

ZONES: 100
 A/C NUMBER:
 REV. DATE: 11/06/07
 FREQUENCY: 4C

W/C NUMBER: 214F2103 DATE:

PANELS

119BL

REFERENCES

FIGURES 1 AND 2 ; AMM 24-22-00; ARPB/MRB APPROVED

MECH INSP

| MRB ITEM: 21-999A

HIGH ALTITUDE, CABIN ALTITUDE AND DIFFERENTIAL PRESSURE SYSTEM
 CHECK

NOTE: THE INTENT OF THIS WORKCARD IS TO TEST THE CABIN PRESSURE
 HIGH ALTITUDE WARNING SYSTEM AND THE CABIN PRESSURE
 INDICATION SYSTEM.

WORK THIS CARD IN CONJUNCTION WITH 214F2104, CABIN ALTITUDE
 WARNING SWITCH.

- 1 PERFORM THE HIGH ALTITUDE WARNING SWITCH TEST

| NOTE: THE WORKSTEPS ASSOCIATED WITH STEP 1 MAY BE MARKED N/A IF
 | THIS WORKCARD IS ISSUED TO A 757-300 SERIES AIRCRAFT.

_____ XXXXX A TEST PREPARATION

- 1 SUPPLY ELECTRICAL POWER, REFERENCE MM24-22-00.
- 2 CLOSE THE FOLLOWING CIRCUIT BREAKERS LOCATED ON THE THE
 OVERHEAD P11 CIRCUIT BREAKER PANEL:

A 11A32 INDICATOR LIGHTS 1

B 11P1 L IND LTS 1

C 11P29 R IND LTS 2

D 11S15 AIR/GND SYS 1

E 11S19 AIR/GND SYS 2

_____ XXXXX B PERFORM TEST

- 1 REMOVE THE PNEUMATIC TUBING FROM THE HIGH ALTITUDE
 WARNING SWITCH, S10553, IN THE LEFT MISCELLANEOUS
 ELECTRICAL EQUIPMENT PANEL, P36.
- 2 CONNECT THE VACUUM PUMP TO THE HIGH ALTITUDE WARNING
 SWITCH.

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MECH: INSP:

3 PUSH THE HIGH ALT LDG SWITCH-LIGHT, LOCATED ON THE P5 PANEL, TO ON.

A MAKE SURE THE ON LIGHT COMES ON AND THE INOP LIGHT DOES NOT COME ON.

4 INCREASE THE VACUUM PRESSURE (Pvac) TO THE EQUIVALENT CABIN ALTITUDE OF 14,600 FT (8.4 psi) . DO NOT INCREASE THE VACUUM PRESSURE AT A RATE GREATER THAN 4,000 FT/MIN (2.0 psi/MIN) .

NOTE: THE VACUUM PRESSURE (Pvac) NECESSARY TO GET THE EQUIVALENT CABIN ALTITUDE OF 14,600 FT (8.4 psi) IS CALCULATED AS FOLLOWS:

$$P_{vac} = P_{ambient} - 8.4.$$

AT SEA LEVEL, $P_{amb} = 14.7$ psia. THUS, AT SEA LEVEL $P_{vac} = 6.3$ psig.

5 MAKE SURE THESE INDICATIONS OCCUR:

A THE AURAL WARNING SIREN COMES ON;

B THE TWO WARNING LIGHTS, ON THE PILOTS LIGHTSHIELD, COME ON;

C THE CABIN ALT LIGHT, LOCATED ON THE CAPTAIN'S MAIN INSTRUMENT PANEL P1-3, COMES ON;

D THE CABIN ALTITUDE LIGHT, ON THE P5 PANEL, COMES ON;

E THE EICAS ADVISORY MESSAGE CABIN ALTITUDE SHOWS ON THE DISPLAY.

6 DECREASE THE VACUUM PRESSURE, AT THE RATE NOT GREATER THAN 4,000 F/MIN (2.00 psi/min), TO 12,500 FT (9.0 psi)

7 PUSH THE HIGH ALT LDG SWITCH-LIGHT, ON P5 PANEL, TO OFF. MAKE SURE THE ON LIGHT GOES OFF.

8 MAKE SURE THESE INDICATIONS OCCUR:

A THE AURAL WARNING GOES OFF;

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MECH: INSP:

