) Put a person at the P15 fueling panel to set the applicable switches to the necessary positions.

(c) Operate each fuel boost pump until the applicable LOW PRESSURE light goes off.

WARNING

WHEN YOU OPERATE THE FUEL PUMP(S) IN THE MANUAL MODE, MAKE SURE THAT YOU TURN OFF THE FUEL PUMP(S) WHEN THE APPLICABLE LOW PRESSURE LIGHT IS ON AND/OR THE APPLICABLE ALERT IS DISPLAYED FOR MORE THAN 60 SECONDS. THIS CONDITION CAN CAUSE A FIRE OR EXPLOSION IN THE FUEL TANK THIS CAN CAUSE DEATH OR INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT.

(d) If the LOW PRESSURE light does not go off, immediately put the fuel pump switch to the OFF position.

——— END OF TASK ———

TASK 10-12-00-620-801

6. Service and Protection on 7 Day (1 Week) Cycles

A. General

(1) This task is done every 7 days (1 week) during all of the storage time.

B. References

Reference	Title
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-31-11-400-801-002	Battery Installation (P/B 401)
28-22-14-000-801	Emergency Fuel Shutoff Battery Removal (P/B 401)
28-22-14-400-801	Emergency Fuel Shutoff Battery Installation (P/B 401)
49-11-00-860-801	APU Starting and Operation (P/B 201)
49-11-00-860-802	APU Usual Shutdown (P/B 201)
71-00-03-620-809-G00	Preservation Renewal Requirements (P/B 201)

C. Electrical/Electronic

SUBTASK 10-12-00-860-040

(1) If the battery remains on the airplane, charge the main battery and auxiliary battery (if equipped).

NOTE: If the APU is not preserved, the APU operation steps should be combined with the battery charging steps.

(a) Connect the D12006 battery connector on the fuel spar shutoff valve battery located behind the panel, P6-5 (TASK 28-22-14-400-801).

(b) Reconnect the main and auxiliary battery electrical connectors (TASK 24-31-11-400-801-002).

(c) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

1) Set the DC meter selector switch on the panel, P5-13, to the BAT or AUX BAT position.

2) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

3) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

(d) Disconnect the main and auxiliary battery electrical connectors (Battery Removal, TASK 24-31-11-000-801-002).

(e) Disconnect the D12006 battery connector on the fuel spar shutoff valve battery located behind the panel, P6-5 (TASK 28-22-14-000-801).

D. Auxiliary Power Unit (APU)

SUBTASK 10-12-00-620-096

(1) If the APU was not deactivated and preserved, do these steps:

(a) Operate the APU (TASK 49-11-00-860-801).

(b) Shutdown the APU (TASK 49-11-00-860-802).

E. Fuel System and Tanks

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

SUBTASK 10-12-00-620-132

(1) If the aircraft was stored using the Alternate Fuel System Storage Method, do these steps to maintain the fuel system during prolonged parking:

(a) Drain all the water from the fuel tanks and the surge tanks.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

2) Drain the water from all the tanks.

a) If the weekly average ambient humidity is above 70%, it is recommended to drain the water every 3 days for aircraft stored using the Alternate Fuel System Storage Method.

F. Power Plant

SUBTASK 10-12-00-210-028

(1) Do these steps for the engine:

(a) Examine the nose domes (spinner) and engine inlet surfaces.

(b) Examine the engine for small animals, birds, nests, etc. in the engine.

(c) Examine the desiccants and refresh, if necessary.

NOTE: If TASK 71-00-03-630-801-G00 "Preservation of an Engine on Wing for 30 Days to 1 Year" has been followed to preserve the engine, the suggested schedule in TASK 71-00-03-630-801-G00 "Preservation of an Engine on Wing for 30 Days to 1 Year" is usable.

SUBTASK 10-12-00-730-007

(2) Make sure to follow the guidelines and storage duration limits listed in the engine preservation renewal procedures (TASK 71-00-03-620-809-G00).

——— END OF TASK ———

TASK 10-12-00-620-802

7. Service and Protection on 14 Day (2 Week) Cycles

A. General

(1) This task is done every 14 days (2 weeks) during all of the storage time.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
20-40-11-910-801	Static Grounding (P/B 201)
24-22-00-860-801	Supply Electrical Power (P/B 201)
24-22-00-860-802	Remove Electrical Power (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-26-00-650-802	Tank to Tank Fuel Transfer (P/B 201)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
53-31-01-200-801	External Drainage Inspection/Check (P/B 601)
53-31-01-200-802	Ball Drain Valve Inspection/Check (P/B 601)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6

D. Consumable Materials

Reference	Description	Specification
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
B50073	Alcohol - Isopropyl	ASTM D 770
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G02443	Tape - Barricade, Non-Adhesive, Orange, 3 (76 mm) Inches Wide, 4 mils (0.102 mm) Thick, "REMOVE BEFORE FLIGHT"	
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

E. Access Panels

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door

F. Prepare for Service and Protection

SUBTASK 10-12-00-620-097

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

G. External Surfaces (Fuselage, Wing, Wheel Wells, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-00-620-098

(1) Make sure that all the protective coverings are installed correctly (TASK 10-11-01-580-801).

SUBTASK 10-12-00-210-032

(2) Do a general visual inspection of the static ports for corrosion and unwanted material.

NOTE: It is recommended to increase the interval for inspections and cleaning if the static ports are degrading before the recommended cycle.

(a) Remove the protective covers from the static ports.

(b) Do a general visual inspection.

(c) Clean the static port exterior surface with low-lint cleaning cloth, G50933, moist with alcohol, B50073.

(d) Let the surface dry and put protective covers on the static ports.

(e) Do one of the following steps:

1) To make the protective covers for the alternate and primary static ports, use yellow, orange, or red tape, G51576, or barricade tape, G02443, that has REMOVE BEFORE FLIGHT printed on it in black letters. See figures in Airplane Parking, TASK 10-11-01-580-801.

NOTE: If the yellow, orange or red vinyl adhesive tape is not available or blends in with the background color, use a vinyl adhesive tape of another color. Select a color which is distinctive and provides a good contrast to the background colors.

2) Install the static test adapters, COM-1921, with the blanking cap tightened, to use as protective covers (TASK 10-11-01-580-801).

SUBTASK 10-12-00-680-006

(3) Do a check of the external drainage.

(a) Do these tasks:

- External Drainage Inspection/Check, TASK 53-31-01-200-801
- Ball Drain Valve Inspection/Check, TASK 53-31-01-200-802.

(b) Inspect the tailcone compartment.

1) Open these access panels:

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door

2) Make sure that the drains in the tailcone are clear of unwanted material and water can drain.

a) If there is standing water or visible evidence of water line(s) please contact Boeing via service request.

3) Close these access panels:

Number	Name/Location
317BL	Tailcone Access Door
318BR	Tailcone Access Door

SUBTASK 10-12-00-210-033

(4) Visually examine the external surfaces of the fuselage, wings, wheel wells, and the horizontal and vertical stabilizers for corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

NOTE: It is also necessary to visually examine the external surfaces of the components in the wheel wells for corrosion or damage.

(a) If it is necessary, apply coating, C00924, Class 1, or coating, G51521, to the unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

1) Do not apply coating to the engine tail cones or other high-temperature parts.

2) If it is necessary, remove the temporary protective coating from the airplane surfaces.

a) Apply a layer of protective remover, B00643.

b) Put protective remover, B00643, on approximately 20 mils (0.5 mm) thick and for more than 10 minutes to remove the protective layer.

<1> Do not let remover, B00643, dry.

NOTE: When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

3) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

4) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).

NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.

NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.

5) To apply coating, C00924, Class 1, do these steps:

a) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 - 1.5 mils.

b) Make sure that the protective coating is smooth and continuous.

NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.

c) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.

d) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.

6) To apply coating, G51521, do these steps:

a) Apply a 0.8 - 1.5 mil minimum layer of coating, G51521, to all unpainted aluminum surfaces.

NOTE: The coating, G51521, is approved for extended storage but the layer can wear, that is usual after a long period of time.

b) When the weather shows rain or there is condensation, make sure that coating, G51521, layer dries for a minimum of 24 hours.

c) If it is necessary, apply heat to dry coating, G51521, layer quickly.

SUBTASK 10-12-00-210-034

(5) Make sure that all of the airplane external structural drain holes are open (TASK 53-31-01-200-801).

SUBTASK 10-12-00-210-039

(6) Examine all of the tape seals installed around the entry doors and hatches and make sure that the drain holes are open.

(a) Replace the tape seal with tape, G51576, when the drain hole is blocked.

(b) Make a drain hole in the tape seal to let the water out.

H. Landing Gear

SUBTASK 10-12-00-610-014

(1) Do an inspection of the shock struts inflation.

(a) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

1) If it is necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

SUBTASK 10-12-00-210-040

(2) Do a general visual inspection of the shock struts for leaks.

(a) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

(b) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

SUBTASK 10-12-00-210-003

(3) Examine the nose and main landing gear tire pressure.

(a) Make sure that the tire pressure is at the nominal service pressure (TASK 12-15-51-780-801).

I. Electrical/Electronic

SUBTASK 10-12-00-860-008

(1) Apply electrical power to all electrical/electronic systems on the airplane for a minimum of two hours.

NOTE: Ground power is permitted

(a) Make sure that the airplane is static grounded (TASK 20-40-11-910-801).

(b) Apply electrical power (TASK 24-22-00-860-801).

(c) Charge the main and auxiliary batteries.

NOTE: Do not use the Ground Service Switch on the Flight Attendant Panel to power the airplane for battery charging. Use only the Battery Switch and Ground Power Switch in the flight deck. This is to make sure that the 28V DC Bus 2 Sec 2 would be active to charge the spar shutoff valve battery charger.

NOTE: It is recommended to charge the batteries when the outside temperature is less than 104°F (40°C) to prolong the life of the battery while in storage.

1) Set the DC meter selector switch, on the P5-13 panel, to the BAT or AUX BAT position.

2) Make sure that the DC AMPS value goes to 45 ±10 AMPS and then goes down to less than 5 AMPS within 180 minutes.

NOTE: 180 minutes is the maximum. It can take less time depending on the state of charge of the battery.

3) Make sure that the DC VOLTS value goes to 30 ±3 VOLTS.

(d) Let the electrical power operate for two hours minimum.

(e) Remove electrical power (TASK 24-22-00-860-802).

(f) Disconnect main and auxiliary battery electrical connectors (TASK 24-31-11-000-801-002).

J. Fuel

SUBTASK 10-12-00-650-007

(1) Transfer fuel from tank to tank (TASK 28-26-00-650-802).

SUBTASK 10-12-00-680-005

(2) Drain all of the water that collected in the sumps of the fuel tanks and surge tanks.

NOTE: Biological contamination is from growth of bacteria and fungi. The micro-organisms are found in water contamination in the fuel systems. Growth of the organisms has a consistency of a "slime" or "mayonnaise" material that goes into the fuel. This can cause contamination in the airplane by plugging filters. It can also cause fuel quantity probe malfunctions and corrosion of integral fuel tanks. The most effective control of biological contamination is to store the fuel tanks with biocide and to remove the water from the fuel system.

(a) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

(b) Drain the water again after 24 hours.

SUBTASK 10-12-00-200-002

(3) If it is necessary, do a test for microbial growth (TASK 28-10-00-200-801).

NOTE: It is recommended to do the test for microbial growth every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

——— END OF TASK ———

TASK 10-12-00-620-803

8. Service and Protection on 30 Day (1 Month) Cycles

(Figure 201)

A. General

(1) This task is done every 28 to 30 days (1 month) during all of the storage time.

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
25-00-00-100-801	Equipment/Furnishings - Cleaning (P/B 701)
25-11-02-000-801	First Observer Seat Removal (P/B 401)
25-22-00-000-801	Passenger Seat Removal (P/B 401)
25-27-15-000-801	Carpet Removal (P/B 401)
25-27-21-000-801	Entry and Service Area Floor Covering - Removal (P/B 401)
26-26-01-200-801	Halon Fire Extinguisher - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection (P/B 601)
26-26-03-200-801	Clean Agent Fire Extinguisher - Inspection (P/B 601)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
33-51-06-610-801	Power Supply - Charge the Battery Packs (P/B 201)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-07-000-801	HPSOV Removal (P/B 401)

(Continued)

Reference	Title
36-11-07-400-801	HPSOV Installation (P/B 401)
56-11-00-300-801	Flight Compartment Windows - Repair of Aerodynamic Smoother and Pre-Molded Seal (P/B 801)
56-12-11-200-802	No. 2 Openable Window Sill Drain Inspection (P/B 601)
71-11-04-010-801-G00	Open the Fan Cowl Panels (Selection) (P/B 201)
71-11-04-410-801-G00	Close the Fan Cowl Panels (Selection) (P/B 201)
78-31-00-010-801-G00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-802-G00	Close the Thrust Reverser (Selection) (P/B 201)
78-31-00-040-801-G00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-801-G00	Thrust Reverser Activation After Ground Maintenance (P/B 201)

C. Consumable Materials

Reference	Description	Specification
G00111	Sheet - Mylar	
G00834	Cloth - Lint-free Cotton	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G51692	Cloth - 100% Cotton	AMS3819 Class 1

D. Access Panels

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
416	Right Thrust Reverser, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2
426	Right Thrust Reverser, Engine 2

E. Prepare the Airplane for Service and Protection

SUBTASK 10-12-00-620-099

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

SUBTASK 10-12-00-620-147

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

F. Electrical/Electronic

SUBTASK 10-12-00-620-136

(1) If it is installed, charge the emergency light batteries (TASK 33-51-06-610-801).

G. External Surfaces

SUBTASK 10-12-00-100-010

CAUTION

MAKE SURE THAT WATER DOES NOT GO IN TO THE PITOT AND STATIC LINES. THIS COULD DAMAGE THE AIR DATA COMPUTER AND INSTRUMENTS.

(1) Clean the airplane (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

SUBTASK 10-12-00-200-004

(2) If it is installed, inspect the mylar sheet covers on the outer windshields and control cabin windows.

NOTE: For airplanes in storage for 60 days or longer that are not stored in a hangar.

NOTE: It is recommended to check the covers on the windshields and control cabin windows more often if airplane is stored in wet/high humidity environment and after rainy/stormy weather.

(a) Make sure that mylar covers are watertight.

NOTE: The mylar covers must be installed with no wrinkles in the tape or mylar, no voids in the tape or mylar, no tears, punctures, holes, in the mylar or tape.

(b) If soft cotton cloth, G50316, between the window and mylar sheet, G00111, is found to be wet, replace it with new soft cotton cloth, G50316.

1) Use lint-free cloth, G00834, or cloth, G51692, as alternative.

(c) Perform a general visual inspection of the moisture seal on the windshields.

1) If the moisture seal is damaged or loose, do this task: Flight Compartment Windows - Repair of Aerodynamic Smoother and Pre-Molded Seal, TASK 56-11-00-300-801.

H. Flight Compartment

SUBTASK 10-12-00-200-007

(1) Examine the No. 2 openable window sill drain, do this task: No. 2 Openable Window Sill Drain Inspection, TASK 56-12-11-200-802.

I. Landing Gear

SUBTASK 10-12-00-867-001

(1) Turn the wheels for a minimum of one and one-third revolution.

NOTE: Wheel rotation can be done by lifting the wheels with an axle jack, putting the airplane on jacks, or towing the airplane. If practical, rotate the wheel three or more turns to redistribute bearing lubricant before establishing the new ground contact point.

J. Engine Bleed Air System

SUBTASK 10-12-00-860-034

(1) Do these tasks in sequence to safely open the right thrust reverser on the applicable engine:

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

(a) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-801-G00.

CAUTION

IF FAN COWLS ARE INSTALLED, MAKE SURE THAT LEFT AND RIGHT FAN COWLS ARE IN THE FULL OPEN POSITION. MAKE SURE THAT THE SPRING DOOR OPENING-SYSTEM (SDOS) AND HOLD OPEN RODS (HOR) ARE LOCKED IN THEIR POSITION. IF YOU DO NOT, STRUCTURAL DAMAGE TO THE FAN COWL AND THRUST REVERSER CAN OCCUR.

(b) Open both fan cowl panels (TASK 71-11-04-010-801-G00).

NOTE: Because the center line of the thrust reversers is off 6:00 o'clock position, both fan cowl panels must be opened to prevent damaging the fan cowl panel if either thrust reverser needs to be opened.

1) Open these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

WARNING

OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(c) Open the applicable right thrust reverser (TASK 78-31-00-010-801-G00).

1) Open these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

SUBTASK 10-12-00-980-002

(2) Use a wrench to manually cycle the HPSOV and PRSOV three times.

(a) Look at the position indicator on the PRSOV to make sure that it is in the NOT LOCKED CLOSED position.

(b) Use a 1/2-inch wrench on the manual override shaft to open the PRSOV approximately 90 degrees.

(c) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(d) If the PRSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

- PRSOV Removal, TASK 36-11-04-000-801
- PRSOV Installation, TASK 36-11-04-400-801.

(e) Look at the position indicator on the HPSOV to make sure that it is in the NOT LOCKED CLOSED position.

(f) Use a 1/2-inch wrench on the manual override shaft to open the HPSOV approximately 90 degrees.

(g) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

1) Do the steps above 2 additional times.

(h) If the HPSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

- HPSOV Removal, TASK 36-11-07-000-801
- HPSOV Installation, TASK 36-11-07-400-801.

SUBTASK 10-12-00-860-035

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) Do these tasks in sequence to safely close the right thrust reverser:

(a) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-802-G00.

1) Close these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

(b) Close the fan cowl panels (TASK 71-11-04-410-801-G00).

1) Close these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

(c) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-801-G00.

K. Fire Protection

SIA 001, 002

SUBTASK 10-12-00-212-001

(1) Examine all of the halon fire extinguishers (TASK 26-26-01-200-801).

SIA ALL

SUBTASK 10-12-00-212-002

(2) Examine the water fire extinguishers (TASK 26-26-02-200-801).

SIA 003-999

SUBTASK 10-12-00-200-008

(3) Examine the clean agent fire extinguisher (TASK 26-26-03-200-801).

SIA ALL

L. Equipment/Furnishings

SUBTASK 10-12-00-620-104

(1) Examine the seats and carpet (including control cabin seats) for signs of moisture or mildew.

NOTE: The seats and carpet can stay in the airplane for up to 30 days regardless of the humidity level. If the average weekly relative humidity is below 70 percent, the seats and carpet can stay in the airplane indefinitely. If the humidity is not controlled, remove the seats and carpet and put in a humidity controlled area.

SUBTASK 10-12-00-620-105

(2) Clean the seats and carpets to remove mildew (TASK 25-00-00-100-801).

(a) After the carpet dries, make sure that runners are put down to keep dirt out when the carpet is not removed.

(b) Make sure that cotton covers are put on all of the seats.

SUBTASK 10-12-00-020-002

(3) To better protect the interior, it is recommended to remove the carpets and passenger and control cabin seats if the average weekly relative humidity is above 70%.

SIA 001-014

(a) If it is necessary, remove the passenger seats (TASK 25-22-00-000-801).

SIA ALL

(b) If it is necessary, remove the first observer seat (TASK 25-11-02-000-801).

(c) If it is necessary, remove the carpets (TASK 25-27-15-000-801).

(d) If it is necessary, remove the entry and service area floor covering (TASK 25-27-21-000-801).

M. Hydraulic System

SUBTASK 10-12-00-620-145

(1) Visually examine the following areas for evidence of leakage:

(a) Wheel wells (nose and main), wing front and rear spar areas, landing gear, 48 Section (fwd and aft), rudder PCU area, and lower external surfaces of empennage, fuselage and wings.

SUBTASK 10-12-00-620-146

(2) If it is necessary, do a check of the hydraulic system for leaks and make repairs (TASK 29-00-00-790-801).

