

ATA AIRLINES, INC.

AUTOLAND TEST 40

PAGE 1 / 15

CHECK BEING PERFORMED: Custom

ZONES: 200
A/C NUMBER:
REV. DATE: 08/31/04
FREQUENCY: A/R

W/C NUMBER: 214M2202 DATE:
W/O:
JAC CODE:

REFERENCES

AMM 34-21-00, 34-26-00, 24-22-00, 09-11-00, 31-41-00, 29-11-00, 22-00-02

MECH INSP

AUTOLAND MCDP TEST 40

_____ XXXXX 1. Prepare for for test.

A. Ensure the following circuit breakers are closed:

11A3 ILS CENTER
11A10 AIR DATACMPTR LEFT
11A11 AIR DATA AOA SENSOR LEFT
11A12 AIR DATA BARO CORRECT LEFT
11A17 AUTOFLIGHT WARN
11B18 WARN ELEX B
11C6 FLT CONT ELECT 1L AC
11C7 FLT CONT ELEC 1L DC
11C8 FLT CONT ELEC 2L AC
11C9 FLT CONT ELEC 2L DC
11C30 LANDING GEAR POS SYS 1
11D6 CAT III BLUS ISOL BAT
11D21 ENGINE HP BLD VLV LEFT
11D22 ENGINE HP BLD VLV RIGHT
11E7 FMS SWITCH LEFT
11E16 MOVE CONT PNL LEFT
11E17 FLT CONT COMPUTER POWER LEFT
11E18 FLT CONT COMPUTER SERVO LEFT
11E20 FLIGHT CONT COMPTR PWR CENTER
11E21 FLIGHT CONT COMPTR SERVO CENTER
11E34 MODE CONT PNL RIGHT
11E35 FLT CONT CMPTR PWR RIGHT
11E36 FLT CONT CMPTR SERVO RIGHT
11F1 IRS LEFT
11F2 EFIS DSPL SW LT
11F14 TMC AC
11F15 TMC DC
11F16 TMC SERVO
11F19 STAB POS MOD CNTR
11F20 RADIO ALTM CNTR
11F21 IRS CNTR
11F22 IRS RGHT
11F26 RADIO ALTM RGHT

REVISION DATE: 08/31/04

ATA AIRLINES, INC. B757 FLEET

W/C #: 214M2202

DATE WORK CARD COMPLETE ___/___/___

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

- 11F30 AIR DATA CMPTR RGHT
- 11F31 AIR DATA AOA SENSOR RGHT
- 11F32 AIR DATA BARO CORRECT RGHT
- 11F33 FMS SWITCH RIGHT (601-999)
- 11G12 FLAP/SLAT ELEC UNIT 1 PWR
- 11G13 FLAP/SLAT ELEC UNIT 1 CONT
- 11G14 FLAP/SLAT ELEC UNIT 1 SENSOR
- 11G15 STAB POS MOD LEFT
- 11G17 FLT CONT ELEC 1R AC
- 11G18 FLT CONT ELEC 1R DC
- 11G21 FLAP/SLAT ELEC UNIT 3 PWR
- 11G22 FLAP/SLAT ELEC UNIT 3 CONT
- 11G23 FLAP/SLAT ELEC UNIT 3 SENSOR
- 11G24 STAB POS MOD RGHT
- 11G27 FLT CONT ELEC 2R AC
- 11G28 FLT CONT ELEC 2R DC
- 11J2 EICAS CMPTR LEFT
- 11J3 EICAS UPPER DISPLAY
- 11J29 EICAS CMPTR RIGHT
- 11J30 EICAS LOWER DISPLAY
- 11J31 EICAS DISPLAY SW (WHEN REMOTE MCDP IS USED)
- 11J32 EICAS DISPLAY SELECT (WHEN REMOTE MCDP IS USED)
- 11J33 WARN ELEX A
- 11L2 LEFT ENGINE ELECTRONIC ENGINE
- 11L4 LEFT ENGINE ELECTRONIC ENGINE
- 11L5 LEFT ENGINE ELECTRONIC ENGINE
- 11L7 LEFT ENGINE ELECTRONIC ENGINE
- 11L29 RIGHT ENGINE ELECTRONIC ENGINE
- 11L31 RIGHT ENGINE ELECTRONIC ENGINE
- 11L32 RIGHT ENGINE ELECTRONIC ENGINE
- 11L34 RIGHT ENGINE ELECTRONIC ENGINE
- 11R3 CAT III BUS ISOL LEFT
- 11R30 CAT III BUS ISOL RIGHT
- 11S6 MAINT CONT DSPL (001-004)
- 11S4 MAINT CONT DSPL (001-004)
- 11S15 AIR/GRD SYS 1
- 11S19 AIR/GRD SYS 2
- 11S23 POS SYS 2
- 6A3 DC STBY BUS OFF
- 6D3 IRS L
- 6D4 IRS C
- 6D5 IRS R
- 6L11 INV PWR BAT