-
- | B THE TWO WARNING LIGHTS, ON THE PILOTS' LIGHTSHIELD, GO OFF;
- C THE CABIN ALT LIGHT, ON THE P1-3, GOES OFF;
- D THE CABIN ALTITUDE LIGHT, ON THE P5 PANEL, GOES OFF;
- E THE EICAS ADVISORY MESSAGE CABIN ALTITUDE DOES NOT SHOW ON THE DISPLAY.
- 9 DECREASE THE VACUUM, AT A RATE NOT GREATER THAN 4,000 FT/MIN (2.00 PSI/MIN), TO THE AMBIENT PRESSURE (14.70 PSIA AT SEA LEVEL).
- 10 REMOVE THE VACUUM SOURCE FROM THE HIGH ALTITUDE WARNING SWITCH, IN THE P36 PANEL, AND RE-ATTACH THE PNEUMATIC TUBING TO THE HIGH ALTITUDE WARNING SWITCH.

2 PERFORM THE CABIN PRESSURE INDICATION SYSTEM TEST

- _____ XXXXX A PERFORM THE CABIN ALTIMETER TEST
- 1 OPEN CIRCUIT BREAKER 11B13, CABIN ALTM, ON THE OVER-HEAD P11 CIRCUIT BREAKER PANEL.
- 2 MAKE SURE THE NEEDLE, ON THE CABIN ALTITUDE INDICATOR, ON THE PILOT'S OVERHEAD PANEL P5, ALIGNS WITH THE OFF MARK ON THE INDICATOR FACE.
- 3 CLOSE CIRCUIT BREAKER 11B13, CABIN ALTM, ON THE OVER-HEAD P11 CIRCUIT BREAKER PANEL.
- 4 TURN THE BARO KNOB, ON THE STANDBY-ALTIMETER ON THE PILOTS'S CENTER INSTRUMENT PANEL P1, SET THE INTERNAL BAROMETER TO 29.92 IN.4G.
- 5 MAKE SURE THE CABIN ALT INDICATOR, ON THE P5 PANEL, SHOWS THE SAME ALTITUDE (+/-125 FEET) AS THE STANDBY ALTIMETER, ON THE P1 PANEL.

- _____ XXXXX B PERFORM THE CABIN DIFFERENTIAL PRESSURE INDICATOR TEST
- 1 OPEN CIRCUIT BREAKER 11B12, CABIN DIFF PRESS IND, ON THE P11 PANEL.
- 2 MAKE SURE THE NEEDLE ON THE CABIN DIFF INDICATOR, ON

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MECH: INSP:

THE P5 PANEL, POINTS TO THE OFF MARK.

3 CLOSE CIRCUIT BREAKER 11B12, CABIN DIFF PRESS IND, ON THE P11 PANEL.

4 MAKE SURE THE NEEDLE ON THE CABIN DIFF INDICATOR, ON THE P5 PANEL, POINTS TO 0 +/- 0.15 PSI.

WARNING: MAKE SURE THE PROCEDURE TO APPLY THE VACUUM TO THE ALTERNATE STATIC SYSTEM IS DONE CORRECTLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR IF THE PROCEDURE IS NOT DONE CORRECTLY.