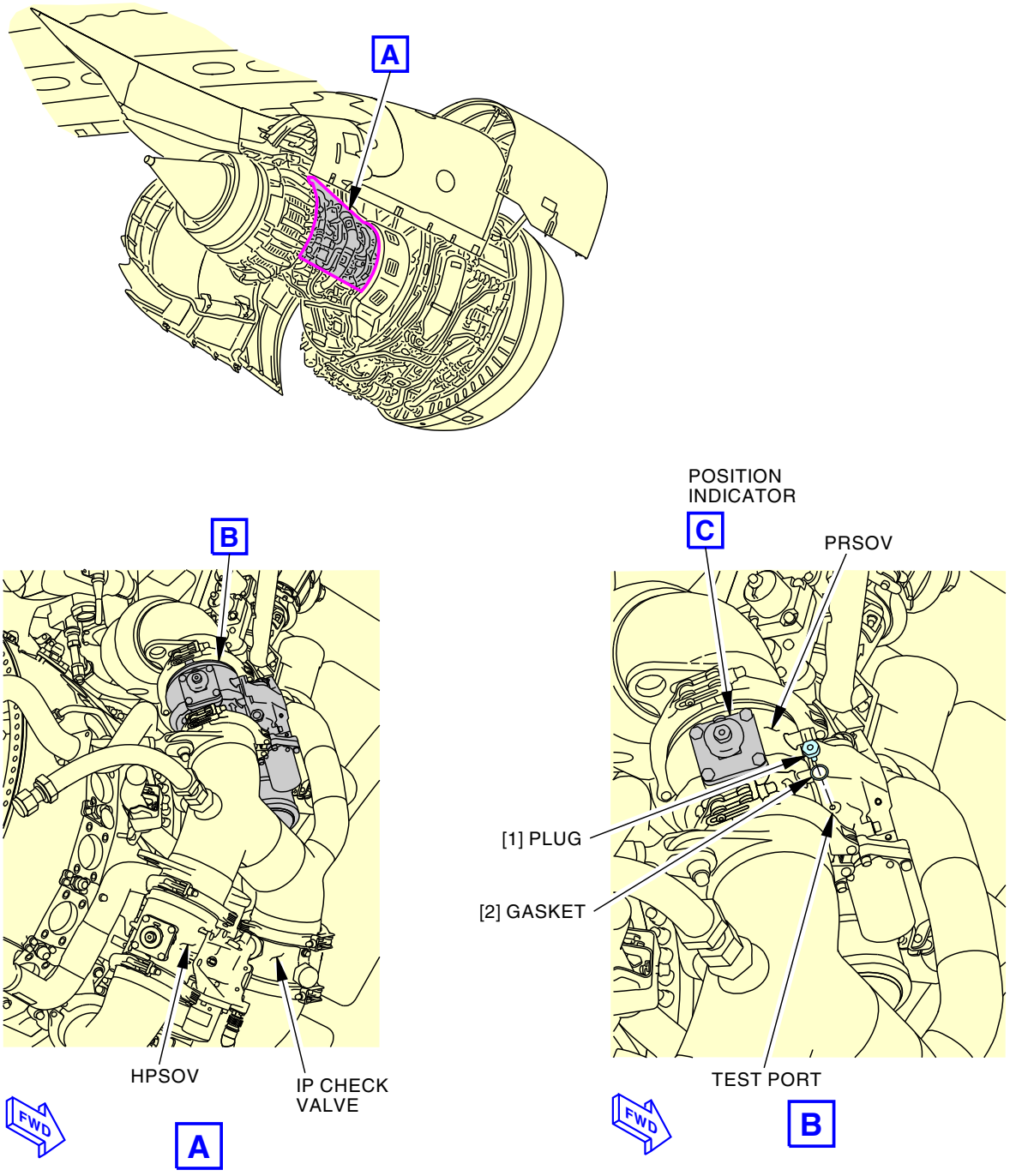
N. Environmental Control System (ECS)

SUBTASK 10-12-00-710-030

(1) Examine the equipment cooling overboard exhaust valve port for unwanted material.

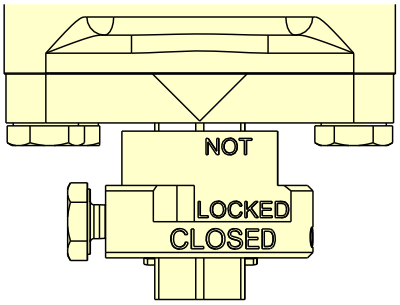
NOTE: The exhaust port is just aft of the E/E bay access door.

END OF TASK

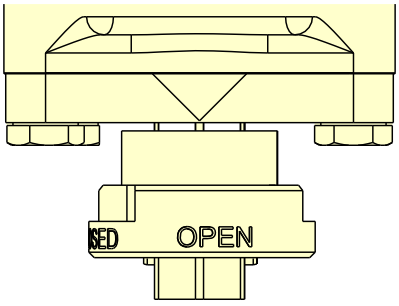


2459334 S0000572397_V4

Engine Bleed Air Shutoff Valves
Figure 201/10-12-00-990-802 (Sheet 1 of 2)



PRSOV CLOSED POSITION



PRSOV OPEN POSITION

C

2551538 S0000607874_V2

Engine Bleed Air Shutoff Valves
Figure 201/10-12-00-990-802 (Sheet 2 of 2)

TASK 10-12-00-620-804

9. Service and Protection on 60 Day (2 Month) Cycles

A. General

(1) This task is done every 60 days (2 months) during all of the storage time.

B. References

Reference	Title
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-31-610-802	Main Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-802	Nose Landing Gear Shock Strut Servicing, Airplane on the Ground (P/B 301)
33-43-10-710-801	Position Lights Operational Test (P/B 201)
33-44-00-710-801	Anti-Collision Lights - Operational Test (P/B 501)

C. Consumable Materials

Reference	Description	Specification
D00633	Grease - Aircraft General Purpose	BMS3-33
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

D. Prepare for Service and Protection

SUBTASK 10-12-00-550-006

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

(3) Do this task: Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-00-620-803.

E. Electrical/Electronic

SUBTASK 10-12-00-710-028

(1) Do this task: Position Lights Operational Test, TASK 33-43-10-710-801.

SUBTASK 10-12-00-710-029

(2) Do this task: Anti-Collision Lights - Operational Test, TASK 33-44-00-710-801.

F. Fuel

SUBTASK 10-12-00-210-006

(1) Examine the woven screen mesh on the surge tank vent openings.

(a) Repair or replace the woven screen mesh.

1) Remove the blocked drain screen from the drain hole.

2) Make a new woven mesh screen from cloth, G51294 or cotton wiper, G00034.

3) Install the screen on the drain hole and attach with tape, G51576.

4) Make a hole in the drain screen to let the water out.

5) Attach red flags to the screen material on each opening.

G. Landing Gear, Tires

SUBTASK 10-12-00-620-137

CAUTION

DO NOT APPLY GREASE TO OTHER SURFACES. IF YOU APPLY GREASE TO OTHER SURFACES, IT CAN CAUSE DAMAGE.

(1) Extend the inner cylinder of the shock strut to approximately one half of its length.

NOTE: If Nitrogen or dry air will be used to extend the struts, do not exceed the pressures as shown on the applicable gear servicing chart located in the main wheel well.

(a) Clean the exposed area of the shock struts.

(b) Coat the chrome area of the shock strut with grease, D00633.

(c) Lower the shock struts to force grease, D00633 into the inner cylinder.

NOTE: The grease, D00633 will keep the seals moist during storage.

(d) Remove the remaining grease, D00633 if the shock strut is to be completely deflated or if the airplane is to be moved.

(e) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

1) If necessary, add dry nitrogen (TASK 12-15-31-610-802 and TASK 12-15-41-610-802).

NOTE: Do not deflate the landing gear struts if they are above the servicing band during storage.

H. Oxygen System

SUBTASK 10-12-00-620-138

(1) Check the pressure of all oxygen cylinders.

(a) If the cylinder pressure is below 50 psig (345 kPa), replace or remove the oxygen cylinder.

1) If oxygen cylinders are removed, cap the tubes that attach to the cylinders with clean caps and enclose their ends in clean polyethylene bags.

2) If oxygen cylinders are removed, remove the flight crew oxygen system masks and store them in clean polyethylene bags.

——— END OF TASK ———

TASK 10-12-00-620-805

10. Service and Protection on 90 Day (3 Month) Cycles

A. General

(1) This task is done every 90 days (3 months) during all of the storage time.

B. References

Reference	Title
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)

(Continued)

Reference	Title
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
27-11-00-700-810	Aileron Travel Test (P/B 501)
27-21-00-700-803	Rudder Centering Test (P/B 501)
27-31-00-710-801	Elevator and Elevator Trim Control System - Operational Test (P/B 501)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-804	Retract the Trailing Edge Flaps (P/B 201)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-804	Leading Edge Flaps and Slats Retraction (P/B 201)
32-21-31-000-803	Nose Landing Gear Torsion Link Disconnection (P/B 401)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
55-10-11 P/B 401	BALANCE BAY PANELS - REMOVAL/INSTALLATION
55-33-31 P/B 401	VERTICAL STABILIZER (FIN) TRAILING EDGE PANELS - REMOVAL/INSTALLATION
SRM 737-MAX	D000534530

C. Consumable Materials

Reference	Description	Specification
B00666	Solvent - Methyl Propyl Ketone	BMS11-9

(Continued)

Reference	Description	Specification
B50080	Compound - Corrosion Preventive, Solvent Cutback, Cold-Application (Grade 2 - Soft Film)	MIL-PRF-16173 Grade 2 (Supersedes MIL-C-16173 Grade 2)
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
D00153	Fluid - Hydraulic Fluid, Fire Resistant (Interchangeable And Intermixable With BMS 3-11 Type V)	BMS3-11 Type IV
D00467	Fluid - Landing Gear Shock Strut	BMS3-32 Type II
D00633	Grease - Aircraft General Purpose	BMS3-33
G02418	Water - De-ionized	
G50346	Compound - Corrosion Preventive	BMS3-26 Type II
G51677	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 1, 2, or 4, Grade A or B, Form 1

D. Prepare for Service and Protection

SUBTASK 10-12-00-620-106

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

(3) Do this task: Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-00-620-803.

E. External Surfaces (Fuselage, Wing, Wheel Wells, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-00-100-021

(1) Clean the leading edges of wing, vertical stabilizer and horizontal stabilizer.

CAUTION

MAKE SURE THAT YOU ONLY USE APPROVED MATERIALS TO CLEAN ALUMINUM CLAD SURFACES. IF YOU DO NOT OBEY, DAMAGE TO THE ALUMINUM CLAD SURFACES CAN OCCUR.

(a) Clean smaller areas such as one slat or leading edge panel at a time.

NOTE: Do not clean large areas at once. Elevated temperatures will cause the leading edge surfaces to dry too quickly in the heat and sun causing streaks and/or water stains.

(b) Avoid cleaning operations in temperatures below 32°F (0°C) or above 85°F (29°C).

NOTE: Cleaning can be deferred for up to 30 days if temperature is outside of the 32°F (0°C) to 85°F (29°C).

(c) Make sure that the flaps are in the fully retracted position (TASK 27-51-00-860-804).

WARNING

DO NOT USE HIGH-PRESSURE SPRAY EQUIPMENT. HIGH-PRESSURE SPRAY EQUIPMENT CAN PUT LIQUIDS INTO BEARINGS, JOINTS, BRAKES, ELECTRICAL CONNECTORS, AND OTHER SEALED COMPONENTS. LIQUIDS THAT GO INTO THESE AREAS CAN CAUSE CORROSION, FREEZE DURING AIRPLANE FLIGHT, OR REMOVE NECESSARY LUBRICANTS. FREEZE DURING AIRPLANE FLIGHT CAN CAUSE LOSS OF AIRPLANE CONTROL AND POSSIBLE PERSONAL INJURY.

(d) Manually clean and remove dirty material (bird droppings, dirt, dried bugs, grease, and grime) with de-ionized water, G02418.

NOTE: Do not use force if surfaces are too dirty. Surfaces of leading edges are aluminum clad and can easily scratch.

CAUTION

MAKE SURE THAT YOU KEEP THE SPRAY EQUIPMENT NOZZLE MORE THAN 12 INCHES AWAY FROM THE SURFACE OF THE AIRPLANE. IF YOU DO NOT OBEY, THE SPRAY CAN CAUSE DAMAGE TO THE SURFACE.

(e) It is optional to use low pressure non-atomizing spray equipment as an aid to clean.

NOTE: Low pressure non-atomizing spray equipment is applicable for locations where water is collected (paint hangar, wash stall).

1) Flush from the top of the surface and move down to prevent water saturation.

(f) Soak wipers with water to clean and remove dirty material from the surfaces.

(g) If necessary, let the cloth soak the area to aid in the removal of bird droppings.

(h) Change wipers frequently and clean again until there is no visual contamination on the wipers or the surface.

(i) If necessary, use cloth, G51677 for hard to remove particles.

NOTE: Approved materials to clean leading edge surfaces are brush-pads with hook-and-loop fastener attachment.

(j) Dry the surfaces with a clean dry wiper to prevent water stains.

(k) Clean the surfaces with 50/50 mixture of water and solvent, B00666 mixture.

(2) Make sure that there is no corrosion or damage on the leading edges of the wing, vertical stabilizer and horizontal stabilizer.

(a) If no corrosion is found during check, then do the leading edge cleaning procedure again in 90 days.

(b) If signs of corrosion, deterioration, FOD or scratches are found during check, then do this task: Polish the External Surfaces of the Airplane, TASK 12-40-00-100-803.

(c) If signs of damage is found during check, then the damage must be assessed and/or repaired per SRM 737-MAX.

SUBTASK 10-12-00-620-139

(3) Examine the corrosion preventive compound on the unpainted steel surfaces.

(a) If necessary, apply the corrosion preventive compound, B50080, to the unpainted steel surfaces again.

1) Optional: Coat using compound, G50346.

SUBTASK 10-12-00-210-038

(4) Check vertical and horizontal stabilizer balance bays and access panel areas for corrosion.

(a) Check and mark one left bay and one right bay different than previously checked during parking period. If corrosion is found, inspect all bays (PAGEBLOCK 55-10-11/401 and PAGEBLOCK 55-33-31/401).

NOTE: Borescope inspection is an acceptable alternative to removing parts for access.

F. Landing Gear

SUBTASK 10-12-00-210-007

(1) Examine the corrosion preventive compound on the unpainted steel landing gear parts.

(a) If necessary, apply the corrosion preventive compound, B50080, to the landing gear parts again.

1) Optional: Coat using compound, G50346.

SUBTASK 10-12-00-640-003

(2) Clean all surfaces of exposed actuator piston rods and valve slides.

(3) Put a layer of MCS 352B fluid, D00054, on all surfaces of the actuator piston rods and valve slides.

SUBTASK 10-12-00-640-004

(4) Make sure that the steering actuators operate correctly.

(a) Disconnect the torsion link on the nose landing gear (TASK 32-21-31-000-803).

1) Secure the torsion link assembly to avoid damage during the operation.

(b) Lubricate the bearing surfaces of the torsion link that show with grease, D00633.

(c) Move the steering actuator of the nose landing gear.

(d) Lubricate the steering hydraulic actuator pistons with hydraulic fluid, D00153.

(e) Reconnect the torsion link (TASK 32-21-31-400-803).

SUBTASK 10-12-00-640-005

(5) Lubricate the landing gear parts that have lubrication fittings,

(a) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(b) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

(c) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(d) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

G. Flight Controls

SUBTASK 10-12-00-700-001

(1) Move the ailerons until you complete three full movements of travel (TASK 27-11-00-700-810).

SUBTASK 10-12-00-700-002

(2) Move the elevators until you complete three full movements of travel (TASK 27-31-00-710-801).

SUBTASK 10-12-00-700-003

(3) Operate the rudder actuators until you complete three full strokes.

(a) Put the rudder actuators to their initial position (TASK 27-21-00-700-803).

SUBTASK 10-12-00-720-001

(4) After cycling, set the control surfaces at (or near) the neutral position.

SUBTASK 10-12-00-866-001

(5) Operate all trailing edge flaps to the full-down position (TASK 27-51-00-860-801).

SUBTASK 10-12-00-866-002

(6) Operate all leading edge slats to the full-down position (TASK 27-81-00-860-801).

SUBTASK 10-12-00-210-008

(7) Examine all trailing edge flap drive components for corrosion.

SUBTASK 10-12-00-210-009

(8) Make sure that all the drain holes are open:

(a) Trailing edge flap support fairing.

(b) Empennage (include tail cone).

(c) Flap.

SUBTASK 10-12-00-640-006

(9) Inspect reservoirs on flap transmission and flap power drive unit assemblies to make sure that reservoirs are filled with fluid, D00467, (TASK 12-22-51-610-801 and TASK 12-22-51-610-803).

SUBTASK 10-12-00-640-007

(10) Lubricate all of the flap drive system wear components with grease, D00633:

(a) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.

(b) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.

(c) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.

(d) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.

SUBTASK 10-12-00-640-008

(11) Lubricate all trailing edge flap support lube fittings with grease, D00633:

(a) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.

(b) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.

(c) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.

(d) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.

(e) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.

(f) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.

(g) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.

(h) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.

SUBTASK 10-12-00-390-001

(12) Coat all unpainted steel fittings on the flaps and inside of the fairings with compound, B50080.

(a) Optional: Coat using compound, G50346.

SUBTASK 10-12-00-866-003

(13) Put the flaps in the FULL UP position (TASK 27-51-00-860-804).

SUBTASK 10-12-00-860-031

(14) Put the leading edge slats to FULL UP position(TASK 27-81-00-860-804).

——— END OF TASK ———

TASK 10-12-00-620-806

11. Service and Protection on 180 Day (6 Month) Cycles

A. General

(1) This task is done every 180 days (6 months) during all of the storage time.

B. References

Reference	Title
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
51-21-41-370-801	Apply Bonderite M-CR 1001 Aero Solution (P/B 701)
53-31-01-200-801	External Drainage Inspection/Check (P/B 601)

C. Consumable Materials

Reference	Description	Specification
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
C00924	Coating - Alkaline Removable, Temporary Protective	BMS15-12 Type I
G51521	Coating - Alkaline Removable, Temporary Protective (ZR-6320)	BMS15-12 Type I Class 6
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

D. Prepare for Service and Protection

SUBTASK 10-12-00-620-107

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

(3) Do this task: Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-00-620-803.

(4) Do this task: Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-00-620-804.

(5) Do this task: Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-00-620-805.

E. External Surfaces (Fuselage, Wing, Horizontal and Vertical Stabilizers)

SUBTASK 10-12-00-390-002

(1) Replace the tape seal around all the entry doors, hatches and the nose radome.

(a) Remove tape, G51576, seal.

(b) Apply tape, G51576, or equivalent to all the entry doors, hatches, and nose radome.

(c) Make sure that all the entry doors and hatches are securely closed.

(d) Cut a drain hole approximately ⅜ in. (10 mm) diameter in the lowest part of the tape seal on all entry doors and hatches.

SUBTASK 10-12-00-210-010

(2) Make sure that all of the airplane external structural drain holes are open (TASK 53-31-01-200-801).

SUBTASK 10-12-00-620-108

(3) Remove the temporary protective coating from the airplane surfaces.

(a) Apply a layer of protective remover, B00643.

(b) Put protective remover, B00643, on approximately 20 mils (0.5 mm) thick and for more than 10 minutes to remove the protective layer.

1) Do not let remover, B00643, dry.

NOTE: When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

SUBTASK 10-12-00-620-109

(4) Apply coating, C00924, Class 1, or coating, G51521, to the unpainted aluminum surfaces.

NOTE: An airplane with unpainted aluminum surfaces can be stored outside and uncovered for six months when coating, C00924, Class 1, is applied. Every six months the material must be re-applied. When storing an aircraft outdoors for longer than 6 months, coating, G51521, is the recommended coating material.

(a) Do not apply coating to the engine tail cones or other high-temperature parts.

(b) Clean the airplane surface to remove all unwanted material (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

(c) If it is necessary, apply chemical conversion coating to all unpainted aluminum surfaces (TASK 51-21-41-370-801).

NOTE: It is recommended to apply chemical conversion coating to promote adhesion for Class 1 and Class 4 materials.

NOTE: It is necessary to apply chemical conversion coating prior to application of Class 6 materials.

(d) To apply coating, C00924, Class 1, do these steps:

1) Use the air spray equipment to apply the protective coating to get a constant dry film thickness of 0.8 - 1.5 mils.

2) Make sure that the protective coating is smooth and continuous.

NOTE: BMS15-12, Type I, Class 4 materials may be used for touch-up applications.

3) Make sure that the coating dries for 1 hour at room temperature before you touch the protective coating.

4) Make sure that the coating dries for a minimum of 16 hours at room temperature before you put objects on the protective coating.

(e) To apply coating, G51521, do these steps:

1) Apply a 0.8 - 1.5 mil minimum layer of coating, G51521, to all unpainted aluminum surfaces.

NOTE: The coating, G51521, is approved for extended storage but the layer can wear, that is usual after a long period of time.

2) When the weather shows rain or there is condensation, make sure that coating, G51521, layer dries for a minimum of 24 hours.

3) If it is necessary, apply heat to dry coating, G51521, layer quickly.

——— END OF TASK ———

TASK 10-12-00-620-807

12. Service and Protection on 365 Day (1 Year) Cycles

A. General

(1) This task is done every 365 days (1 year) during all of the storage time.

B. References

Reference	Title
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-10-00-600-802	Biocide Treatment of Fuel Tanks - Metered Injection Cart (P/B 201)
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
28-26-00-650-802	Tank to Tank Fuel Transfer (P/B 201)
57-31-23-000-801	Dry Bay Access Doors Removal (P/B 401)
57-31-23-400-801	Dry Bay Access Doors Installation (P/B 401)

C. Tools/Equipment

Reference	Description
STD-3731	Streamer - REMOVE BEFORE FLIGHT

D. Consumable Materials

Reference	Description	Specification
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	AMS3819 Class 1 Grade A or B Form 1 (Supersede BMS15-5 CL A)
G51294	Cloth - 100% Synthetic or Blended Synthetic, Cotton or Cellulose Material	AMS3819 Class 2 Grade A
G51576	Tape - Pressure Sensitive Adhesive - BA6866	BAC5034-4

E. Prepare for Service and Protection

SUBTASK 10-12-00-620-110

(1) Do this task: Service and Protection on 7 Day (1 Week) Cycles, TASK 10-12-00-620-801.

(2) Do this task: Service and Protection on 14 Day (2 Week) Cycles, TASK 10-12-00-620-802.

(3) Do this task: Service and Protection on 30 Day (1 Month) Cycles, TASK 10-12-00-620-803.

(4) Do this task: Service and Protection on 60 Day (2 Month) Cycles, TASK 10-12-00-620-804.

(5) Do this task: Service and Protection on 90 Day (3 Month) Cycles, TASK 10-12-00-620-805.

(6) Do this task: Service and Protection on 180 Day (6 Month) Cycles, TASK 10-12-00-620-806.