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

6M13 AC STBY BUS OFF

B. Open the following circuit breakers on the P11 panel.

11B16, AURAL WARN SPEAKER LEFT

11H35, AURAL WARN SPEAKER RIGHT

C. Install nose gear steering valve lockpin
(Ref AMM 09-11-00-2).

D. Apply aircraft electrical power (Ref AMM 24-22-00-2).

E. Align all Inertial Reference Units (757-200), or ADIRUs
(757-300) (Ref AMM 34-21-00/34-26-00).

F. Install the remote MCDP.

(1) Close the EICAS circuit breakers (6 each) on the P11
panel (Ref 31-41-00).

(2) On the EICAS maintenance panel, P61, push the CONF/
MCDP switch to see the MCDP display on the EICAS
bottom display panel.

Note: The messages that show on the MCDP in the main
equipment center will also show on the EICAS
bottom display unit. The indication MCDP FLT
FAULTS or MCDP GRD TEST shows to identify
which mode the MCDP is in.

(3) Make sure the EICAS bottom display unit shows "MCDP
OFF".

(4) Put the MCDP remote panel ON/OFF switch in the ON
position.

(5) Push the GRD TEST switch.

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL
SURFACES WHEN HYDRAULIC POWER IS SUPPLIED.
AILERONS, ELEVATORS, RUDDER, FLAPS, SPOILERS, AND
STABILIZER ARE FULLY POWERED SURFACES. INJURY OR

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

DAMAGE CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

_____ XXXXX 2. Do MCDP test 40(Ref: 22-00-02-2).

Note: XX IN PROGRESS shows when the MCDP does an automatic test step.

Note: Push the MCDP ON/OFF switch if the MCDP is not on.

A. Push MCDP GND TEST MODE switch. The MCDP will display 01 FCC TEST? after the "IN PROGRESS" test are completed.

B. Momentarily push the NO/SKIP, GND TEST SEL UP, or DOWN switch until the MCDP shows 40 A/L TEST?.

Note: If the RUD SERVO L, RUD SERVO C, or RUD SERVO R message flashes occasionally, it can be ignored unless it is shown in the Last Flight Faults or Previous Flight Faults with a diagnostic code of 206.

C. Push the YES/ADV switch. The MCDP will display 40 A/L BUS ISLN TEST?.

D. Push the YES/ADV switch. The MCDP will display 40 VFY STBY PWR IN AUTO-ADV.

E. Set the STBY POWER select switch on the P5 overhead panel to AUTO.

F. Push the YES/ADV switch. The MCDP will display 40 VFY BAT SW ON-ADV.

G. Set BAT switch on the P5 overhead panel to ON.

H. Push the YES/ADV switch. The MCDP will display VFY L BUS TIE IN AUTO-ADV.

(1) Make sure the L BUS TIE switch on the P5 overhead panel is in the AUTO position. DO NOT OPERATE the L BUS TIE switch to verify its' setting.

I. Push the YES/ADV switch. The MCDP will display 40 EICAS

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

IN-OP IN NEXT TEST-ADV.

NOTE: This MCDP message is indicating that EICAS will show no indication when the next step is done.

- (1) Push the YES/ADV switch. The MCDP displays 40 SET R BUS TO ISLN FOR 15 SEC.
 - (2) Set the right bus tie switch on the P5 overhead panel to ISLN for 15 seconds, then return it to the AUTO position. 40 IN PROGRESS will show during the right bus isolation and until the EICAS powers up and the MCDP/CONF switch on the P62 panel is pushed.
 - (3) Re-select the MCDP page on the P61 maintenance display select panel.
 - (4) The message 40 VFY ASA BLANK - RST ASA will show.
- J. Make sure the two autoland status annunciators (ASAs) have no indications.
- K. Push the captain's autoland status annunciator P/RST switch. The message 40 VFY NO A/L ONLY - RST ASA will show.
- L. The two ASAs will show NO AUTOLAND on the lower display window, and no indication in the upper window.
- M. Push the P/RST switch on the first officer's ASA. The message 40 VFY LAND 2 ONLY - RST ASA will show.
- N. Both ASAs will now show LAND 2 in the upper display window, and the lower window will be blank.
- O. Push either ASA P/RST switch and verify the message 40 VFY LAND 3 ONLY - RST ASA shows. The two ASAs will now show LAND 3 in the upper display window, and the lower display window will be blank.
- (1) Again push either ASA P/RST switch and verify the message 40 VFY NO LAND 3 ONLY - RST ASA shows. The two ASAs will now show NO LAND 3 in the lower display

window, and the upper display window will be blank.