5 ATTACH THE PITOT-STATIC TESTER TO THE ALTERNATE STATIC PRESSURE SYSTEM, REF MM 34-11-00.

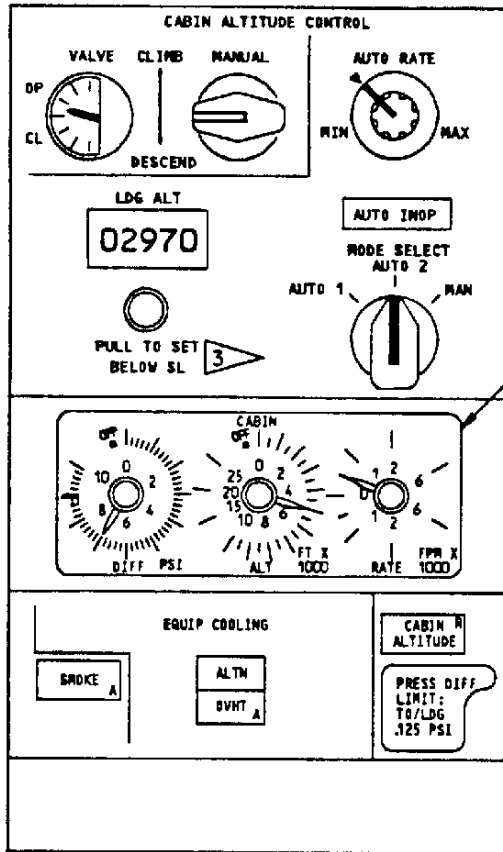
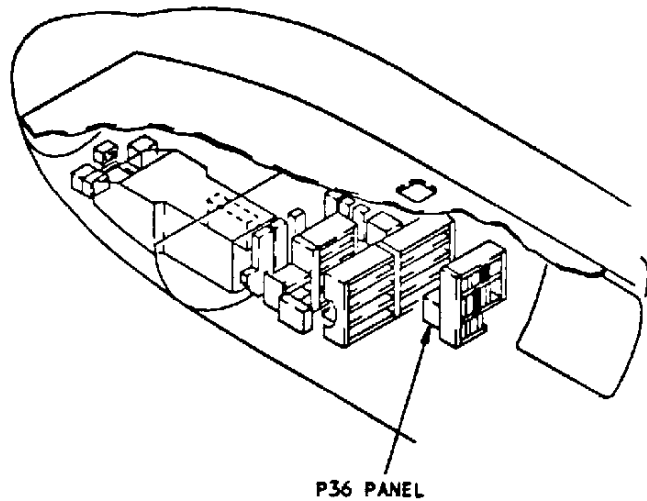
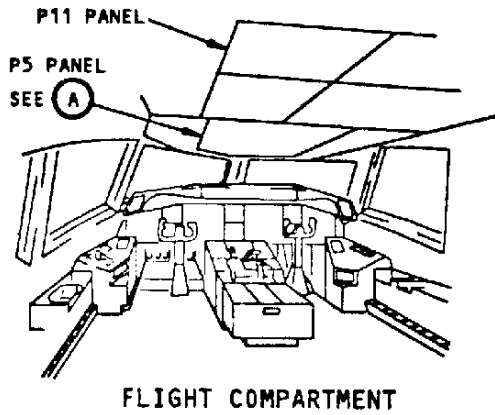
6 INCREASE THE VACUUM ON THE ALTERNATE STATIC PRESSURE SYSTEM AT A RATE NO GREATER THAN 5000 FT/MIN. INCREASE THE VACUUM UNTILL THE AIRSPEED INDICATOR ON THE PITOT-STATIC TESTER SHOWS 345 KNOTS (KTS).

7 MAKE SURE THE NEEDLE ON THE CABIN DIFF INDICATOR POINTS TO 3.0 +/- 0.15 PSI.

8 DECREASE THE VACUUM TO THE AMBIENT ALTITUDE AT A RATE NO GREATER THAN 5000 FT/MIN.

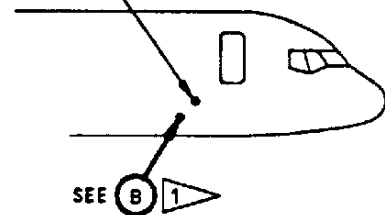
9 REMOVE THE PITOT-STATIC TESTER FROM THE STATIC PRESSURE SYSTEM.

*****END OF WORKCARD*****

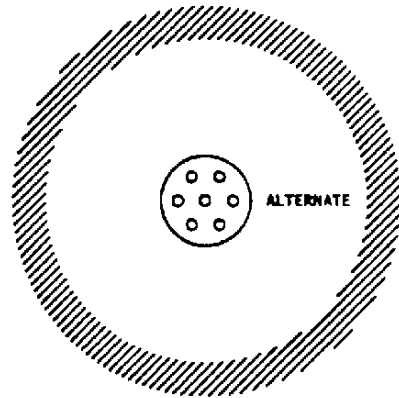
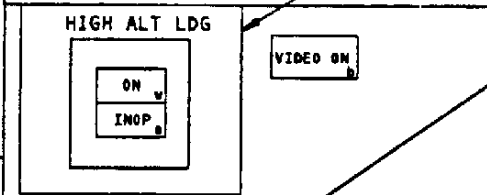


CABIN PRESSURE SELECTOR

PRIMARY STATIC PORTS (REF)



PRESSURIZATION AND INDICATING WARNING MODULE



OVERHEAD PANEL

(A)