F. Fuel System

SUBTASK 10-12-00-630-024

(1) If the airplane was treated with Kathon FP 1.5, contact Boeing.

(2) If there is suspicion that any biocide is misapplied, submit the following data to Boeing via service request for evaluation.

(a) Fuel quantity (volume) in each tank before applying biocide.

(b) Fuel quantity (volume) in each tank after applying biocide.

(c) Total quantity (volume) of fuel biocide applied to each airplane.

(d) Uplift concentration (parts per million volume) of biocide applied in each tank.

(e) Final target concentration (parts per million volume) of biocide applied to each tank.

SUBTASK 10-12-00-280-007

(3) Inspect the fuel tank(s) for corrosion and microbial growth, do the steps that follow:

NOTE: Inspect one main tank for corrosion and microbial growth. If corrosion or microbial growth is not found, inspection of the other tank(s) is not required. If corrosion or microbial growth is found, all main and center fuel tanks must be inspected.

NOTE: The tanks can be inspected one at a time.

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL AND HEALTH PROBLEMS.

(a) If biocide was used in the fuel tanks, use personal protective equipment before sumping the tanks and taking fuel samples.

(b) Test for microbial growth, do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

(c) Inspect the fuel tank(s).

1) Prepare the tank(s) for entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

2) Go into the fuel tank.

3) Examine the fuel tank and fuel lines for corrosion and unwanted material.

4) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

SUBTASK 10-12-00-010-003

(4) Inspect for corrosion in the dry bay(s), do the steps that follow:

NOTE: Inspect one dry bay for corrosion and microbial growth. If corrosion or microbial growth is not found, inspection of the other dry bay(s) is not required. If corrosion or microbial growth is found, all dry bays must be inspected.

(a) Open the wing dry bay areas, do this task: Dry Bay Access Doors Removal, TASK 57-31-23-000-801.

NOTE: If the dry bays were inspected within 180 days, this step is not required to be performed.

1) Examine the wing dry bay area for corrosion.

2) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

(b) Close the wing dry bay areas, do this task: Dry Bay Access Doors Installation, TASK 57-31-23-400-801.

SUBTASK 10-12-00-620-134

(5) If biocide is approved and available, do these steps (Preferred Fuel System Storage Method):

NOTE: This preferred fuel system storage method is used when biocide is available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

2) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth again every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL, AND HEALTH PROBLEMS.

(b) Do this task: Biocide Treatment of Fuel Tanks - Metered Injection Cart, TASK 28-10-00-600-802.

NOTE: It is acceptable to delay uplift of biocide treated fuel for up to 7 days. If biocide application is delayed, make sure that each tank is stored with the minimum fuel tank quantity.

1) Fill and keep the main wing fuel tanks and the center tank to a minimum of 10% capacity of fuel.

SUBTASK 10-12-00-620-135

(6) If biocide is not available, do these steps (Alternate Fuel Storage Method):

NOTE: Storage of a Boeing airplane with fuel that has not been treated with biocide additive will increase the risk of forming microbial growth.

NOTE: This alternate fuel storage method is used when biocide is not available to be added in the fuel to prevent microbial growth in the fuel tanks.

(a) Drain all the water from the fuel tanks and the surge tanks and take a sample.

NOTE: Operating and storing in high humidity conditions/regions has the potential to cause a higher volume of water in the fuel tanks. To minimize microbial growth in high humidity conditions, it can be necessary to increase the fuel tank sumping schedule frequency based on the amount of water recorded during the sump draining procedure. One sumping schedule procedure will not always be the most effective and may need to change by the operator based on their best practices learned.

1) Do this task: Fuel Tank Sumps - Fuel Sampling, TASK 12-11-00-680-801.

2) Do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: It is recommended to do the test for microbial growth again every 14 to 30 days, depending on the storage environment and the results of fuel tank sumping.

(b) Do this task: Pressure Refuel Procedure, TASK 12-11-00-650-803.

1) Fill and keep the main wing fuel tanks and the center tank to a minimum of 10% capacity of fuel.

SUBTASK 10-12-00-620-113

(7) Put a cloth, G51294, or cotton wiper, G00034, or woven screen mesh material and attach with tape, G51576 to cover the two surge tank vent openings.

NOTE: A synthetic filament material is preferred, and cheese cloth is optional.

(a) Attach a REMOVE BEFORE FLIGHT streamer, STD-3731 with tape, G51576.

SUBTASK 10-12-00-210-029

(8) Put a mesh screen cloth, G51294 material over the Nitrogen Generation System (NGS) ram outlet and attach with tape, G51576.

(a) Attach a REMOVE BEFORE FLIGHT streamer, STD-3731 with tape, G51576.

SUBTASK 10-12-00-210-012

(9) Make sure that there are no fuel leaks around the Auxiliary Power Unit (APU) fuel shroud.

NOTE: There can be no more than ten drops of fuel shown on the ground in a 24 hour cycle.

SUBTASK 10-12-00-620-114

(10) On the P5-2 Fuel System Module, put these six fuel boost pump switches to the ON position:

- FUEL PUMPS 1 AFT
- FUEL PUMPS 1 FWD
- FUEL PUMPS 2 AFT
- FUEL PUMPS 2 FWD
- FUEL PUMPS CTR L
- FUEL PUMPS CTR R

(11) Operate the pumps until the six LOW PRESSURE lights go off.

NOTE: When the pumps are operated, it causes the pumps to be purged with new fuel.

NOTE: The Tank to Tank Fuel Transfer, TASK 28-26-00-650-802 can be used as a reference to operate one fuel tank at a time.

END OF TASK

TASK 10-12-00-550-805

13. Put the Airplane Back to Serviceable Condition After Storage

(Figure 202)

A. General

(1) Do only the procedures that are necessary to put the airplane back to a serviceable condition.

(2) Do a visual inspection for indications of deterioration of the items not prepared for storage.

(3) The Prolonged Storage Quick Check is only reference and for a quick inspection of the procedure:

WARNING

THE QUICK CHECK TABLE IS NOT A SUBSTITUTE FOR FOLLOWING THE COMPLETE PROCEDURE WHICH CONTAINS WARNINGS, CAUTIONS, TASKS, AND DETAILED INSTRUCTIONS. FAILURE TO FOLLOW THE COMPLETE PROCEDURE CAN RESULT IN INJURIES TO PERSONNEL AND DAMAGE TO THE AIRPLANE AND EQUIPMENT.

(a) Look at Table 201 for a Quick Check to return the airplane to serviceable condition.

Table 201/10-12-00-993-819

PROLONGED PARKING RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
CLEAN THE AIRPLANE EXTERNAL SURFACES	Do these steps: • If necessary, inspect accumulated dust • Remove the temporary protective coating and corrosion preventive compound • Examine to check for corrosion, obvious damage • Remove mooring restraints • Remove all covers and plugs • Remove flight compartment windshield and window covers.
ENTRY DOORS, EMERGENCY EXITS and CARGO DOORS	Do these steps: • Remove seal tape from doors and access panel/hatches • Examine all door seals • Lubricate all door components • Activate escape slides.
FLIGHT and PASSENGER COMPARTMENT	Do these steps: • Clean flight compartment windshield and windows • Open all passenger window shades • Clean and install carpet (if removed) • Install crew and passenger seats (if removed) • Remove protective waterproof covers from entry door area • Galleys and toilets are clean and serviceable • Close the cabinets, closets, and interior doors.
ELECTRICAL/ELECTRONIC	Do these steps: • Install all rack mounted components • Inspect battery electrical connectors • Install/connect main battery • Install/connect auxiliary battery (if installed) • Examine and connect batteries for emergency systems • Activate ELT • Remove the safety tags and close all circuit breakers • Perform systems test.
FUEL SYSTEM	Do these steps: • Open fuel vents • Drain fuel tanks • Service fuel tanks • Drain water (sumps and surge tanks). • Perform the emergency fuel shutoff battery operational test.

I

Table 201/10-12-00-993-819 (Continued)

PROLONGED PARKING RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
ENVIRONMENTAL CONTROL SYSTEM (ECS)	Do these steps: • Drain the water from the ECS system components • Remove corrosion or unwanted material on outer openings of components • Perform functional test on ECS system.
FIRE PROTECTION SYSTEM	Do this step: • Do the fire protection system depreservation.
APU	Do this step: • Prepare the APU for operation.
NITROGEN GENERATING SYSTEM (NGS)	Do these steps: • Remove ram inlet and outlet covers • Do a leak check and IBIT system test.
POWER PLANT	Do these steps: • Depreservation of the engines • Manually cycle the PRSOV and HPSOV • Do the IDG oil change.
HYDRAULIC SYSTEM	Do these steps: • Service the hydraulic systems • Replace hydraulic system filters • Pressurize and do a system leak check.
FLIGHT CONTROLS	Do these steps: • Remove the corrosion preventive compound • Examine the spoilers for corrosion • Examine all drain holes in the structure to make sure they are open and permit water to drain freely • Check the horizontal stabilizer components • Lubricate all of the trailing edge flap components • Prepare the Flight Controls for operation • Do a system functional test of all Primary and Secondary control systems.
FLIGHT COMPARTMENT EQUIPMENT and RELATED INSTRUMENTS	Do these steps: • Pitot-Static system drain, flush, and tests • AOA sensors and TAT probe tests • Check for SMT messages.

Table 201/10-12-00-993-819 (Continued)

PROLONGED PARKING RETURN TO SERVICE AFTER STORAGE PROCEDURE - QUICK CHECK	
AIRPLANE AREA	**ABBREVIATED PROCEDURE**
LANDING GEAR	Do these steps: • Remove the corrosion preventive compound • Examine the nose and main landing gears • Inspect shock struts • Landing gear tire inspection • Examine and repack the wheel bearings • Service the landing gear shock struts • Lubricate landing gear components.
OXYGEN SYSTEM	Do these steps: • Clean and install all oxygen systems removed • Perform functional tests • Install crew and passenger bottles.
WATER and WASTE	Do this step: • Do the water and waste system depreservation.

B. References

Reference	Title
05-51-27-210-801	Extreme Dust or Sand Conditional Inspection (P/B 201)
12-11-00-680-801	Fuel Tank Sumps - Fuel Sampling (P/B 301)
12-12-00-610-801	Hydraulic Reservoir Servicing (P/B 301)
12-13-21-600-802	IDG Oil Change (P/B 301)
12-13-31-200-801	APU Oil Level Inspection (P/B 301)
12-15-11-610-801	Check of the Brake Accumulator Pre-charge Pressure (P/B 301)
12-15-31-610-801	Main Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-41-610-801	Nose Landing Gear Shock Strut Fluid Check (P/B 301)
12-15-51-780-801	Landing Gear Tire Pressure Check and Tire Servicing (P/B 301)
12-16-02-100-801	Clean the Glass Flight Compartment Windows — Inner Surface (P/B 301)
12-16-03-100-801	Clean The Passenger Compartment Windows (P/B 301)
12-17-01-610-801	Waste Tank Servicing (P/B 301)
12-21-11-640-801	Main Landing Gear Upper End Components Servicing (P/B 301)
12-21-11-640-802	Main Landing Gear Lower End Components Servicing (P/B 301)
12-21-21-640-801	Nose Landing Gear Upper End Components Servicing (P/B 301)
12-21-21-640-802	Nose Landing Gear Lower End Components Servicing (P/B 301)
12-22-41-600-801	Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication (P/B 301)
12-22-41-610-801	Horizontal Stabilizer Actuator Brake - Servicing (P/B 301)
12-22-51-610-801	Trailing Edge Flap Power Drive Unit Servicing (P/B 301)
12-22-51-610-803	Trailing Edge Flap Transmission Servicing (P/B 301)
12-22-51-610-805	Trailing Edge Flap Electric Motor Servicing (P/B 301)

(Continued)

Reference	Title
12-22-51-640-801	Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication (P/B 301)
12-22-51-640-802	Inboard Flap Inboard Ballscrew Lubrication (P/B 301)
12-22-51-640-803	Inboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-804	Outboard Flap Inboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-805	Outboard Flap Outboard Ballscrew and Gimbal Lubrication (P/B 301)
12-22-51-640-806	U-Joint and Tee Angle Gearbox Lubrication (P/B 301)
12-22-51-640-807	Inboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-808	Inboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-809	Outboard Flap Inboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-810	Outboard Flap Outboard Skew Mechanism Lubrication (P/B 301)
12-22-51-640-811	Inboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-812	Outboard Main Flap and Aft Flap Roller and Linkage Lubrication (P/B 301)
12-22-51-640-813	Inboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-814	Inboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-51-640-815	Outboard Flap Inboard Flap Track Lubrication (P/B 301)
12-22-51-640-816	Outboard Flap Outboard Flap Track Lubrication (P/B 301)
12-22-71-600-801	Leading Edge Slat Main Track Rollers Lubrication (P/B 301)
12-22-71-640-801	Leading Edge Main and Auxiliary Tracks Lubrication (P/B 301)
12-25-07-600-801	Main Landing Gear Support Beam Lubrication (P/B 301)
12-25-11-640-801	Forward Entry Door Servicing - Components (P/B 301)
12-25-12-640-801	Aft Entry Door Lubrication - Components (P/B 301)
12-25-13-640-801	Galley Service Door Servicing - Components (P/B 301)
12-25-22-640-801	Emergency Exit Door Servicing (P/B 301)
12-25-31-640-801	Cargo Door Servicing (P/B 301)
12-25-41-640-801	Electronic Equipment Access Door Servicing (P/B 301)
12-25-41-640-802	Forward Access Door Servicing (P/B 301)
12-26-00-600-801	Control Cable Lubrication (P/B 301)
12-40-00-100-801	Clean (Wet Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-802	Clean (Waterless Wash) the External Surfaces of the Airplane (P/B 201)
12-40-00-100-803	Polish the External Surfaces of the Airplane (P/B 201)
20-10-07-400-801	E/E Box Installation (P/B 401)
20-40-12-000-803	Conductive Dust Cap and Connector Cover Removal (P/B 201)
20-40-12-400-802	ESDS Handling for Metal Encased Unit Installation (P/B 201)
21-00-05-780-801	Airplane Pack Operation - Confidence Check (P/B 201)
21-27-02-400-801	Forward Equipment Cooling Supply Fan Installation (P/B 401)

(Continued)

Reference	Title
21-31-00-710-801	Pressurization System Manual Mode Test (P/B 501)
21-32-01-700-801	Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment (P/B 501)
21-32-01-700-802	Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment (P/B 501)
21-61-06 P/B 201	CABIN TEMPERATURE SENSOR ASSEMBLY FILTER - MAINTENANCE PRACTICES
22-11-00-740-801	Digital Flight Control System (DFCS) - Operational Test (P/B 501)
22-31-00-710-802	Autothrottle System - System Test (P/B 501)
23-24-00-440-802	Emergency Locator Transmitter Activation (P/B 201)
23-71-22-720-801	Recorder Independent Power Supply (RIPS) Functional Test (P/B 501)
24-22-00-860-801	Supply Electrical Power (P/B 201)
24-31-11-000-801-002	Battery Removal (P/B 401)
24-31-11-200-801	Battery Connector Inspection (P/B 601)
24-31-11-400-801-002	Battery Installation (P/B 401)
25-00-00-100-801	Equipment/Furnishings - Cleaning (P/B 701)
25-11-01-400-801	Captain and First Officer Seat Installation (P/B 401)
25-11-02-400-801	First Observer Seat Installation (P/B 401)
25-11-04-400-801	Flight Compartment Floor Covering Installation (P/B 401)
25-22-00-400-801	Passenger Seat Installation (P/B 401)
25-27-15-400-801	Carpet - Installation (P/B 401)
25-40-08-200-801	Lavatory Waste Compartment Inspection (P/B 601)
25-64-00-200-801	Flashlight Check (With Flashing or Push To Test - LED Indicator) (P/B 201)
25-64-00-710-801	Megaphone Operational Test (P/B 201)
25-64-00-900-803	Megaphone Battery Replacement (P/B 201)
25-66-00-440-801	Door-Mounted Escape System - Activation (P/B 201)
25-66-01-200-801	Escape Slide Pack Inflation Cylinder Check (P/B 601)
25-66-01-200-802	Escape Slide Pack Check (P/B 601)
26-11-00-710-801	Engine Fire Detection - Operational Test (P/B 501)
26-14-00-710-801	Lavatory Smoke Detection - Self Test (P/B 501)
26-15-00-710-801	APU Fire Detection - Operational Test (P/B 501)
26-16-00-710-801	Cargo Bay Smoke Detection - Operational Test (P/B 501)
26-24-01-200-801	Lavatory Waste Compartment Fire Extinguishing Bottle Inspection/Check (P/B 201)
26-26-01-200-801	Halon Fire Extinguisher - Inspection/Check (P/B 601)
26-26-02-200-801	Water Fire Extinguishers - Inspection (P/B 601)
26-26-03-200-801	Clean Agent Fire Extinguisher - Inspection (P/B 601)
27-09-14-820-801	Control Cables - Rigging (P/B 201)
27-11-00-700-804	Control Wheel Centering Check (P/B 501)
27-11-00-700-807	Control Wheel Travel Stop Test (P/B 501)
27-11-00-700-808	Control Wheel Travel Interference Test (P/B 501)

(Continued)

Reference	Title
27-21-00-700-801	Rudder Pedal Adjustment and Limit Travel Test (P/B 501)
27-31-00-700-809	Control Column Travel and Centering - Test (P/B 501)
27-31-14-210-801	Elevator Power Control Unit Visual Inspection (P/B 601)
27-31-17-170-801	Elevator Pitot-Static System Flushing (P/B 201)
27-32-00-710-801	Stall Warning System - Operational Test (P/B 501)
27-41-00-700-803	Stabilizer Electric Trim System Test (P/B 501)
27-51-00-730-801	Trailing Edge Flap System Test (P/B 501)
27-51-00-860-801	Trailing Edge Flap System Operation With Primary Control (P/B 201)
27-51-00-860-802	Trailing Edge Flap System Operation With Alternate Control (P/B 201)
27-61-00-710-801	Spoiler Control System Operational Test (P/B 501)
27-62-00-710-801	Speed Brake Control System Operational Test (P/B 501)
27-81-00-860-801	Leading Edge Flap and Slat System Operation With Primary Control (P/B 201)
27-81-00-860-802	Leading Edge Flap and Slat System Operation With Alternate Control (P/B 201)
27-88-00-710-801	Leading Edge Flap and Slat Position Indicating System - Operational Test (P/B 501)
28-10-00-100-801	Microbial Growth Removal - Manual Removal Method (P/B 201)
28-10-00-200-801	Detection Test for Microbial Growth (P/B 201)
28-11-00-300-802	Repair of Fuel Tank Corrosion (P/B 801)
28-11-00-790-801	Fuel Leak Detection Procedures (P/B 601)
28-11-00-910-802	Purging and Fuel Tank Entry (P/B 201)
28-22-00-720-801	Emergency Fuel Shutoff Battery - Operational Test (P/B 501)
28-22-14-400-801	Emergency Fuel Shutoff Battery Installation (P/B 401)
29-00-00-790-801	Hydraulic System External Leakage Check (P/B 601)
29-09-00-860-801	Hydraulic Reservoirs Pressurization (P/B 201)
29-09-00-860-803	Hydraulic Reservoir Pressurization System Leakage Test (P/B 501)
29-11-00-860-801	Hydraulic System A or B Pressurization (P/B 201)
29-11-00-860-803	Hydraulic System Pressurization with an Electric Motor-Driven Pump (EMDP) (P/B 201)
29-11-00-860-804	Hydraulic System A or B Pressurization with an Engine-Driven Pump (EDP) (P/B 201)
29-11-00-860-805	Hydraulic System A or B Power Removal (P/B 201)
29-11-41-200-801	EMDP Case Drain Filter Element and Bowl Inspection (P/B 601)
29-11-51-200-801	EDP Case Drain Filter Element and Bowl Inspection (P/B 601)
29-11-61-200-801	Hydraulic Systems A and B Return Filter Element - Inspection (P/B 601)
29-11-81-710-802	EDP Supply Shutoff Valve Operational Test (P/B 501)
29-21-00-700-803	Operational Test of the Standby Hydraulic Actuation System (P/B 501)

(Continued)

Reference	Title
30-31-00-730-801	Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test (P/B 501)
30-42-00-700-801	Windshield Wiper System - Operational Test (P/B 501)
30-42-11-020-801	Windshield Wiper Blade Removal (P/B 401)
30-42-11-400-801	Windshield Wiper Blade Installation (P/B 401)
31-65-00-860-802	Scheduled Maintenance Task (SMT) Messages Check (P/B 201)
32-00-01-480-801	Landing Gear Downlock Pins Installation (P/B 201)
32-11-21-200-801	Main Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-12-12-200-801	Main Landing Gear Wheel Well Blade Seal Inspection (P/B 601)
32-21-11-200-801	Nose Landing Gear Shock Strut Seal Leakage Check (P/B 801)
32-21-31-400-803	Nose Landing Gear Torsion Link Connection (P/B 401)
32-34-00-730-802	Main Gear Manual Extension System Test (Airplane not on Jacks) (P/B 501)
32-35-00-730-802	Nose Gear Manual Extension System Test - Airplane Not on Jacks (P/B 501)
32-45-00-700-802	Wheels Inspection (Wheel Removed from the Airplane) (P/B 601)
32-45-11-000-801	Main Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-11-400-801	Main Landing Gear Wheel and Tire Assembly - Installation (P/B 401)
32-45-21-000-801	Nose Landing Gear Wheel and Tire Assembly Removal (P/B 401)
32-45-21-400-801	Nose Landing Gear Wheel and Tire Assembly Installation (P/B 401)
33-51-06-200-801	Power Supply - Battery Pack Capacity Check (P/B 201)
33-51-06-610-801	Power Supply - Charge the Battery Packs (P/B 201)
33-51-06-960-802	Power Supply - Battery Pack Replacement (P/B 201)
34-11-00-170-802	Pitot Static System - Flushing (P/B 301)
34-11-00-680-801	Pitot Static System - Draining (P/B 301)
34-21-01-400-801	Air Data Inertial Reference Unit Installation (P/B 401)
34-21-05-730-801	Angle of Attack Sensor System Test (P/B 501)
34-24-00-710-802	Integrated Standby Flight Display Dedicated Battery System - Operational Test (P/B 501)
34-61-00-750-801	FMC Software Configuration Check (P/B 201)
35-00-00-100-801	Clean the Oxygen System Components (P/B 701)
35-00-00-910-803	Maintenance Practices (P/B 201)
35-12-00-700-802	Crew Oxygen Mask-Regulator Test (P/B 501)
35-12-00-800-802	Leak Test the Crew Oxygen System After System Maintenance or Repair (P/B 201)
35-12-85-400-802	Oxygen Mask/Regulator Installation (P/B 401)
35-22-00-210-801	Oxygen Generator Visual Inspection (P/B 501)
35-22-00-700-801	Passenger Oxygen System Automatic Actuation Functional Test (P/B 501)

(Continued)

Reference	Title
35-22-31-210-801	Detailed Inspection of the Oxygen Mask (P/B 201)
35-22-51-440-801	Oxygen Cylinder (CDS) Activation (P/B 201)
36-11-00-700-801	Engine Bleed Air System Health Check (P/B 501)
36-11-04-000-801	PRSOV Removal (P/B 401)
36-11-04-400-801	PRSOV Installation (P/B 401)
36-11-07-000-801	HPSOV Removal (P/B 401)
36-11-07-400-801	HPSOV Installation (P/B 401)
38-10-00-600-801	Potable Water System Disinfectant (P/B 201)
38-32-00-420-801	Toilet Activation (P/B 201)
46-13-00-860-801	Airplane Credentials Check (P/B 201)
46-13-00-860-802	Server Credentials Check (P/B 201)
46-13-00-860-803	Client Credentials Check (P/B 201)
46-13-01-710-801	Network File Server Operational Test (P/B 501)
47-31-02-740-804	BDU Ground Test Menu (P/B 201)
49-11-00-600-803	APU Depreservation (P/B 201)
49-41-71-400-801	Start Power Unit Installation (P/B 401)
51-00-51	CORROSION INSPECTION AND DETECTION
51-21-31 P/B 701	CORROSION REMOVAL AND CONTROL - CLEANING/PAINTING
51-21-31-350-801	Removal and Control of Corrosion for Aluminum and Aluminum Alloys (P/B 701)
51-21-95-100-801	Rust and Corrosion Removal (P/B 701)
52-09-00-700-801	Door Seal - Inspection/Check (P/B 201)
52-09-10 P/B 801	DOOR SEALS - REPAIRS
52-11-00-200-801	Forward Entry Door Check (P/B 601)
52-13-00-200-801	Aft Entry Door Check (P/B 601)
52-22-00-200-801	Emergency Exit Door Inspection/Check (P/B 601)
52-31-00-200-801	Cargo Door Check (P/B 601)
52-41-00-200-801	Galley Service Door Check (P/B 601)
52-48-31-200-801	Forward Access Door Check (P/B 601)
52-48-41-200-801	Electronic Equipment Access Door Check (P/B 601)
57-31-23-000-801	Dry Bay Access Doors Removal (P/B 401)
57-31-23-400-801	Dry Bay Access Doors Installation (P/B 401)
70-00-06-910-801-G00	Terms and Abbreviations (P/B 201)
71-00-03-630-802-G00	Depreservation of an Engine on Wing (P/B 201)
71-11-04-010-801-G00	Open the Fan Cowl Panels (Selection) (P/B 201)
71-11-04-200-801-G00	Fan Cowl Panels Inspection (P/B 601)
71-11-04-410-801-G00	Close the Fan Cowl Panels (Selection) (P/B 201)
73-00-00-700-803-G00	Maintenance Messages Check for EEC Faults (P/B 501)
73-21-00-800-801-G00	EEC Maintenance Power Selection (P/B 201)
78-31-00-010-801-G00	Open the Thrust Reverser (Selection) (P/B 201)
78-31-00-010-802-G00	Close the Thrust Reverser (Selection) (P/B 201)

(Continued)

Reference	Title
78-31-00-040-801-G00	Thrust Reverser Deactivation For Ground Maintenance (P/B 201)
78-31-00-440-801-G00	Thrust Reverser Activation After Ground Maintenance (P/B 201)
78-31-00-700-802-G00	Thrust Reverser System Normal Operational Test (P/B 501)
80-11-01-610-802-G00	Engine Starter Servicing (Oil Fill) (P/B 301)
SRM 51-10-02-0G-0	Inspection and Removal of Damage
SWPM 20-10-06	INSPECTION OF WIRING
IFIM and do the applicable procedure(s)	Interactive Fault Isolation Manual

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
COM-1921	Adapter - Static Test Part #: 33410LH-125-4 Supplier: 38002 Part #: ADA737-678 Supplier: 38002 Part #: AK737-900 Supplier: 3BSK6 Part #: CSTL19725-4 Supplier: 3BSK6

D. Consumable Materials

Reference	Description	Specification
B00316	Solvent - Aliphatic Naphtha (For Organic Coatings)	TT-N-95 Type I, ASTM D-3735 Type I
B00643	Remover - Alkaline Removable Coating	BMS15-12 Type II
D00013	Grease - Aircraft And Instrument Grease	MIL-PRF-23827 (NATO G-354) (Supersedes MIL-G-23827)
D00054	Fluid - Hydraulic Assembly Lubricant - MCS 352B (Formerly Monsanto MCS 352B)	
G50316	Cloth - Clean, Dry, Lint-free, White, Cotton	
G50933	Cloth - Cleaning, Low-Lint Cloth (General Use)	A-A-59323 Type II (Supersedes MIL-C-85043)

E. Location Zones

Zone	Area
117	Electrical and Electronics Compartment - Left
118	Electrical and Electronics Compartment - Right

F. Access Panels

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door
413	Left Fan Cowl, Engine 1

(Continued)

Number	Name/Location
414	Right Fan Cowl, Engine 1
416	Right Thrust Reverser, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2
426	Right Thrust Reverser, Engine 2

G. Clean the Airplane External Surface

SUBTASK 10-12-00-630-029

(1) If there is dust and sand accumulated on surface of airplane, do Extreme Dust or Sand Conditional Inspection, TASK 05-51-27-210-801.

(2) Remove the corrosion preventive compound.

SUBTASK 10-12-00-630-001

(3) Remove the temporary protective coating.

(a) Apply a layer of the protective remover, B00643.

NOTE: Do not let the remover dry. When the remover dries, it becomes resistant to water. To clean, flush with water when the remover is not dry. If the remover dries, use Methyl Propyl Ketone (MPK) to remove the layer from parts and equipment.

1) Put the protective remover on approximately 20 mils thick and for more than 10 minutes to remove the protective layer.

(b) Clean the airplane (TASK 12-40-00-100-801 or TASK 12-40-00-100-802).

(c) Examine all of the airplane surface for stains.

WARNING DO NOT POLISH THE STATIC PORTS. IF MATERIAL GOES INTO THE STATIC PORTS, IT CAN CAUSE LARGE ERRORS IN AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

(d) Remove the stains from the airplane surface (TASK 12-40-00-100-803).

(e) Examine all areas of the airplane surface for corrosion.

WARNING DO NOT GET SOLVENTS IN YOUR MOUTH, YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE DANGEROUS MATERIALS. SOLVENTS CAN BE FLAMMABLE. OBEY THE MATERIAL SAFETY DATA SHEETS (MSDS) FOR SOLVENTS. OBEY LOCAL REGULATIONS FOR THE CORRECT PROCEDURES TO USE OR DISCARD SOLVENTS. SOLVENTS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(f) Remove corrosion from the airplane surface.

1) Remove corrosion from aluminum and aluminum alloys (TASK 51-21-31-350-801).

2) Remove rust and corrosion (TASK 51-21-95-100-801).

SUBTASK 10-12-00-210-013

(4) Visually examine the external surfaces for the corrosion or damage (SUBJECT 51-00-51, SRM PROCEDURE 51-10-02-0G-0, SWPM 20-10-06, TASK 70-00-06-910-801-G00).

(a) The main and nose wheel wells including the wing area of the wheel well.

SUBTASK 10-12-00-080-001

(5) If installed, remove all mooring restraints.

SUBTASK 10-12-00-630-002

WARNING MAKE SURE THAT YOU REMOVE ALL COVERS FROM PITOT PROBES. IF YOU DO NOT REMOVE PITOT PROBE COVERS BEFORE FLIGHT, THE PITOT PROBE COVERS CAN CAUSE INCORRECT AIR DATA. INCORRECT AIR DATA CAN MAKE FLIGHT DANGEROUS.

CAUTION MAKE SURE YOU REMOVE ALL PITOT-PROBE, STATIC-PORT, AND OTHER COVERS BEFORE YOU OPERATE THE ENGINES. IF THE COVERS ARE NOT REMOVED, THEY CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

(6) Remove all protective covers and plugs from these components:

- Pitot probes
- Alternate static ports
- Primary static ports
- Engine inlet, turbine exhaust, and fan exhaust
- Total Air Temperature (TAT) probe
- Angle of Attack (AOA) sensor
- Auxiliary Power Unit (APU) plug.

SUBTASK 10-12-00-630-003

WARNING MAKE SURE THAT ALL BARRICADE TAPE, VINYL ADHESIVE TAPE, AND TAPE RESIDUE IS REMOVED FROM THE STATIC PORTS. IF THE HOLES BECOME CLOGGED WITH TAPE RESIDUE, INCORRECT AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS CAN OCCUR. THIS CAN CAUSE DANGEROUS FLIGHT CONDITIONS.

CAUTION REMOVE ALL OF THE BARRICADE TAPE, AND VINYL ADHESIVE TAPE. DO NOT OPERATE THE ENGINES WITH THE COVERS ON. THE COVERS CAN COME OFF AND CAUSE DAMAGE TO THE ENGINES.

CAUTION MAKE SURE THAT THE PITOT PROBE COVER IS IN GOOD CONDITION. FIBERS FROM THE COVER WITH OTHER CONTAMINATION CAN CAUSE A BLOCKAGE IN THE PROBE. THIS CAUSES DAMAGE TO THE PROBE.

(7) Remove all of the tape adhesive or static test adapters, COM-1921, if used as a protective cover, from all of the static ports.

(a) Examine each static port for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each static port with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-12-00-630-004

(8) Remove all of the tape adhesive from the two AOA sensors.

(a) Examine the two AOA sensors for unwanted material.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(b) Clean the area around each AOA sensor with solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-12-00-630-005

(9) Remove the covers, tape, and red flags from all of the drains, vents, and openings.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove unwanted material.

SUBTASK 10-12-00-630-006

(10) Clean the flight compartment windshield and windows.

(a) If applied, remove coverings from the outer flight compartment windshield and windows.

(b) Make sure that the windshield wipers are in good condition.

1) If it is necessary, replace the damaged wipers (TASK 30-42-11-020-801 and TASK 30-42-11-400-801).

2) Do this task: Windshield Wiper System - Operational Test, TASK 30-42-00-700-801.

(c) Clean the flight compartment inner windshield and windows (TASK 12-16-02-100-801).

H. Entry Doors, Emergency Exits, and Cargo Doors

SUBTASK 10-12-00-630-007

(1) Remove the tape seal from all the entry doors and access panels/hatches.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(a) Use solvent, B00316 (or equivalent), and a clean cotton cloth, G50316, to remove all unwanted adhesive.

SUBTASK 10-12-00-210-014

(2) Examine all door seals for flat spots or deterioration.

(a) With a low-lint cleaning cloth, G50933, damp with water, wipe down the door seals and door sills.

(b) Do this task: Door Seal - Inspection/Check, TASK 52-09-00-700-801.

(c) Repair the damaged seals (PAGEBLOCK 52-09-10/801).

SUBTASK 10-12-00-610-004

(3) Lubricate all of the doors and their components.

(a) Do this task: Forward Entry Door Servicing - Components, TASK 12-25-11-640-801.

(b) Do this task: Aft Entry Door Lubrication - Components, TASK 12-25-12-640-801.

(c) Do this task: Emergency Exit Door Servicing, TASK 12-25-22-640-801.

(d) Do this task: Cargo Door Servicing, TASK 12-25-31-640-801.

(e) Do this task: Galley Service Door Servicing - Components, TASK 12-25-13-640-801.

(f) Do this task: Electronic Equipment Access Door Servicing, TASK 12-25-41-640-801.

(g) Do this task: Forward Access Door Servicing, TASK 12-25-41-640-802.

SUBTASK 10-12-00-210-015

(4) Examine the entry and service door escape slide girt bar fittings.

(a) Do this task: Escape Slide Pack Check, TASK 25-66-01-200-802.

(b) Do this task: Escape Slide Pack Inflation Cylinder Check, TASK 25-66-01-200-801.

(c) Make sure that the girt bar retainers hold the girt bar.

(d) Make sure that the escape slide brackets are clean, secure, and operate correctly.

SUBTASK 10-12-00-710-002

(5) Do a check of the following doors.

(a) Do this task: Forward Entry Door Check, TASK 52-11-00-200-801.

(b) Do this task: Aft Entry Door Check, TASK 52-13-00-200-801.

(c) Do this task: Emergency Exit Door Inspection/Check, TASK 52-22-00-200-801.

(d) Do this task: Cargo Door Check, TASK 52-31-00-200-801.

(e) Do this task: Galley Service Door Check, TASK 52-41-00-200-801.

(f) Do this task: Electronic Equipment Access Door Check, TASK 52-48-41-200-801.

(g) Do this task: Forward Access Door Check, TASK 52-48-31-200-801.

(h) Open and close the entry doors and galley service doors with the inner and outer handles two times each to make sure that the doors operate correctly.

SUBTASK 10-12-00-710-003

(6) Make sure that the escape slides are activated.

(a) Do this task: Door-Mounted Escape System - Activation, TASK 25-66-00-440-801.

I. Flight and Passenger Compartment

SUBTASK 10-12-00-100-002

(1) If applied, remove the desiccant bags from the flight and passenger compartments.

SUBTASK 10-12-00-100-003

(2) Open all passenger window shades.

(a) If it is necessary, clean the passenger windows (TASK 12-16-03-100-801).

NOTE: It is necessary to clean only the outer surface of the passenger cabin window, since the dust caps protect the inner surface of the passenger cabin window. If there are dirt, debris, or smudges on the inner surface of the passenger cabin window that interfere with vision through the window, it is necessary to clean the inner surface of the passenger cabin window.

SUBTASK 10-12-00-410-005

(3) If removed, install the carpet in the crew and passenger compartments.

(a) Do this task: Flight Compartment Floor Covering Installation, TASK 25-11-04-400-801.

(b) Do this task: Carpet - Installation, TASK 25-27-15-400-801.

(c) Remove all carpet runners.

SUBTASK 10-12-00-410-006

(4) If not removed, examine the carpet areas for mildew or moisture.

(a) Clean the carpet when moisture or mildew show (TASK 25-00-00-100-801).

SUBTASK 10-12-00-420-001

(5) If removed, install the crew seats.

(a) Do this task: Captain and First Officer Seat Installation, TASK 25-11-01-400-801.

(b) Do this task: First Observer Seat Installation, TASK 25-11-02-400-801.

SUBTASK 10-12-00-420-018

(6) If not removed, examine the crew seats for moisture and mildew.

(a) Clean the crew seats (TASK 25-00-00-100-801).

SIA 001-014

SUBTASK 10-12-00-420-002

(7) If removed, install the passenger seats (TASK 25-22-00-400-801).

SUBTASK 10-12-00-420-019

(8) If not removed, examine the passenger seats for moisture and mildew.

(a) Clean the passenger seats (TASK 25-00-00-100-801).

SIA ALL

SUBTASK 10-12-00-020-007

(9) If installed, remove the protective waterproof cover from the carpet near the entry doors.

SUBTASK 10-12-00-100-007

(10) Make sure that all the tray carriers and waste containers are empty and clean.

SUBTASK 10-12-00-100-008

(11) Make sure that the airsick bag and travel bag containers in the lavatories are empty and clean (TASK 25-40-08-200-801).

SUBTASK 10-12-00-550-008

(12) Close the cabinets, closets, and interior doors.

SUBTASK 10-12-00-100-009

(13) If removed, install the galley inserts and make sure that the galleys are clean.

J. Electrical/Electronic

SUBTASK 10-12-00-860-012

(1) Make sure that all switches on the control panels that are not necessary are in the OFF position.

(a) Before electrical power is applied, make sure that all control lever positions agree with the movable control surface positions.

NOTE: This does not include the switches used to activate the systems.

SUBTASK 10-12-00-420-004

(2) If removed, install the rack-mounted electronic modules (TASK 20-10-07-400-801).

(a) The Electrical / Electronic (E/E) boxes are sensitive to electrostatic discharge, do these steps:

CAUTION DO NOT TOUCH THE UNIT BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE UNIT.

1) Do this task: ESDS Handling for Metal Encased Unit Installation, TASK 20-40-12-400-802.

2) Do this task: Conductive Dust Cap and Connector Cover Removal, TASK 20-40-12-000-803.

(b) Do a general visual check, make sure that the electronic packages are in good condition and do not show corrosion.

NOTE: The packages are installed in the main equipment area E1 through E5 and the aft cargo compartment E6 and E8, if applicable.

(c) Make sure that all avionics systems are fully functional, do the applicable Line Replaceable Unit (LRU) or system test for any system or LRU that was removed or disconnected.

SUBTASK 10-12-00-710-023

(3) Do this task: Network File Server Operational Test, TASK 46-13-01-710-801.

SUBTASK 10-12-00-700-006

(4) Do the following credential checks to make sure that credentials are not expired:

(a) Do this task: Airplane Credentials Check, TASK 46-13-00-860-801.

(b) Do this task: Server Credentials Check, TASK 46-13-00-860-802.

(c) Do this task: Client Credentials Check, TASK 46-13-00-860-803.

SUBTASK 10-12-00-200-001

(5) If the airplane was in storage for more than 28 days, do a check of the navigational database software (TASK 34-61-00-750-801).

SUBTASK 10-12-00-710-022

(6) Do an operational test of the Digital Flight Control System (DFCS).

(a) Do this task: Digital Flight Control System (DFCS) - Operational Test, TASK 22-11-00-740-801.

SUBTASK 10-12-00-720-012

(7) Do the autothrottle system test.

(a) Do this task: Autothrottle System - System Test, TASK 22-31-00-710-802.

SUBTASK 10-12-00-420-005

(8) If removed, install the air data inertial reference units.

(a) Do this task: Air Data Inertial Reference Unit Installation, TASK 34-21-01-400-801.

SUBTASK 10-12-00-960-003

(9) Install new or restored/repaired main and auxiliary batteries per Table 202.

NOTE: It is recommended to install new or restored/repaired batteries as close to flight as possible.

NOTE: It is acceptable to schedule the restoration/repair or replacement of the batteries per Table 202. The original batteries may be used for continued ground operations and weekly storage cycles.

Table 202/10-12-00-993-831 Battery Storage and Restoration/Repair

Average Temperature*[1]	Greater than 90°F (32°C)	Between 77°F (25°C) and 90°F (32°C)	Less than 77°F (25°C)
Install new or restored/repaired batteries prior to flight	Within 1 month	Within 2 months	Within 4 months

*[1] Average temperature is the expected average of the daytime and nighttime temperatures during the remainder of the storage duration.

(a) If the battery connector is not new, do this task: Battery Connector Inspection, TASK 24-31-11-200-801.

(b) Do these tasks:

- Battery Removal, TASK 24-31-11-000-801-002.
- Battery Installation, TASK 24-31-11-400-801-002.

SUBTASK 10-12-00-720-011

(10) Do this task: Recorder Independent Power Supply (RIPS) Functional Test, TASK 23-71-22-720-801.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-420-010

(11) If removed, install the light module batteries on all the main entry doors.

(a) Do this task: Power Supply - Battery Pack Replacement, TASK 33-51-06-960-802.

SUBTASK 10-12-00-420-009

(12) Install and test fully charged megaphone battery.

(a) Do this task: Megaphone Battery Replacement, TASK 25-64-00-900-803.

(b) Do this task: Megaphone Operational Test, TASK 25-64-00-710-801.

SUBTASK 10-12-00-860-013

(13) Make sure that the portable Emergency Locator Transmitter (ELT) batteries are charged and installed.

(a) Make sure that the ELT batteries are within the age and date limits.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-860-036

(14) Check the cockpit voice recorder underwater locator beacon battery for age and date limit.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-860-037

(15) Check the flight data recorder underwater locator beacon battery for age and date limit.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-420-011

(16) Do this task: Flashlight Check (With Flashing or Push To Test - LED Indicator), TASK 25-64-00-200-801.

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-860-020

(17) On airplanes with ELT, activate the ELT.

(a) Do this task: Emergency Locator Transmitter Activation, TASK 23-24-00-440-802.