STATIC PORT

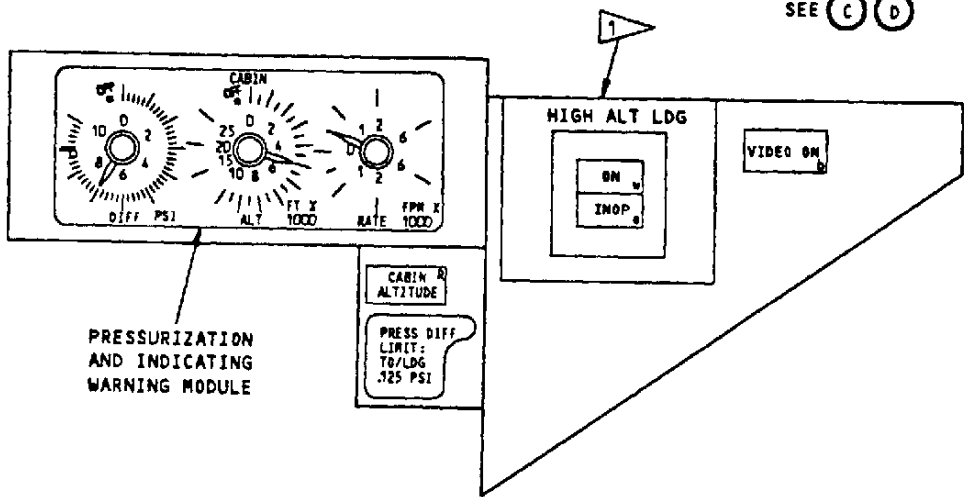
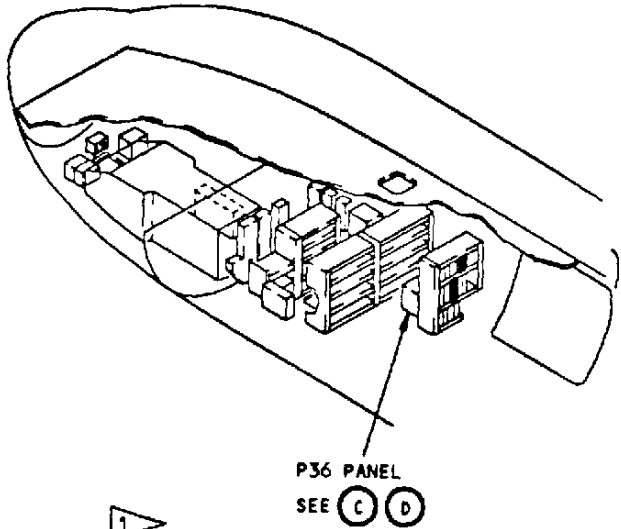
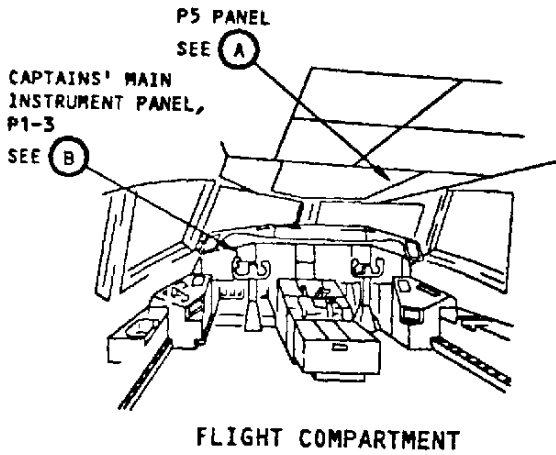
DO NOT PLUG OR DEFORM HOLES
INDICATED AREAS MUST BE
SMOOTH AND CLEAN

ALTERNATE STATIC PORTS

(B)

- 1 RIGHT SIDE SHOWN (LEFT SIDE EQUIVALENT)
- 2 AIRPLANES WITH "HIGH ALT LDG" SWITCH ON THE P5 PANEL
- 3 NOT ON ALL AIRPLANES

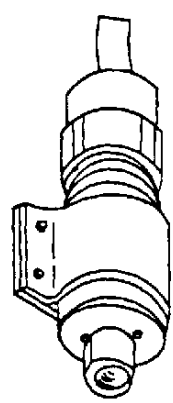
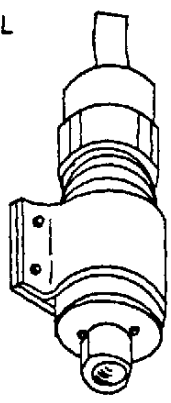
Pressurization Indicating and Warning System Adjustment Test



OVERHEAD PANEL
(A)

FIRE	CONFIG
PULL UP	A/P DISC
CABIN ALT	OVSPD

DISCRETE WARNING
DISPLAY PANEL
(B)



1 AIRPLANES WITH "HIGH ALT LDG"
SWITCH ON THE P5 PANEL

Pressurization Indicating and Warning System