SUBTASK 10-12-00-860-014

(18) Remove the safety tags and close all the applicable circuit breakers for the electrical/electronic components.

SUBTASK 10-12-00-860-017

(19) Remove the safety tags and close all of the circuit breakers on the P6 and P18 circuit breaker panels.

SUBTASK 10-12-00-010-006

(20) To get access to the P91 and P92 panels, open this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

SUBTASK 10-12-00-860-018

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

WARNING

DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

(21) Remove the safety tags and close the circuit breakers on the front and back panels of the P91 and P92 power distribution panels.

SUBTASK 10-12-00-860-019

(22) Remove the safety tags and close all remaining circuit breakers.

SUBTASK 10-12-00-420-007

(23) If removed, install and test the start power unit.

(a) Do this task: Start Power Unit Installation, TASK 49-41-71-400-801.

NOTE: An operational test is included in the installation task. Do the operational test of the APU system after installation.

SUBTASK 10-12-00-420-008

(24) Charge and operate the emergency lighting system.

(a) Do this task: Power Supply - Charge the Battery Packs, TASK 33-51-06-610-801.

(b) Make sure that the emergency lights operate correctly, do this task: Power Supply - Battery Pack Capacity Check, TASK 33-51-06-200-801.

K. Fuel System

SUBTASK 10-12-00-630-030

(1) If the airplane was treated with Kathon FP 1.5, contact Boeing.

SUBTASK 10-12-00-630-020

(2) If there is suspicion that any biocide is misapplied, submit the following data to Boeing via service request for evaluation.

(a) Fuel quantity (volume) in each tank before applying biocide.

(b) Fuel quantity (volume) in each tank after applying biocide.

(c) Total quantity (volume) of fuel biocide applied to each airplane.

(d) Uplift concentration (parts per million volume) of biocide applied in each tank.

(e) Final target concentration (parts per million volume) of biocide applied to each tank.

SUBTASK 10-12-00-280-003

(3) Inspect the fuel tank(s) for corrosion and microbial growth, do the steps that follow:

WARNING DO NOT BREATHE FUMES FROM THE BIOCIDE FUEL ADDITIVE, OR TOUCH IT. READ THE MATERIAL SAFETY DATA SHEET (MSDS) FROM THE MANUFACTURER OF THE ADDITIVE. THE ADDITIVE CAN CAUSE INJURIES TO PERSONNEL AND HEALTH PROBLEMS.

(a) If biocide was used in the fuel tanks, use personal protective equipment before sumping the tanks and taking fuel samples.

(b) Drain all water that collected in the sumps of the fuel tanks and the surge tanks (TASK 12-11-00-680-801).

1) Test the Left Main, Right Main and Center fuel tanks for Moderate and Heavy microbial growth, do this task: Detection Test for Microbial Growth, TASK 28-10-00-200-801.

NOTE: If a microbial growth sample was taken within 120 days, use the results from that sample.

(c) Do a general visual inspection of the Left Main or Right Main fuel tank and fuel lines for corrosion and microbial growth.

NOTE: If the fuel tank(s) has been inspected for corrosion and microbial growth within the past 365 days or if airplane has been stored for less than 365 days, and heavy levels of microbial growth were not detected during the sample retest as indicated in Detection Test for Microbial Growth, TASK 28-10-00-200-801, then this step is not required.

NOTE: Select the fuel tank for the General Visual Inspection (GVI) based on the highest level of microbial growth. If the highest microbial level is the same between any of the fuel tanks, select the Left Main, or Right Main tank for the inspection.

NOTE: Inspect one main tank for corrosion and microbial growth. If corrosion and microbial growth are not found, inspection of the other tank(s) is not required. If corrosion or microbial growth is found, all main and center fuel tanks must be inspected.

1) Prepare the fuel tank(s) for entry, do this task: Purging and Fuel Tank Entry, TASK 28-11-00-910-802.

2) Go into the fuel tank.

3) Examine the fuel tank and fuel lines for corrosion, microbial growth and unwanted materials.

4) If corrosion or microbial growth is found, remove the corrosion and microbial growth and do a general visual inspection of the remaining Main and Center fuel tanks and fuel lines for corrosion and microbial growth (TASK 28-11-00-300-802 and TASK 28-10-00-100-801).

SUBTASK 10-12-00-280-006

(4) Inspect for corrosion in the dry bay(s), do the steps that follow:

NOTE: If the dry bay(s) has been inspected for corrosion within the past 365 days then this step is not required.

NOTE: Inspect one dry bay for corrosion. If corrosion is not found, inspection of the other dry bay(s) is not required. If corrosion is found, all dry bays must be inspected.

(a) Open the wing dry bay areas, do this task: Dry Bay Access Doors Removal, TASK 57-31-23-000-801.

1) Examine the wing dry bay area for corrosion.

2) If corrosion is found, remove the corrosion (TASK 28-11-00-300-802).

(b) Close the wing dry bay areas, do this task: Dry Bay Access Doors Installation, TASK 57-31-23-400-801.

SUBTASK 10-12-00-650-006

(5) Remove the woven screen mesh material from the surge tank vent openings.

(a) Check fuel vents for unwanted materials.

(b) Make sure that the red flags are removed.

SUBTASK 10-12-00-210-021

(6) Do a check of the external fuel lines and component connections for leaks.

(a) Check for visible external leaks at locations including but not limited to: Panels, O-ring Seals, Pumps, Valves, Measuring Sticks, etc.

1) If leaks are found, do this task: Fuel Leak Detection Procedures, TASK 28-11-00-790-801.

(b) Check for visible signs of fuel leakage from the APU fuel shroud drain.

SUBTASK 10-12-00-400-001

(7) Connect the D12006 battery connector on the fuel spar shutoff valve battery located behind the P6-5 panel (TASK 28-22-14-400-801).

SUBTASK 10-12-00-720-013

(8) Do this task: Emergency Fuel Shutoff Battery - Operational Test, TASK 28-22-00-720-801.

L. Environmental Control System (ECS)

SUBTASK 10-12-00-680-004

(1) Prepare the Environmental Control System for the operation.

(a) Remove all installed inlet and exhaust coverings.

1) Visually examine the A/C inlet and exhaust areas for contamination and damage.

SUBTASK 10-12-00-210-026

(2) Make sure that there is no corrosion or unwanted material on the outer openings on these components:

- Outflow valve
- Overpressure valve
- Equipment cooling overboard exhaust valve
- Ram air inlet, outlet, and Smart Ram Air Door Actuator (SRADA)
- Ground air connect flange
- Pneumatic ground connect fitting
- Static sense port.

(a) Remove all corrosion or unwanted material.

SUBTASK 10-12-00-550-007

(3) Close the air conditioning mix bay.

SUBTASK 10-12-00-010-005

(4) Check the outflow valves of the cabin pressure control system (TASK 21-31-00-710-801).

SUBTASK 10-12-00-710-026

(5) Check the Positive Pressure Relief Valve (PPRV).

(a) If you find any blockage or unwanted material in the PPRV or the ambient sense tube, do one of these tasks: Positive Pressure Relief Valve - System Test with the Use of Hamilton Sundstrand Test Equipment, TASK 21-32-01-700-801 or Positive Pressure Relief Valve - System Test with the Use of Boeing Test Equipment, TASK 21-32-01-700-802.

SUBTASK 10-12-00-420-015

(6) If removed, install the equipment cooling supply fans (TASK 21-27-02-400-801).

SUBTASK 10-12-00-200-006

(7) Do a visual inspection of the cabin temperature sensor grills and exposed filter for dust and debris (PAGEBLOCK 21-61-06/201).

(a) If it is necessary, clean the grill and exposed area of the filter by vacuuming to remove any loose debris and surface soil.

M. Fire Protection System

SUBTASK 10-12-00-630-025

(1) Prepare the Fire Protection Systems for the operation.

(a) Do a check of the dates of the passenger and crew portable fire extinguishers.

1) Make sure that the passenger and crew portable fire extinguishers that follow are serviceable:

- The water fire extinguishers (TASK 26-26-02-200-801).
- The lavatory waste compartment fire extinguishing bottle (TASK 26-24-01-200-801).

SIA 001, 002

- The halon fire extinguishers (TASK 26-26-01-200-801).

SIA 003-999

- The clean agent fire extinguisher (TASK 26-26-03-200-801).

SIA ALL

NOTE: Please review the applicable maintenance program for these components.

(b) Do a test of the smoke detection system (TASK 26-14-00-710-801 and TASK 26-16-00-710-801).

N. APU

SUBTASK 10-12-00-630-012

(1) Prepare the APU for operation.

(a) If the APU was not preserved, do these steps:

1) Make sure that the exhaust cover, cooling air covers, and desiccants are removed.

2) Make sure that all plugs are removed from drains.

3) Do a general visual inspection of the APU compartment for any signs of corrosion, excess fluid, missing or unattached parts (example but not limited to fuel and oil lines, etc.) or unwanted materials.

4) Check the APU oil level (TASK 12-13-31-200-801).

(b) If the APU was preserved, do these steps:

1) Do the depreservation of the APU, do this task: APU Depreservation, TASK 49-11-00-600-803.

2) Do a check of the APU fire detection system.

a) Do this task: APU Fire Detection - Operational Test, TASK 26-15-00-710-801.

SUBTASK 10-12-00-630-031

(2) Do this task: Airplane Pack Operation - Confidence Check, TASK 21-00-05-780-801.

O. Nitrogen Generating System (NGS)

SUBTASK 10-12-00-280-002

(1) Do an electrical and system IBIT test.

(a) Remove the protective covers from the ram outlet.

(b) Do this task: BDU Ground Test Menu, TASK 47-31-02-740-804.

P. Power Plant

NOTE: The Fuel section of this Task must be completed before the Power Plant section can be performed.

SUBTASK 10-12-00-700-004

(1) Do a check of the Fire Detection System.

(a) Do this task: Engine Fire Detection - Operational Test, TASK 26-11-00-710-801.

SUBTASK 10-12-00-710-021

(2) If the Pressure Regulating and Shutoff Valve (PRSOV) stayed in the engine during preservation, manually cycle the PRSOV and High Pressure Shutoff Valve (HPSOV).

(a) Do these steps in sequence to safely open the right thrust reverser on the applicable engine:

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

1) Do this task: Thrust Reverser Deactivation For Ground Maintenance, TASK 78-31-00-040-801-G00.

2) Open the right fan cowl panels (TASK 71-11-04-010-801-G00).

NOTE: Because the center line of the thrust reversers is off 6:00 o'clock, it is necessary open both fan cowl panels to prevent damaging the right fan cowl panel when the right thrust reverser is closing.

a) Open these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

3) Open the applicable right thrust reverser (TASK 78-31-00-010-801-G00).

a) Open these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

I (b) Use a wrench to manually cycle the HPSOV and PRSOV three times.

1) Look at the position indicator on the PRSOV to make sure that it is in the NOT LOCKED CLOSED position.

2) Use a 1/2-inch wrench on the manual override shaft to open the PRSOV approximately 90°.

3) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

a) Do the steps above 2 additional times.

4) If the PRSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

a) PRSOV Removal, TASK 36-11-04-000-801.

b) PRSOV Installation, TASK 36-11-04-400-801.

5) Look at the position indicator on the HPSOV to make sure that it is in the NOT LOCKED CLOSED position.

6) Use a 1/2-inch wrench on the manual override shaft to open the HPSOV approximately 90°.

7) Allow the valve to return to the CLOSED position by spring force only.

NOTE: It is allowable to use slight hand pressure on the wrench at the end of the stroke to assist the valve to the full closed position.

The valve is designed to have air pressure to assist the valve closure to overcome the resistance of the valve's butterfly seal.

a) Do the steps above 2 additional times.

8) If the HPSOV does not move smooth or return to the CLOSED position on the third cycle, replace the valve, do these tasks:

a) HPSOV Removal, TASK 36-11-07-000-801.

b) HPSOV Installation, TASK 36-11-07-400-801.

WARNING OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(c) Do these steps in sequence to safely close the right thrust reverser:

1) Do this task: Close the Thrust Reverser (Selection), TASK 78-31-00-010-802-G00.

a) Close these access panels:

Number	Name/Location
416	Right Thrust Reverser, Engine 1
426	Right Thrust Reverser, Engine 2

2) Close the fan cowl panels (TASK 71-11-04-410-801-G00).

a) Close these access panels:

Number	Name/Location
413	Left Fan Cowl, Engine 1
414	Right Fan Cowl, Engine 1
423	Left Fan Cowl, Engine 2
424	Right Fan Cowl, Engine 2

3) Do this task: Thrust Reverser Activation After Ground Maintenance, TASK 78-31-00-440-801-G00.

SUBTASK 10-12-00-200-009

(3) Do an inspection of the fan cowl hardware for corrosion (TASK 71-11-04-200-801-G00).

SUBTASK 10-12-00-640-013

(4) Do this task: IDG Oil Change, TASK 12-13-21-600-802.

SUBTASK 10-12-00-630-009

(5) Do the depreservation of the power plant.

(a) If the storage period was more than 365 days in outdoor conditions or if you have installed two engines that were stored off-wing in outdoor conditions for more than 365 days, power on the EEC and PSS units for at least 15 hours.

1) Do this task: EEC Maintenance Power Selection, TASK 73-21-00-800-801-G00.

NOTE: The 15 hours in a power on state must be accumulated within 90 days before the engine idle run and PSS transducer fault check.

(b) Do this task: Depreservation of an Engine on Wing, TASK 71-00-03-630-802-G00.

(c) Make sure that all protective covers from the engine inlet, hydraulic and pneumatic caps and plugs, electrical connector bags and caps, fan air exit, and side cowl are removed from the airplane.

(d) Examine the inlets and exhaust areas for unwanted material and damage.

(e) Check the starter oil level (TASK 80-11-01-610-802-G00).

NOTE: The engine starter must have oil to operate. The initial servicing of the engine oil system does not provide enough oil to the starter for operation.

SUBTASK 10-12-00-720-009

(6) Do this task: Engine Bleed Air System Health Check, TASK 36-11-00-700-801.

SUBTASK 10-12-00-810-001

(7) If the storage period was more than 365 days in outdoor conditions, look for EEC maintenance messages related to PSS transducer faults (TASK 73-00-00-700-803-G00).

(a) If you see any of the maintenance messages that follow, the fault must be corrected before the next flight: 73-4296X, 73-4297X, 73-4298X, 73-4299X, 73-04300X, 73-4329X, and 73-4330X.

NOTE: X is the EEC position that reports the fault.

SUBTASK 10-12-00-710-017

(8) With the engines shut down, cycle the thrust reversers a minimum of 5 times (TASK 78-31-00-700-802-G00).

SUBTASK 10-12-00-710-024

(9) Visually examine the thrust reverser blocker door drag link surfaces for corrosion.

(a) If corrosion is found, remove the surface oxidation.

Q. Hydraulic System

SUBTASK 10-12-00-420-016

WARNING MAKE SURE THAT THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR CAN RETRACT. THIS CAN CAUSE INJURIES TO PERSONS, AND DAMAGE TO EQUIPMENT.

(1) Make sure that the downlock pins are installed on the nose and main landing gear (TASK 32-00-01-480-801).

SUBTASK 10-12-00-630-008

(2) Do these steps before the hydraulic systems are pressurized:

(a) Make sure that the landing gear control handle is in the DOWN position on the first officer's instrument panel.

(b) Connect the nose landing gear torsion link, if disconnected (TASK 32-21-31-400-803).

SUBTASK 10-12-00-630-013

(3) Prepare the hydraulic system for operation.

NOTE: Regular preflight procedures will satisfy these depreservation steps if the airplane storage time was less than two months (60 days).

(a) Clean the finished surfaces of all the actuators and valve slides which are open to the outside air.

NOTE: Do not use MCS 352B fluid, D00054, on components that contain MIL-PRF-5606 or MIL-PRF-6083. MCS 352B fluid, D00054, contains BMS3-11 hydraulic fluid and is destructive to seals used in MIL oil systems.

1) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the actuator rods which are open to the outside air.

2) Clean and apply a layer of MCS 352B fluid, D00054, to all of the finished surfaces on the valve slides which are open to the outside air.

(b) Do this task: Check of the Brake Accumulator Pre-charge Pressure, TASK 12-15-11-610-801.

(c) Make sure that the hydraulic systems are correctly serviced (TASK 12-12-00-610-801).

(d) Pressurize the hydraulic systems, do this task: Hydraulic System A or B Pressurization, TASK 29-11-00-860-801.

(e) Do a general visual inspection of the hydraulic system components.

(f) Do these steps:

1) Do this task: EDP Supply Shutoff Valve Operational Test, TASK 29-11-81-710-802.

2) Do this task: Hydraulic Reservoir Pressurization System Leakage Test, TASK 29-09-00-860-803.

3) Check the hydraulic systems A and B fluid quantity transmitter/indication:

a) Make sure that the indication in the flight deck matches the transmitter indicator gauge.

<1> If the indication in the flight deck does not match the transmitter indicator gauge, go to IFIM and do the applicable procedure(s).

b) Deploy and stow engine 1 and 2 thrust reversers while monitoring the transmitter indicator gauge and flight deck indication.

<1> Make sure that the flight deck indication and the transmitter indicator gauge show approximately 4% change for system "A" and 3% change for system "B".

NOTE: These changes on systems A and B quantity indication are due to actuator exchange volumes.

<2> If the flight deck indication and/or the transmitter indicator gauge do not reflect the quantity changes noted above, go to IFIM and do the applicable procedure(s).

(g) If the airplane was stored for more than 120 days, do this task: Hydraulic System External Leakage Check, TASK 29-00-00-790-801.

(h) Do this task: Operational Test of the Standby Hydraulic Actuation System, TASK 29-21-00-700-803.

(i) For the following tests of the pumps low pressure switches, do these steps:

1) Make sure that these circuit breakers are closed:

F/O Electrical System Panel, P6-3

Row	Col	Number	Name
F	11	C00317	INDICATOR MASTER DIM SECT 5
F	12	C00318	INDICATOR MASTER DIM SECT 6

WARNING

WHEN YOU OPEN THE P91 AND P92 PANELS, MAKE SURE THAT THE OUTER DOOR STAYS AS OPEN AS POSSIBLE. IF THE OUTER DOOR TURNS IN, THE ATTACHED DOOR COMPONENTS COULD TOUCH THE INNER DOOR COMPONENTS. THIS CAN CAUSE AN ARC CONDITION WHEN YOU SUPPLY POWER. IF YOU DO NOT OBEY, DAMAGE TO EQUIPMENT AND INJURY TO PERSONNEL CAN OCCUR.

(WARNING PRECEDES)

WARNING DO NOT TOUCH THE CONDUCTORS IN THE P91 AND P92 PANELS. BE CAREFUL WHEN YOU GET ACCESS TO THE CIRCUIT BREAKERS ON THE INNER SIDE OF THE P91 AND P92 PANELS (ROW F). IF IT IS POSSIBLE, REMOVE AIRPLANE ELECTRICAL POWER FIRST. THE P91 AND P92 PANELS HAVE HIGH VOLTAGES AND CURRENTS. ELECTRICAL VOLTAGE AND CURRENT CAN KILL YOU OR CAUSE INJURIES.

2) Make sure that these circuit breakers are closed:

Power Distribution Panel Number 1, P91

Row	Col	Number	Name
C	8	C00768	ELEC HYD PUMP CONTROL SYS B

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
C	8	C00767	ELEC HYD PUMP CONTROL SYS A

(j) Do the Engine Driven Pump (EDP) low pressure switch test for the System A and System B.

1) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

2) Supply hydraulic power with the EDP for the applicable hydraulic system (TASK 29-11-00-860-804).

3) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2) goes off.

4) Make sure that there is no leak at the applicable EDP low pressure switch.

5) Remove hydraulic power from the applicable hydraulic system (TASK 29-11-00-860-805).

6) Make sure that the applicable LOW PRESSURE light (ENG 1 or ENG 2), on the P5 overhead panel, is on.

NOTE: The ENG 1 LOW PRESSURE light is for hydraulic system A EDP. The ENG 2 LOW PRESSURE light is for hydraulic system B EDP.

CAUTION DO NOT OPERATE THE HYDRAULIC SYSTEMS A AND B ELECTRIC MOTOR-DRIVEN PUMPS FOR MORE THAN TWO MINUTES WITHOUT FUEL IN THE FUEL TANKS. THE NO. 1 (FOR HYDRAULIC SYSTEM A), AND NO. 2 (FOR HYDRAULIC SYSTEM B), FUEL TANKS MUST HAVE A MINIMUM OF 250 GALLONS (1675 POUNDS/760 KILOGRAMS) OF FUEL IN THEM. IF THERE IS NOT SUFFICIENT FUEL IN THE FUEL TANKS, THE ELECTRIC MOTOR-DRIVEN PUMPS WILL BECOME TOO HOT. THIS CAN CAUSE DAMAGE TO THE ELECTRIC MOTOR-DRIVEN PUMPS.

(k) Do the Electric Motor-Driven Pump (EMDP) low pressure switch test for the System A and System B.

1) Make sure that electrical power is supplied (TASK 24-22-00-860-801).

2) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2), on the P5 overhead panel, is on.

NOTE: The ELEC 2 LOW PRESSURE light is for the hydraulic system A EMDP. The ELEC 1 LOW PRESSURE light is for the hydraulic system B EMDP.

3) Pressurize the applicable hydraulic system (TASK 29-11-00-860-803).

4) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the ON position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) goes off.

5) Put the applicable ELEC (1 or 2) HYD PUMPS switch to the OFF position.

a) Make sure that the applicable LOW PRESSURE light (ELEC 1 or ELEC 2) comes on.

6) Make sure that there is no leakage at the applicable EMDP low pressure switch.

(l) Do the Standby EMDP low pressure switch test.

1) Open this circuit breaker and install safety tag:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

2) Pressurize the standby system reservoir (TASK 29-09-00-860-801).

WARNING

KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THE THRUST REVERSERS, AND THE LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

3) Put the FLT CONTROL A or B switch, on the P5 overhead panel, to the STDBY RUD position.

a) Make sure that the STANDBY HYD STBY RUD ON light, on the P5 forward overhead panel, is on.

b) Make sure that the STANDBY HYD LOW PRESSURE light, on the P5 overhead panel, comes on.

4) Remove the safety tag and close this circuit breaker:

Power Distribution Panel Number 2, P92

Row	Col	Number	Name
F	2	C01449	STANDBY HYDRAULIC PUMP

a) Make sure that the STANDBY HYD LOW PRESSURE light goes off.

5) Put the FLT CONTROL A or B switch to the ON position.

a) Make sure that the STANDBY HYD LOW PRESSURE light stays off.

6) Make sure that there is no leakage at the low pressure switch.

7) Close this access panel:

Number	Name/Location
117A	Electronic Equipment Access Door

(m) If the airplane was stored for more than 180 days, do these steps:

1) Do this task for each EMDP case drain filter modules: EMDP Case Drain Filter Element and Bowl Inspection, TASK 29-11-41-200-801.

2) Do this task for each EDP case drain filter module: EDP Case Drain Filter Element and Bowl Inspection, TASK 29-11-51-200-801.

3) Do this task for each return filter element: Hydraulic Systems A and B Return Filter Element - Inspection, TASK 29-11-61-200-801.

R. Flight Controls

SUBTASK 10-12-00-210-023

(1) Examine all drain holes for the flight control surfaces and empennage (include tail cone) to make sure that they are open and permit water to drain freely.

(a) Make sure that the control rods and structural strut drain holes are open.

SUBTASK 10-12-00-630-026

(2) Remove any corrosion preventive compound.

SUBTASK 10-12-00-610-013

(3) Check the horizontal stabilizer components.

(a) Do these tasks:

- Stabilizer Jackscrew, Ballnut and Gimbal - Lubrication, TASK 12-22-41-600-801.
- Horizontal Stabilizer Actuator Brake - Servicing, TASK 12-22-41-610-801.

(b) Visually check the stabilizer trim actuator for leaks.

SUBTASK 10-12-00-610-009

(4) Lubricate all of the trailing and leading edge flap components.

NOTE: Do this if the storage has been more than 60 days or if it has been more than 60 days since the last lubrication.

(a) Lubricate the wing leading edge, trailing edge.

1) Do this task: Trailing Edge Flap Torque Tube and Torque Tube Support Lubrication, TASK 12-22-51-640-801.

2) Do this task: Inboard Flap Inboard Ballscrew Lubrication, TASK 12-22-51-640-802.

3) Do this task: Inboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-803.

4) Do this task: Outboard Flap Inboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-804.

5) Do this task: Outboard Flap Outboard Ballscrew and Gimbal Lubrication, TASK 12-22-51-640-805.

6) Do this task: U-Joint and Tee Angle Gearbox Lubrication, TASK 12-22-51-640-806.

7) Do this task: Inboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-807.

8) Do this task: Inboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-808.

9) Do this task: Outboard Flap Inboard Skew Mechanism Lubrication, TASK 12-22-51-640-809.

10) Do this task: Outboard Flap Outboard Skew Mechanism Lubrication, TASK 12-22-51-640-810.

11) Do this task: Inboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-811.

12) Do this task: Outboard Main Flap and Aft Flap Roller and Linkage Lubrication, TASK 12-22-51-640-812.

13) Do this task: Inboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-813.

14) Do this task: Inboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-814.

15) Do this task: Outboard Flap Inboard Flap Track Lubrication, TASK 12-22-51-640-815.

16) Do this task: Outboard Flap Outboard Flap Track Lubrication, TASK 12-22-51-640-816.

17) Do this task: Trailing Edge Flap Power Drive Unit Servicing, TASK 12-22-51-610-801.

18) Do this task: Trailing Edge Flap Transmission Servicing, TASK 12-22-51-610-803.

19) Do this task: Trailing Edge Flap Electric Motor Servicing, TASK 12-22-51-610-805.

20) Do this task: Leading Edge Slat Main Track Rollers Lubrication, TASK 12-22-71-600-801.

21) Do this task: Leading Edge Main and Auxiliary Tracks Lubrication, TASK 12-22-71-640-801.

SUBTASK 10-12-00-630-021

(5) Prepare the Flight Controls for the operation.

(a) Do a general visual inspection of the exposed primary and secondary control cables for condition and cable rig.

NOTE: It is not necessary to remove the floor panels, cargo ceiling panels, etc to do the general visual inspection of the primary and secondary control cables.

1) Open these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

2) If it is necessary, adjust the cable rig loads in the Primary and Secondary Control Systems (TASK 27-09-14-820-801).

3) Do this step if the airplane was storage for more than 30 days:

a) Make sure that all the exposed applicable cables are lubricated (TASK 12-26-00-600-801).

4) Close these access panels:

Number	Name/Location
112A	Forward Access Door
117A	Electronic Equipment Access Door
317BL	Tailcone Access Door
318BR	Tailcone Access Door

SUBTASK 10-12-00-630-016

(6) Do the steps that follow to move the flight control surfaces:

(a) Use the pilot controls to move the elevators, rudder, ailerons, spoilers, stabilizer trim, flaps, slats, and speedbrakes through their full range of motion.

(b) Make sure that correct movement of the control surfaces is shown on the flight control indicators and trim indicators.

(c) Make sure that the control column, wheels, and pedals are centered after they are released.

SUBTASK 10-12-00-720-010

(7) Do a system functional test of all Primary and Secondary control systems.

(a) Do this task: Control Wheel Travel Stop Test, TASK 27-11-00-700-807.

(b) Do this task: Control Wheel Centering Check, TASK 27-11-00-700-804.

(c) Do this task: Control Wheel Travel Interference Test, TASK 27-11-00-700-808.

(d) Do this task: Rudder Pedal Adjustment and Limit Travel Test, TASK 27-21-00-700-801.

(e) Do this task: Control Column Travel and Centering - Test, TASK 27-31-00-700-809.

(f) Do this task: Elevator Power Control Unit Visual Inspection, TASK 27-31-14-210-801.

(g) Do this task: Stabilizer Electric Trim System Test, TASK 27-41-00-700-803.

(h) Do this task: Stall Warning System - Operational Test, TASK 27-32-00-710-801.

(i) Do these tasks: Trailing Edge Flap System Operation With Primary Control, TASK 27-51-00-860-801 and Trailing Edge Flap System Operation With Alternate Control, TASK 27-51-00-860-802.

(j) Do this task: Trailing Edge Flap System Test, TASK 27-51-00-730-801.

NOTE: The Flap Priority Valve Test, TASK 27-51-00-720-801 can be omitted.

(k) Do this task: Speed Brake Control System Operational Test, TASK 27-62-00-710-801.

(l) Do this task: Spoiler Control System Operational Test, TASK 27-61-00-710-801.

(m) Do these tasks: Leading Edge Flap and Slat System Operation With Primary Control, TASK 27-81-00-860-801 and Leading Edge Flap and Slat System Operation With Alternate Control, TASK 27-81-00-860-802.

(n) Do this task: Leading Edge Flap and Slat Position Indicating System - Operational Test, TASK 27-88-00-710-801.

S. Flight Compartment Equipment and Related Instruments

SUBTASK 10-12-00-680-003

(1) Drain and flush the pitot static system.

(a) Do this task: Pitot Static System - Draining, TASK 34-11-00-680-801.

(b) Do this task: Pitot Static System - Flushing, TASK 34-11-00-170-802.

(c) Do this task: Elevator Pitot-Static System Flushing, TASK 27-31-17-170-801.

SUBTASK 10-12-00-710-004

(2) Test both left and right AOA sensors, do this task: Angle of Attack Sensor System Test, TASK 34-21-05-730-801.

SUBTASK 10-12-00-730-002

(3) Do this task: Pitot Probe, AOA Sensor, and TAT Probe Heater - System Test, TASK 30-31-00-730-801.

SUBTASK 10-12-00-710-025

(4) Do this task: Integrated Standby Flight Display Dedicated Battery System - Operational Test, TASK 34-24-00-710-802.

SUBTASK 10-12-00-860-028

(5) Do a check for Scheduled Maintenance Task (SMT) messages (TASK 31-65-00-860-802).

T. Landing Gear

SUBTASK 10-12-00-630-022

(1) Prepare the Landing Gear and Tires for the operation.

(a) Remove the noes and main landing gear protective covers.

(b) Do an inspection of the shock struts inflation.

1) Make sure that the shock struts are within the respective Dimension X and inflation pressure servicing band (TASK 12-15-31-610-801 and TASK 12-15-41-610-801).

(c) Do a general visual inspection of the shock struts for leaks.

1) If there are leaks in the Main Landing Gear, do this task: Main Landing Gear Shock Strut Seal Leakage Check, TASK 32-11-21-200-801.

2) If there are leaks in the Nose Landing Gear, do this task: Nose Landing Gear Shock Strut Seal Leakage Check, TASK 32-21-11-200-801.

I (d) Make sure that the landing gear tires are serviced (TASK 12-15-51-780-801).

(e) Clean all gear up lock actuator shafts with a dry cloth.

WARNING

ALIPHATIC NAPHTHA IS AN AGENT THAT IS POISONOUS, FLAMMABLE, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN ALIPHATIC NAPHTHA IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET ALIPHATIC NAPHTHA IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

(f) Remove all of the corrosion preventive compound from the unpainted steel components on the landing gear.

1) Soak and brush the parts with solvent, B00316, and then vapor de-grease the parts, if necessary.

(g) Examine the components of the landing gear for corrosion.

1) If you find corrosion, do the applicable tasks to remove it (PAGEBLOCK 51-21-31/701).

2) Apply a protection layer of grease, D00013, to the clean surface.

(h) Do a general visual inspection of the tires for flat spots.

(i) Do this step for the landing gear doors:

1) Examine all of the door seals of the landing gear for flat mark and deteriorations (TASK 32-12-12-200-801).

SUBTASK 10-12-00-640-011

(2) Lubricate all of the landing gear fittings.

(a) Do this task: Main Landing Gear Support Beam Lubrication, TASK 12-25-07-600-801.

(b) Do this task: Nose Landing Gear Upper End Components Servicing, TASK 12-21-21-640-801.

(c) Do this task: Nose Landing Gear Lower End Components Servicing, TASK 12-21-21-640-802.

(d) Do this task: Main Landing Gear Upper End Components Servicing, TASK 12-21-11-640-801.

(e) Do this task: Main Landing Gear Lower End Components Servicing, TASK 12-21-11-640-802.

SUBTASK 10-12-00-750-001

WARNING MAKE SURE THAT THE AREA BELOW THE TIRES IS CLEAR OF PERSONS AND EQUIPMENT. IF THE AREA IS NOT CLEAR, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(3) Inspect the wheel assemblies.

NOTE: If the wheel and tire Assemblies have been subject to the inspection outlined below within 30 days and there is no evidence that the wheel assemblies have been exposed to power washing or other contaminants, this subtask does not need to be performed.

(a) Do these steps for the main landing gear:

1) Do this task: Main Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-11-000-801.

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

3) Do this task: Main Landing Gear Wheel and Tire Assembly - Installation, TASK 32-45-11-400-801.

(b) Do these steps to examine the nose landing gear:

1) Do this task: Nose Landing Gear Wheel and Tire Assembly Removal, TASK 32-45-21-000-801.

2) Do this task: Wheels Inspection (Wheel Removed from the Airplane), TASK 32-45-00-700-802.

3) Do this task: Nose Landing Gear Wheel and Tire Assembly Installation, TASK 32-45-21-400-801.

SUBTASK 10-12-00-730-006

(4) For the Hydraulic System A, make sure that the hydraulic power is off (TASK 29-11-00-860-805).

SUBTASK 10-12-00-730-004

(5) Test the main gear manual extension system as follows:

(a) Pull the left main gear manual extension handle.

1) Make sure that the manual extension handle goes through the full travel (TASK 32-34-00-730-802).

(b) Release the left main gear manual extension handle.

1) Make sure that the manual extension handle goes back to the stowed position freely and smoothly.

(c) Pull the right main gear manual extension handle.

1) Make sure that the manual extension handle goes through the full travel (TASK 32-34-00-730-802).

(d) Release the right main gear manual extension handle.

1) Make sure that the manual extension handle goes back to the stowed position freely and smoothly.

(e) Make sure that the alternate extend handle compartment door is fully closed after the test.

SUBTASK 10-12-00-730-005

(6) Test the nose gear manual extension system as follows:

(a) Pull the nose gear manual extension handle.

1) Make sure that the manual extension handle goes through the full travel (TASK 32-35-00-730-802).

(b) Release the nose gear manual extension handle.

1) Make sure that the nose gear manual extension handle goes back to the stowed position freely and smoothly.

(c) Make sure that the alternate extend handle compartment door is fully closed after the test.

U. Oxygen System

SUBTASK 10-12-00-210-024

CAUTION

OBEY THESE PRECAUTIONS. IF YOU IGNORE THESE PRECAUTIONS, DAMAGE TO EQUIPMENT WILL OCCUR.

(1) Make sure that the area is clean and free from contamination when you do maintenance on the oxygen system.

(a) Make sure that all of the oxygen system components are clean and dry before they are installed (TASK 35-00-00-910-803).

(b) If the crew oxygen cylinders were removed from the airplane, clean the oxygen system, do this task: Clean the Oxygen System Components, TASK 35-00-00-100-801.

SUBTASK 10-12-00-420-013

(2) Install the crew system oxygen masks.

(a) Make sure that the oxygen masks, rubber and plastic parts, are in good condition (TASK 35-22-31-210-801).

(b) Install the crew oxygen masks (TASK 35-12-85-400-802).

SUBTASK 10-12-00-420-012

(3) Make sure that the crew oxygen cylinders are in serviceable condition.

(a) Do this task: Leak Test the Crew Oxygen System After System Maintenance or Repair, TASK 35-12-00-800-802.

(b) Do this task: Crew Oxygen Mask-Regulator Test, TASK 35-12-00-700-802.

SUBTASK 10-12-00-100-004

(4) If the crew oxygen cylinders were removed from the airplane, install the oxygen system.

SUBTASK 10-12-00-420-014

(5) Examine the Lavatory Service Unit (LSU) oxygen cylinder (TASK 35-22-51-440-801).

SUBTASK 10-12-00-210-025

(6) Examine the passenger chemical oxygen generators for age and date limit (TASK 35-22-00-210-801).

NOTE: Please review the applicable maintenance program for these components.

SUBTASK 10-12-00-710-005

(7) Do a drop test of 6 to 10 oxygen masks.

(a) Look for damage (TASK 35-22-00-700-801).

V. Water and Waste

SUBTASK 10-12-00-630-018

(1) Prepare the Water and Waste for the operation.

(a) Fill the toilet tanks and operate the flush system to make sure that they operate correctly.

1) Do this task: Waste Tank Servicing, TASK 12-17-01-610-801.

2) Do this task: Toilet Activation, TASK 38-32-00-420-801.

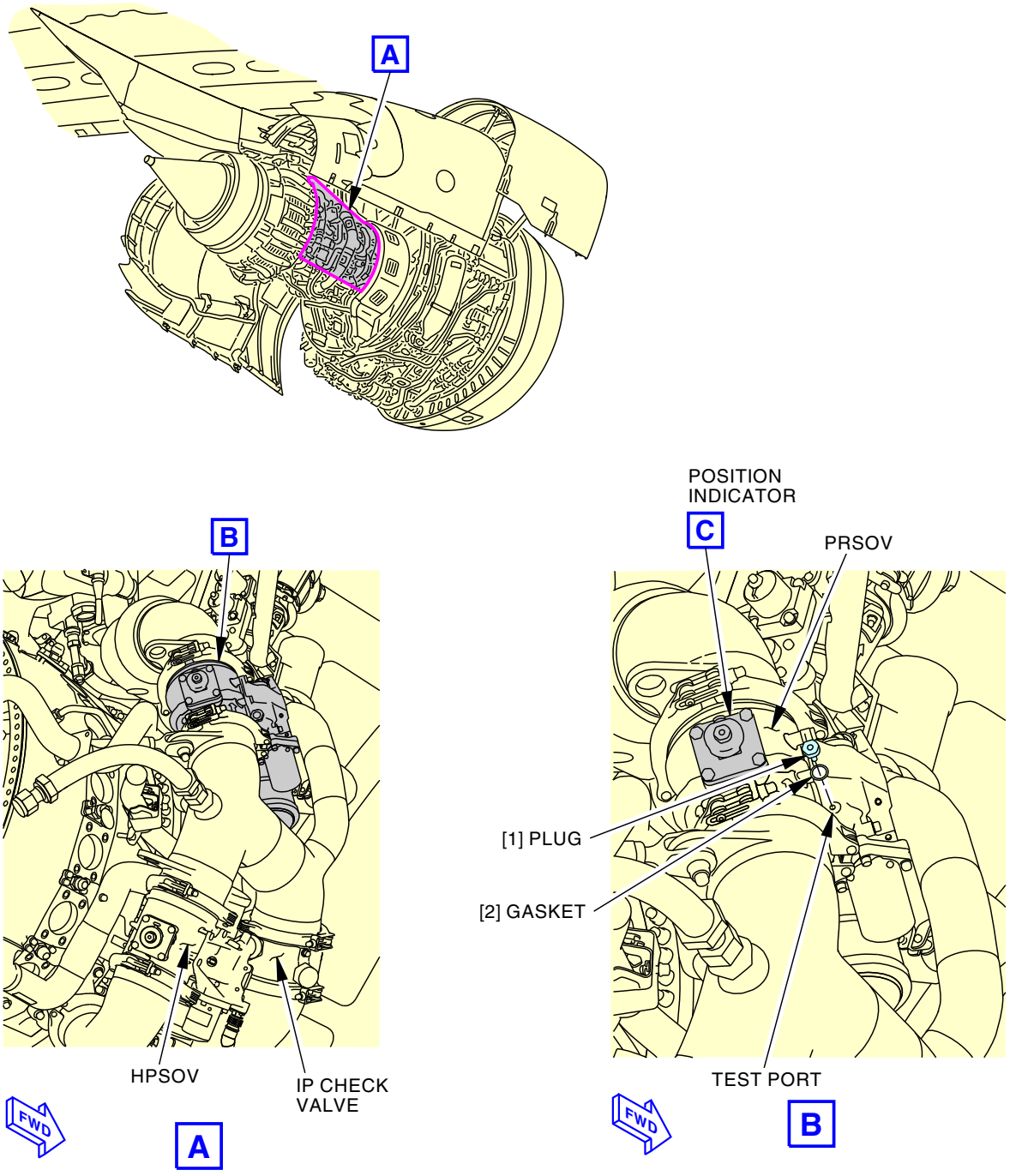
(b) If it is necessary, clean the potable water system.

1) Do this task: Potable Water System Disinfectant, TASK 38-10-00-600-801.

(c) Remove the plugs from all of the drains.

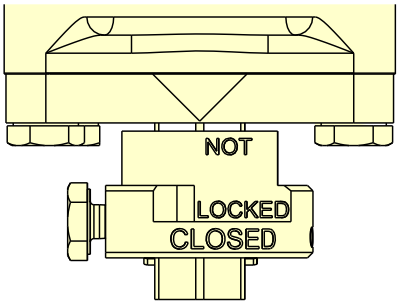
(d) Examine all the galley and lavatory plumbing and drain for air locks and leaks.

——— END OF TASK ———

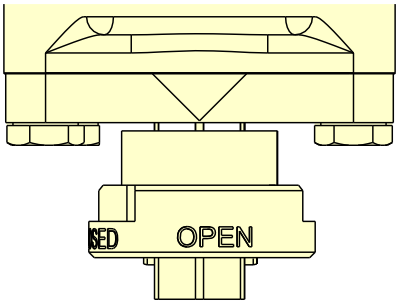


2459334 S0000572397_V4

Engine Bleed Air Shutoff Valves
Figure 202/10-12-00-990-803 (Sheet 1 of 2)



PRSOV CLOSED POSITION



PRSOV OPEN POSITION

C

2551538 S0000607874_V2

Engine Bleed Air Shutoff Valves
Figure 202/10-12-00-990-803 (Sheet 2 of 2)

HIGH WIND CONDITIONS MOORING - MAINTENANCE PRACTICES

1. General

A. This procedure gives instructions to make sure that the airplane stays in its position while parked in high wind conditions. Mooring the wheels will decrease airplane movement and the risk of damage to the airplane structure. To moor the airplane use the anchor ground points with the tiedown equipment. The tiedown equipment is customer-furnished equipment (CFE) and can be any combination of components (i.e., shackles, chains, or cables) that comply with the load requirements stated in the procedure.

B. The airplane is made to resistant to high velocity ground winds from all angles without mooring. However, when airplane configuration maximum winds according to the tables and figures in (TASK 10-11-03-580-801) are below the expected high wind conditions, it is recommended to move the airplane to a safe location. If the airplane cannot be moved, moor and secure the airplane.

C. The type of the ground surface the airplane is parked on can change the airplane wind resistance when on dry or wet surfaces. On wet surfaces the airplane side wind resistance will be less then on a dry surface. To decrease airplane movement, the snow and ice must be removed from the surface below the wheels and tires. When the surface is wet or has ice, moor the airplane at lower wind velocities shown in the tables and figures in (TASK 10-11-03-580-801).

D. This procedure has these tasks:

(1) Airplane Mooring

(2) Airplane Mooring (Alternate Configuration)

TASK 10-21-00-580-801

2. Airplane Mooring

(Figure 201 or Figure 202)

A. General

(1) This task gives the instructions to moor airplane.

(2) Mooring is performed during high winds or when high winds are forecasted.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205
SPL-16921	Equipment - Mooring, Nose Landing Gear with TPS Part #: C10008-29 Supplier: 81205
SPL-19584	Mooring Equipment - Kit Part #: C10011-1 Supplier: 81205

(Continued)

Reference	Description
STD-6734	Strap - Mooring, Main Gear - 10,940 lb Minimum Working Load (Basket Hitch), 6 ft. minimum length (Qty. 2)
STD-11380	Shackle, 7/8 - 10,940 lb Minimum Working Load (Qty. 2)

D. Prepare to Moor the Airplane

SUBTASK 10-21-00-840-001

WARNING MAKE SURE THAT YOU DO THIS PROCEDURE BEFORE HIGH WINDS OCCUR. THIS WILL PREVENT THE AIRPLANE FROM ACCIDENTAL MOVEMENT. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING MAKE SURE THAT YOU STAY AWAY FROM THE NOSE WHEELS WHEN YOU REMOVE THE TOWING LEVER LOCKPIN AND STREAMER. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do the steps for airplane normal parking (TASK 10-11-01-580-801).

(a) If it is necessary, remove NLG towing lever pin, SPL-1499.

NOTE: Point the nose of the airplane in the direction of the prevailing wind, if possible.

E. Airplane Mooring

SUBTASK 10-21-00-860-001

(1) Set the BAT switch to the ON position.

SUBTASK 10-21-00-860-002

CAUTION SET THE PARKING BRAKE AGAIN AT INTERVALS LESS THAN 8 HOURS. THIS WILL SUPPLY SUFFICIENT HYDRAULIC PRESSURE. IF THERE IS NOT SUFFICIENT HYDRAULIC PRESSURE, THE BRAKE CAN RELEASE, AND THE AIRPLANE CAN MOVE. THIS CAN CAUSE DAMAGE TO THE AIRPLANE.

(2) Push the brake pedals and pull the parking brake lever aft on the control stand.

SUBTASK 10-21-00-860-003

(3) Release the brake pedals.

SUBTASK 10-21-00-860-004

(4) Set the BAT switch to the OFF position.

SUBTASK 10-21-00-860-005

CAUTION DO NOT BLOCK THE MOVEMENT OF THE CONTROL COLUMN OR THE RUDDER PEDALS. IF YOU BLOCK THE CONTROL COLUMN MOVEMENT DAMAGE TO THE CONTROL SYSTEM, THE COLUMN, OR THE RUDDER PEDALS CAN OCCUR.

(5) Make sure that the flaps are in the full up position.

NOTE: This will decrease wing lift in high winds.

SUBTASK 10-21-00-580-002

(6) Attach the NLG mooring equipment, SPL-16921, on the nose landing gear as follows:

NOTE: You can use NLG mooring equipment, SPL-1520, with nose gear mooring strap, STD-6733, or equipment, SPL-19584, as an alternate tools for the nose landing gear.

(a) Attach the left hand and right hand forward fitting assemblies to the nose landing gear.

NOTE: A company supplied cable or tiedown equipment is attached to the adapter assembly on each forward fitting.

SUBTASK 10-21-00-580-003

(7) Attach the ends of the cables to the ground anchor points.

(a) The ground anchor points and mooring equipment must have these load capabilities on each side.

1) 16,300 lbf (73 kN) load parallel to the airplane Y-axis.

2) 16,730 lbf (74 kN) tension load.

SUBTASK 10-21-00-580-004

(8) On the main landing gear attach one main gear mooring strap, STD-6734, or equipment, SPL-19584, and shackle, STD-11380, around each main landing gear side strut parallel to the airplane Y-axis.

SUBTASK 10-21-00-580-005

(9) Attach the tiedown equipment to the shackle, STD-11380, on each main gear mooring strap, STD-6734, or equipment, SPL-19584.

SUBTASK 10-21-00-580-006

(10) Attach the end of each tiedown equipment to the ground anchor points.

(a) The ground anchor points and tiedown equipment must have these load capabilities on each side.

1) 10,400 lbf (46 kN) load parallel to the airplane Y-axis.

2) 10,940 lbf (49 kN) tension load.

SUBTASK 10-21-00-580-007

(11) Remove the slack on the main gear mooring straps with equal tension.

SUBTASK 10-21-00-650-001

WARNING OBEY THE REFUEL OPERATIONS PRECAUTIONS. IF YOU DO NOT OBEY THESE REQUIREMENTS, A FIRE OR AN EXPLOSION, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(12) Refuel the airplane to its maximum fuel capacity as necessary (TASK 12-11-00-650-803).

SUBTASK 10-21-00-580-008

(13) Move the airplane center of gravity forward as much as possible.

SUBTASK 10-21-00-580-020

(14) Tighten all mooring straps to approximate equal tension

NOTE: Do not apply excessive tension such that the landing gear shock strut compresses or deflects.

SUBTASK 10-21-00-410-001

(15) Make sure that these items are closed and latched:

(a) All windows

(b) All lavatory doors

(c) All external doors

(d) All access panels.

SUBTASK 10-21-00-210-001

(16) Make sure that these covers and plugs are held tightly in their positions:

(a) Pitot probe and static covers

(b) Engine covers and plugs

(c) Total Air Temperature (TAT) cover

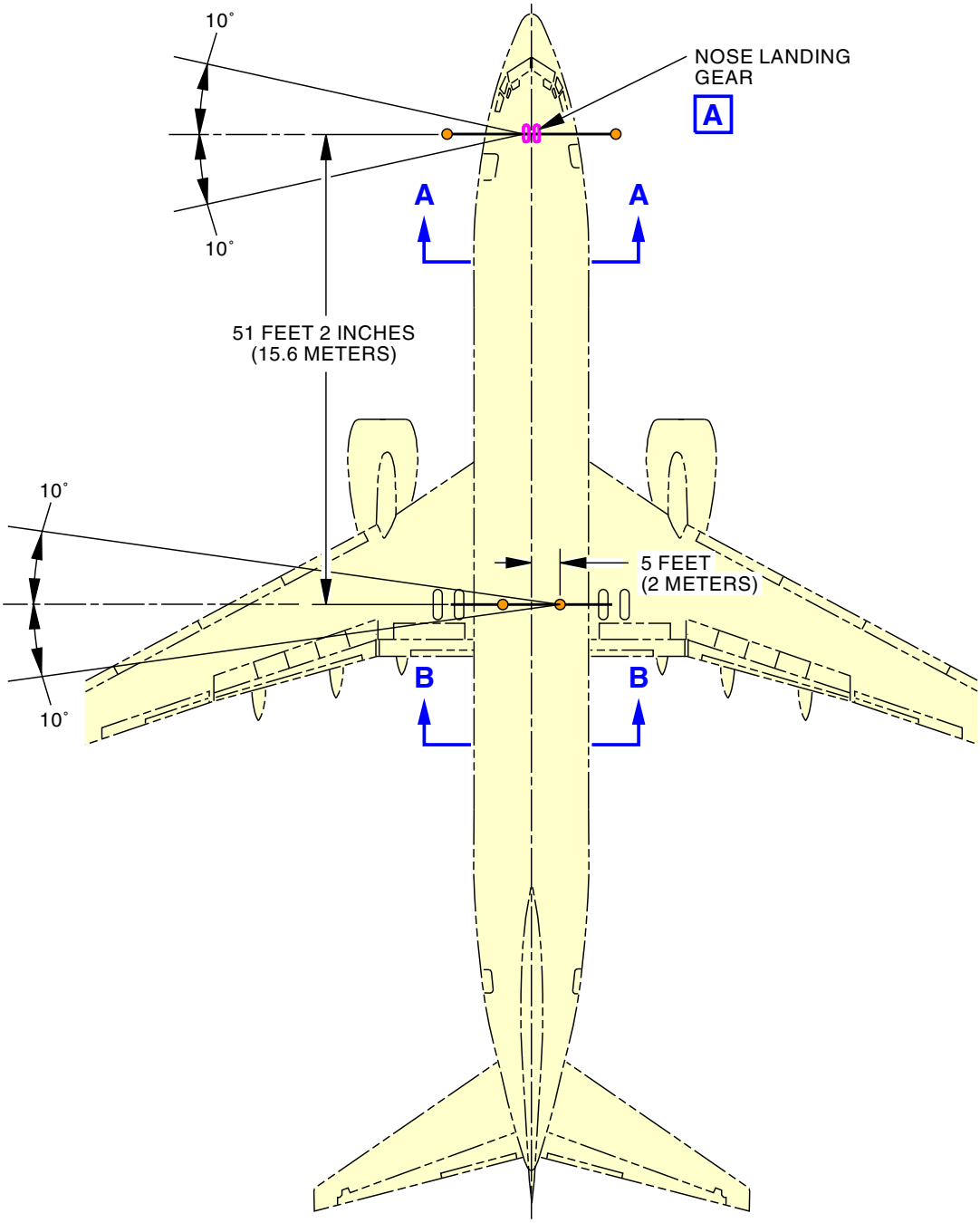
(d) Angle-Of-Attack (AOA) sensor covers

(e) Covers on other openings, vents and scoops.

SUBTASK 10-21-00-080-001

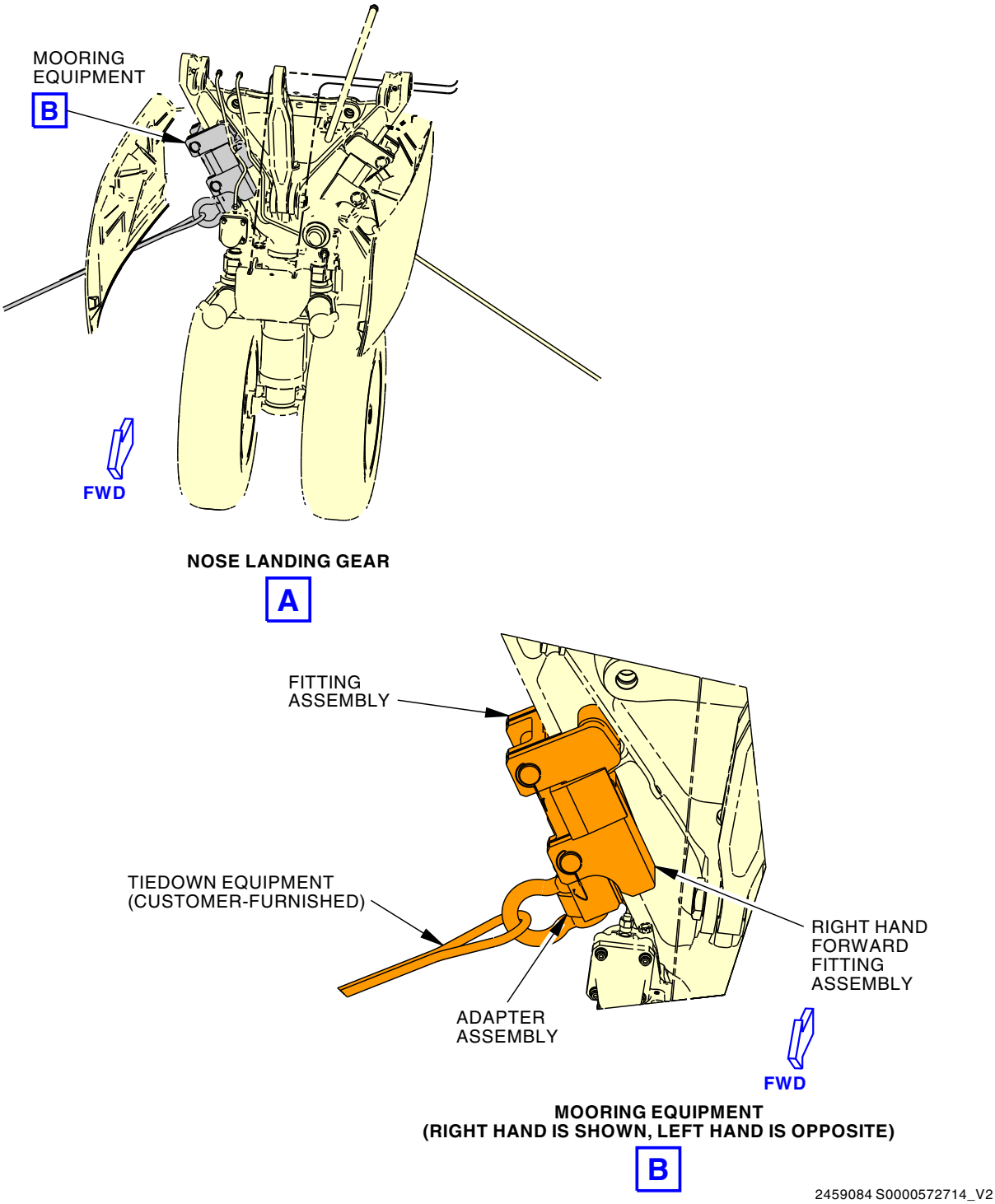
(17) Make sure that there is no equipment in the area that can move during the strong wind and cause damage to the airplane.

——— END OF TASK ———

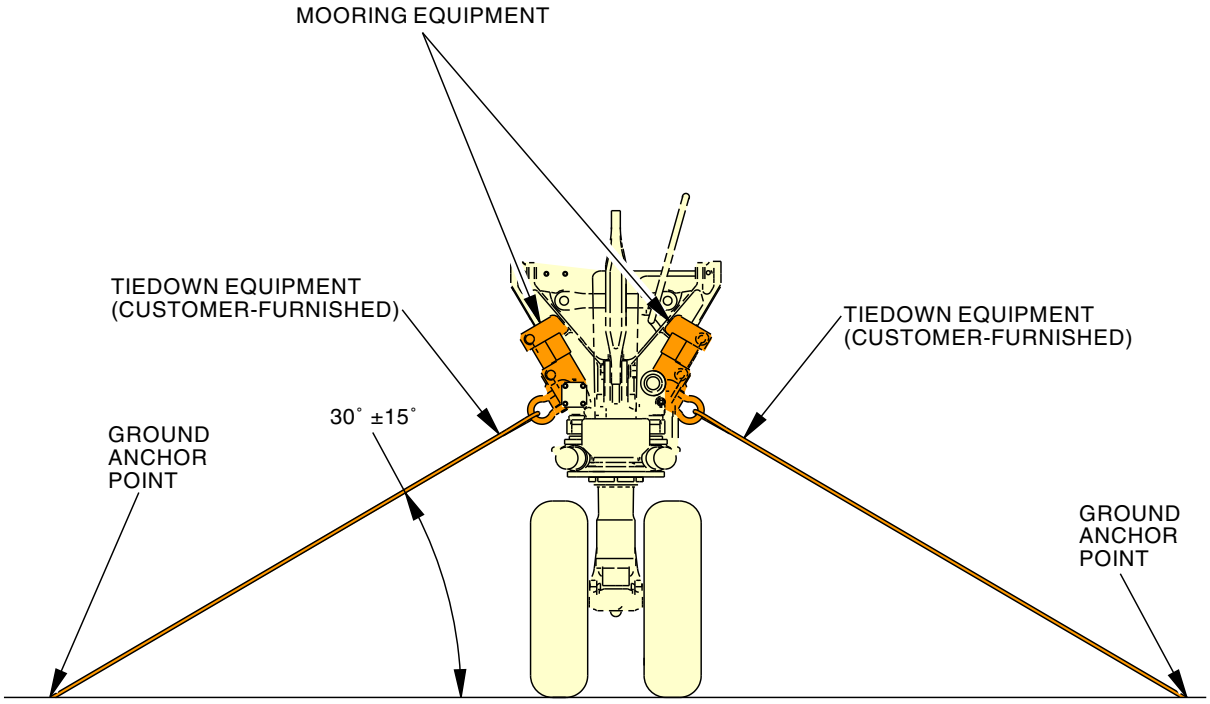


2410706 S00061526191_V3

Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 1 of 4)



Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 2 of 4)

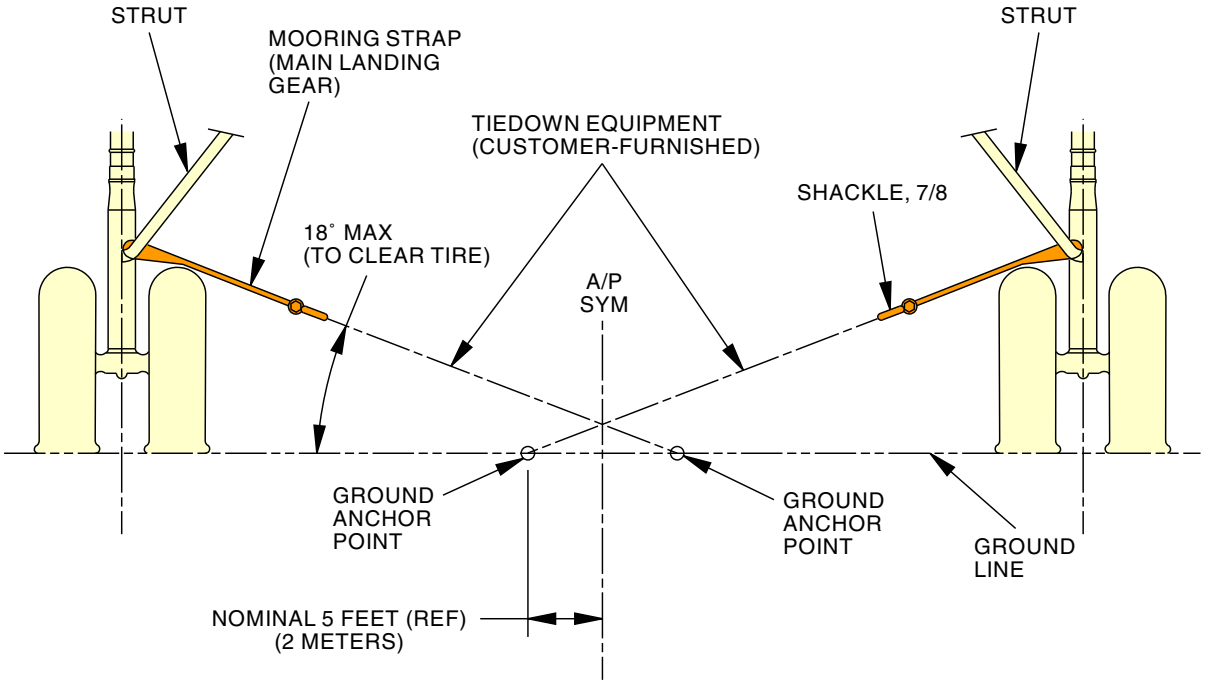


**NOSE LANDING GEAR MOORING
TOOL ASSEMBLY**

A-A

2410707 S00061526192_V3

**Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 3 of 4)**

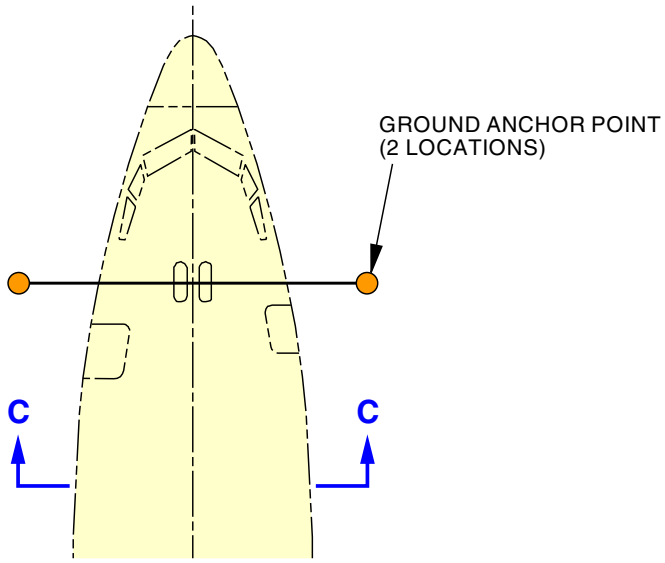


MAIN LANDING GEAR MOORING TOOL ASSEMBLY
(VIEW IN THE AFT DIRECTION)

B-B

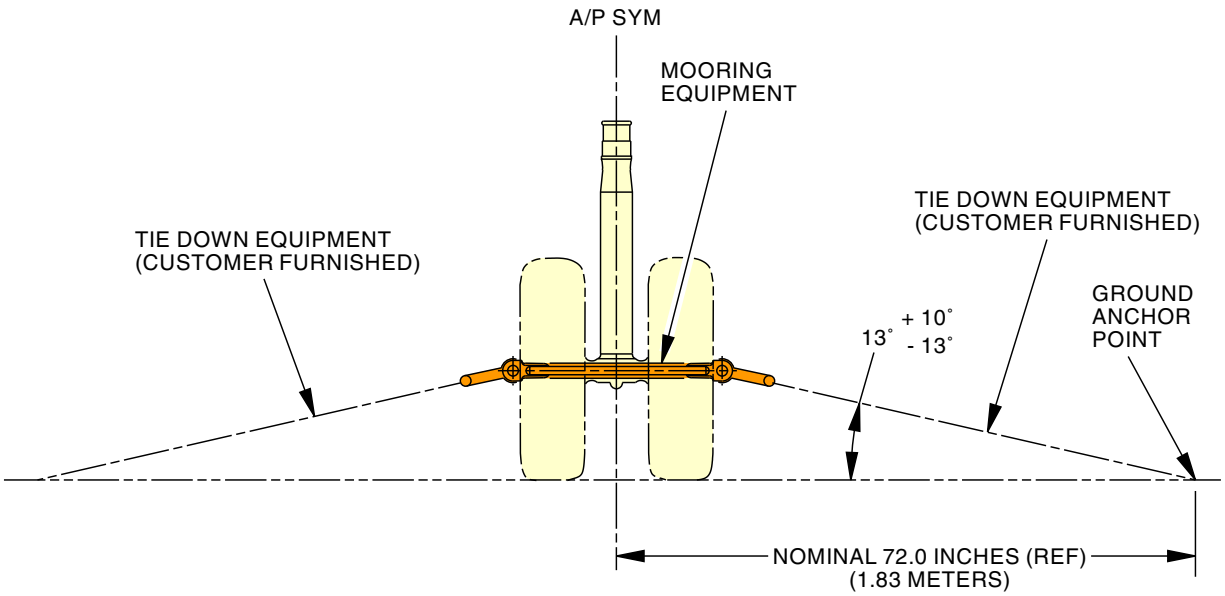
2410708 S00061526193_V3

Mooring Diagram
Figure 201/10-21-00-990-801 (Sheet 4 of 4)



2833400 S0000658786_V1

Mooring Diagram (Alternate Tool C10002)
Figure 202/10-21-00-990-803 (Sheet 1 of 2)



NOSE LANDING GEAR MOORING TOOL ASSEMBLY

C-C

2833409 S0000658787_V2

Mooring Diagram (Alternate Tool C10002)
Figure 202/10-21-00-990-803 (Sheet 2 of 2)

TASK 10-21-00-580-802

3. Airplane Mooring (Alternate Configuration)

(Figure 203)

A. General

(1) This task gives the alternate configuration instructions to moor the airplane.

(2) Mooring is performed during high winds or when high winds are forecasted.

B. References

Reference	Title
10-11-01-580-801	Airplane Parking (P/B 201)
12-11-00-650-803	Pressure Refuel Procedure (P/B 301)

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1499	Pin - Lock, NLG Towing Lever Part #: A09003-2 Supplier: 81205 Opt Part #: A09003-1 Supplier: 81205
SPL-19584	Mooring Equipment - Kit Part #: C10011-1 Supplier: 81205
STD-6734	Strap - Mooring, Main Gear - 10,940 lb Minimum Working Load (Basket Hitch), 6 ft. minimum length (Qty. 2)
STD-11380	Shackle, 7/8 - 10,940 lb Minimum Working Load (Qty. 2)
STD-16902	Strap - Mooring, Nose Landing Gear - 10,940 lb Minimum Working Load (Basket Hitch), 15 ft. minimum length (Qty. 1)

D. Prepare to Moor the Airplane

SUBTASK 10-21-00-840-002

WARNING MAKE SURE THAT YOU DO THIS PROCEDURE BEFORE HIGH WINDS OCCUR. THIS WILL PREVENT THE AIRPLANE FROM ACCIDENTAL MOVEMENT. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

WARNING MAKE SURE THAT YOU STAY AWAY FROM THE NOSE WHEELS WHEN YOU REMOVE THE TOWING LEVER LOCKPIN AND STREAMER. IF YOU DO NOT OBEY, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Do the steps for airplane normal parking (TASK 10-11-01-580-801).

(a) If it is necessary, remove NLG towing lever pin, SPL-1499.

NOTE: Point the nose of the airplane in the direction of the prevailing wind, if possible.

E. Airplane Mooring

SUBTASK 10-21-00-860-006

(1) Set the BAT switch to the ON position.

SUBTASK 10-21-00-860-007

CAUTION

SET THE PARKING BRAKE AGAIN AT INTERVALS LESS THAN 8 HOURS. THIS WILL SUPPLY SUFFICIENT HYDRAULIC PRESSURE. IF THERE IS NOT SUFFICIENT HYDRAULIC PRESSURE, THE BRAKE CAN RELEASE, AND THE AIRPLANE CAN MOVE. THIS CAN CAUSE DAMAGE TO THE AIRPLANE.

(2) Push the brake pedals and pull the parking brake lever aft on the control stand.

SUBTASK 10-21-00-860-008

(3) Release the brake pedals.

SUBTASK 10-21-00-860-009

(4) Set the BAT switch to the OFF position.

SUBTASK 10-21-00-860-010

CAUTION

DO NOT BLOCK THE MOVEMENT OF THE CONTROL COLUMN OR THE RUDDER PEDALS. IF YOU BLOCK THE CONTROL COLUMN MOVEMENT DAMAGE TO THE CONTROL SYSTEM, THE COLUMN, OR THE RUDDER PEDALS CAN OCCUR.

(5) Make sure that the flaps are in the full up position.

NOTE: This will decrease wing lift in high winds.

SUBTASK 10-21-00-580-009

(6) Attach the nose landing gear mooring strap, STD-16902, or equipment, SPL-19584, on the nose landing gear as follows:

NOTE: The mooring strap for the nose landing gear must be made for 10,940 lb (4962 kg) strap loads.

(a) Install the mooring strap on the nose landing gear (Figure 203).

1) Install the mooring strap around the diagonal members of the upper drag brace.

2) Tie the mooring strap to the ground on the two sides of the nose landing gear centerline.

(b) Make sure that the mooring strap anchor points are approximately 20 in. (51 cm) outboard of the centerline of the nose landing gear.

(c) Make sure that the mooring strap anchor point is approximately 45 in. (114 cm) forward of the centerline of the nose landing gear.

(d) Make sure that the mooring straps do not contact or interfere with the nose landing gear doors.

SUBTASK 10-21-00-580-010

(7) On the main landing gear, attach one main gear mooring strap, STD-6734, or equipment, SPL-19584, and shackle, STD-11380, around each main landing gear side strut parallel to the airplane Y-axis.

SUBTASK 10-21-00-580-011

(8) Attach the tiedown equipment to the shackle, STD-11380, on each main gear mooring strap, STD-6734, or equipment, SPL-19584.

SUBTASK 10-21-00-580-012

(9) Attach the end of each tiedown equipment to the ground anchor points.

(a) The ground anchor points and tiedown equipment must have these load capabilities on each side.

1) 10,400 lbf (46 kN) load parallel to the airplane Y-axis.
2) 10,940 lbf (49 kN) tension load.

SUBTASK 10-21-00-580-013

(10) Remove the slack on the main gear mooring straps with equal tension.

SUBTASK 10-21-00-650-002

WARNING OBEY THE REFUEL OPERATIONS PRECAUTIONS. IF YOU DO NOT OBEY THESE REQUIREMENTS, A FIRE OR AN EXPLOSION, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

(11) Refuel the airplane to its maximum fuel capacity as necessary (TASK 12-11-00-650-803).

SUBTASK 10-21-00-580-014

(12) Move the airplane center of gravity forward as much as possible.

SUBTASK 10-21-00-410-002

(13) Make sure that these items are closed and latched:
   (a) All windows
   (b) All lavatory doors
   (c) All external doors
   (d) All access panels.

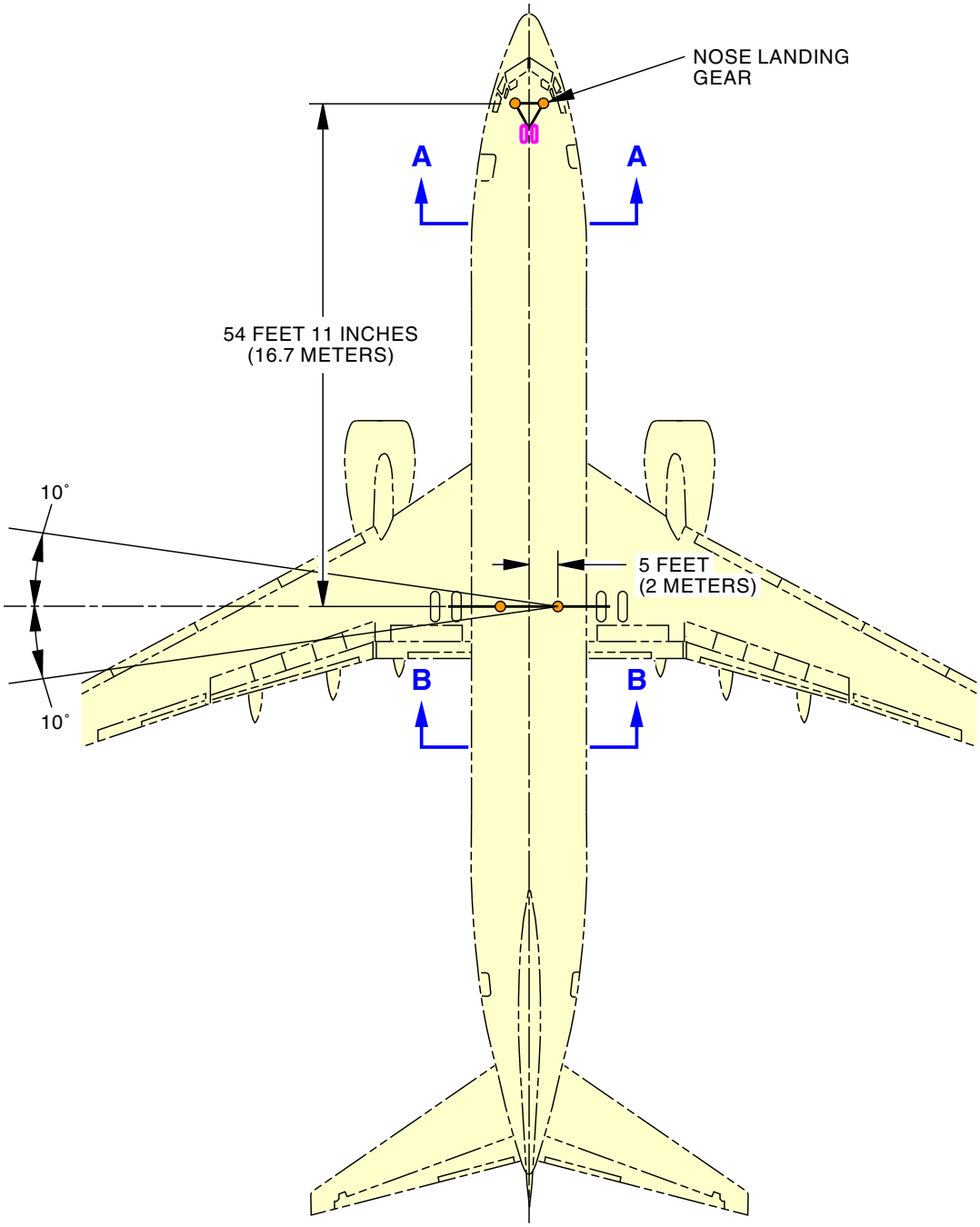
SUBTASK 10-21-00-210-002

(14) Make sure that these covers and plugs are held tightly in their positions:
   (a) Pitot probe and static covers
   (b) Engine covers and plugs
   (c) Total Air Temperature (TAT) cover
   (d) Angle-Of-Attack (AOA) sensor covers
   (e) Covers on other openings, vents and scoops.

SUBTASK 10-21-00-080-002

(15) Make sure that there is no equipment in the area that can move during the strong wind and cause damage to the airplane.

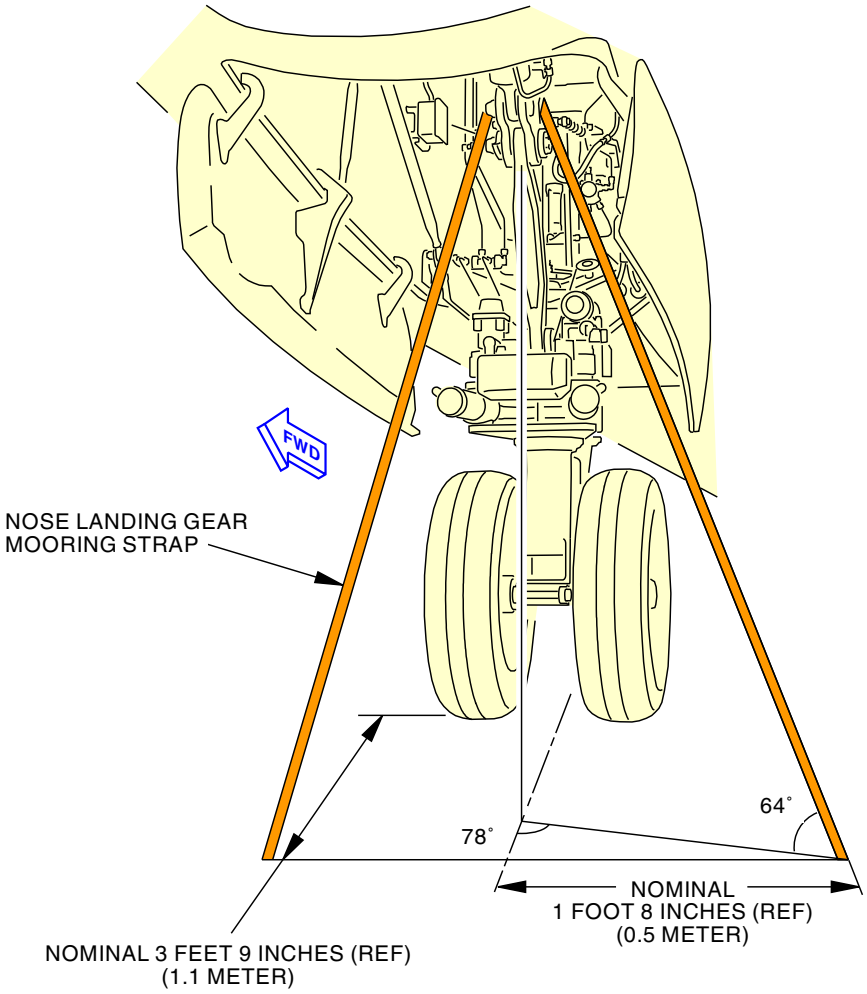
END OF TASK



2836301 S0000660514_V2

Mooring Diagram (Alternate Configuration)
Figure 203/10-21-00-990-806 (Sheet 1 of 4)

I



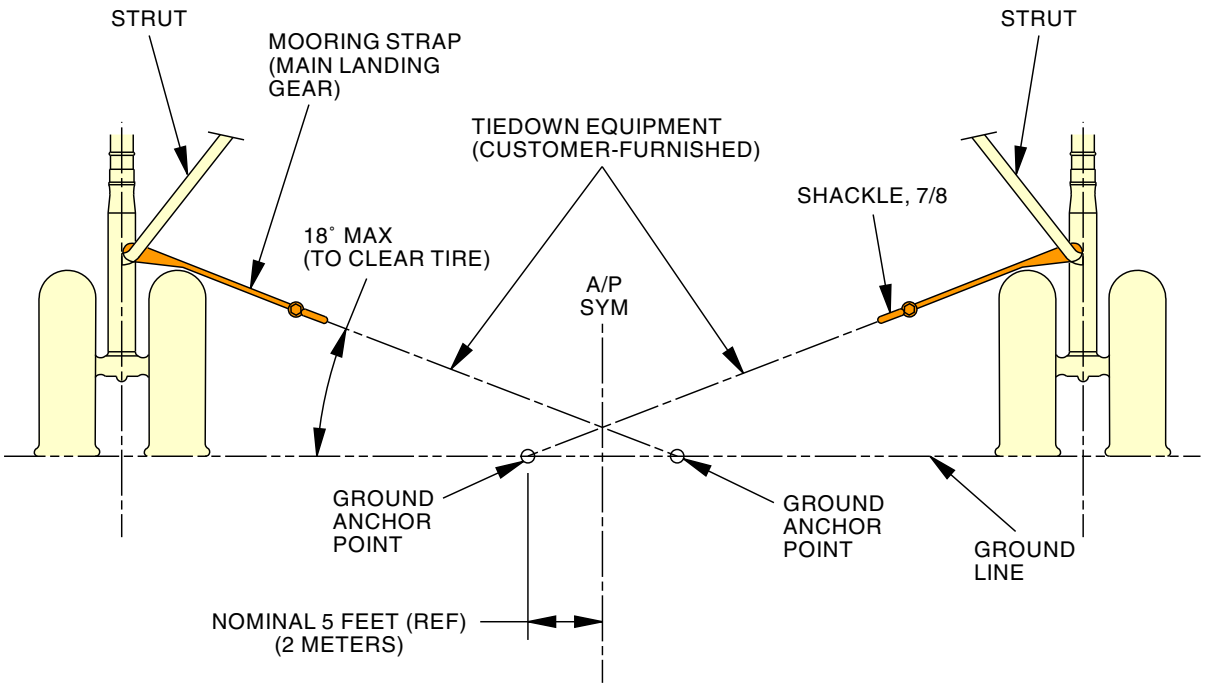
A-A

NOTE:

THESE VALUES ARE ALL REFERENCES TO MAXIMIZE CLEARANCE WITH DOOR, TIRE, AND OTHER COMPONENTS

2836389 S0000660518_V2

Mooring Diagram (Alternate Configuration)
Figure 203/10-21-00-990-806 (Sheet 2 of 4)

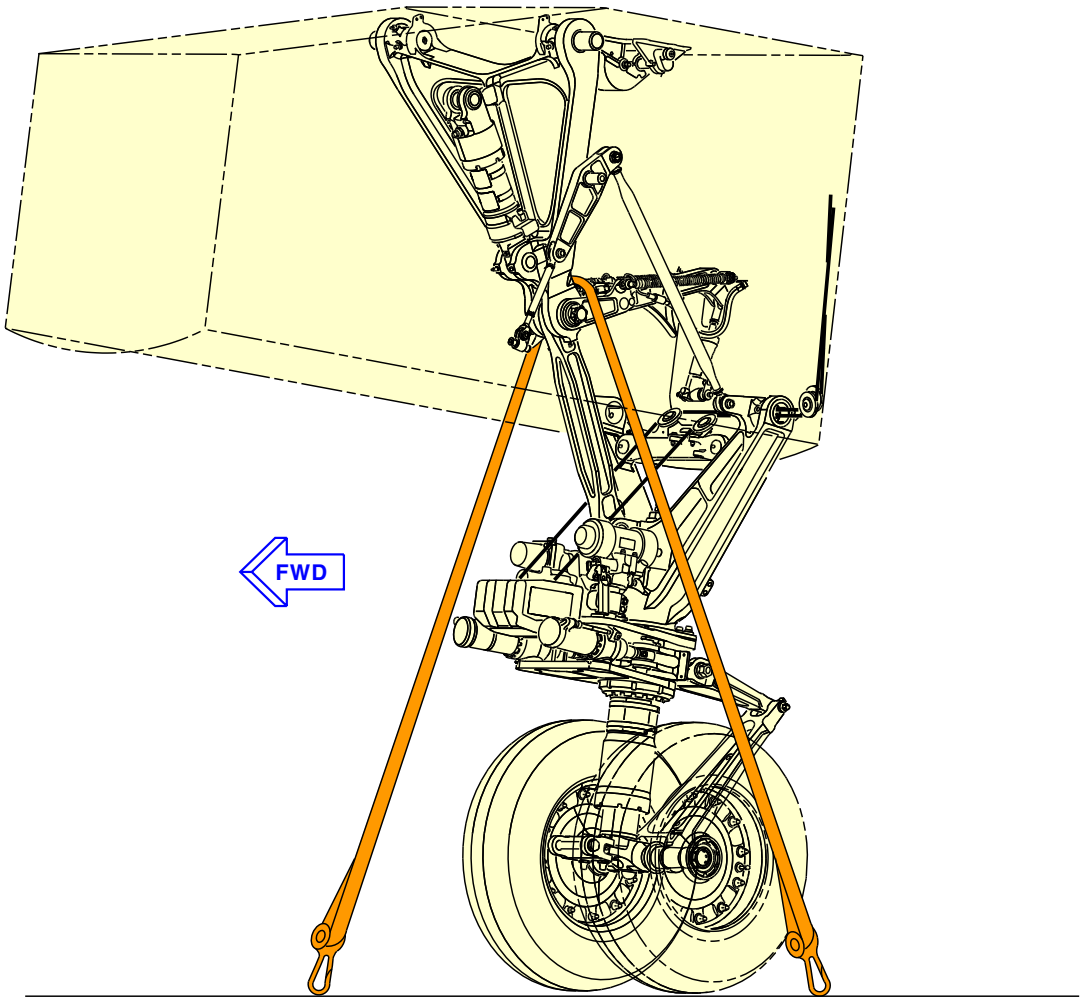


MAIN LANDING GEAR MOORING TOOL ASSEMBLY
(VIEW IN THE AFT DIRECTION)

B-B

2410708 S00061526193_V3

Mooring Diagram (Alternate Configuration)
Figure 203/10-21-00-990-806 (Sheet 3 of 4)



2854590 S0000669638_V1

Mooring Diagram (Alternate Configuration)
Figure 203/10-21-00-990-806 (Sheet 4 of 4)