- P. Push either ASAs P/RST switch. The message 40 A/L SW LIGHTS TEST? will be displayed.
- Q. Push the YES/ADV switch. The message 40 HOLD DN CAPT A/P DISC SW will show. Push and hold the captain's A/P DISC switch until the message 40 RLSE CAPT A/P DISC SW shows.
- R. Release the Captain's A/P DISC switch. The message 40 HOLD DN F/O A/P DISC SW will display.
- S. Push and hold the F/O's A/P DISC switch until the message 40 RLSE F/O A/P DISC SW shows.
- T. Release the F/O's A/P DISC switch. The message 40 HLD DN CAPT GA SW will display.
- U. Push and hold the go-around (GA) switch in the left power lever until the message 40 RLSE CAPT GA SW appears.
- V. Release the GA switch in the left power lever. The message 40 HLD DN F/O GA SW will display.
- W. Push and hold the GA switch on the right power lever until the message 40 RLSE F/O GA SW displays.
- X. Release the GA switch on the right power lever. The message 40 SEL CAP-F/D TO L-ADV will display.
- Y. Set the FLT DIR switches on the left and right INSTR SOURCE SEL panels to the L position. The 40 VFY CAPT - F/O PITCH BAR UP - ADV will display.
- Z. Ensure the EFI switches on the left and right INSTR SOURCE SEL panel to the normal position (ALTN mode is not illuminated). The flight director pitch bar should be in the "up" position on the left and right EADIs.
- AA. Push the YES/ADV switch. The message 40 SEL CAPT - F/O F/D TO R - ADV will display.

(1) Set the flight director switches on the left and right

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

INSTR SOURCE SEL panels to the R position. The message 40 VFY CAPT - F/O PITCH BAR UP - ADV will appear.

BB. Ensure the EFI switches on the left and right INSTR SOURCE SEL panels to the "normal" position (ALTN is not illuminated). The flight director bar will show in the "up" position on the left and right EADIs.

CC. Push the YES/ADV switch. 40 SEL CAPT - F/O F/D TO C - ADV will show.

(1) Set the FLT DIR switches on the left and right INSTR SOURCE SEL panels to the C position. The message 40 VFY CAP - F/O PITCH BAR UP - ADV will show.

DD. Ensure the EFI switches on the left and right INSTR SOURCE SEL panels to the "normal" position (ALTN does not illuminate). The flight director pitch bar will show in the "up" position on the left and right EADIs.

EE. Ensure the NAV switch on the left INSTR SOURCE SEL panel is set to the FMC-L position.

(1) Set the NAV switch on the right INSTR SOURCE SEL panel to the FMC-R position.

(2) Set the EFI and IRS switches on the left and right INSTR SOURCE SEL panels to the "normal" position (ALTN does not illuminate).

(3) Push the YES/ADV switch. The message 40 SET CAPT NAV SW TO FMC-R-ADV will show.

(4) Set the NAV switch on the left INSTR SOURCE SEL panel to the FMC-R position.

(5) Push the YES/ADV switch. The message 40 SET CAPT NAV SW TO CDU-L-ADV will show.

FF. Set the NAV switch on the left INSTR SOURCE SEL panel to the CDU-L position.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

-
- (1) Push the YES/ADV switch. The message 40 SET CAPT NAV SW TO FMC-L will show.
- GG. Set the NAV switch in the left INSTR SOURCE SEL panel to the FMC-L position. The message 40 SET F/O NAV SW TO FMC-L-ADV will show.
- HH. Set the NAV switch on the right INSTR SOURCE SEL panel to the FMC-L position.
- (1) Push the YES/ADV switch. The message 40 SET F/O NAV SW TO CDU-R-ADV will show.
- II. Set the NAV switch on the right INSTR SOURCE SEL panel to the CDU-R position.
- (1) Push the YES/ADV switch. The message 40 SET F/O NAV SW TO FMC-R will show.
- JJ. Set the NAV switch on the right INSTR SOURCE SELECT panel to the FMC-R position. The message 40 A/L SRVO TEST? will display.
- KK. Push the YES/ADV switch. The message 40 VFY HYD ON-ADV will show.
- WARNING: CLEAR THE FLIGHT CONTROLS OF ALL PERSONNEL AND EQUIPMENT. FLIGHT CONTROLS CAN MOVE CAUSING INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.
- LL. Pressurize the Left, Center and Right hydraulic systems (AMM 29-11-00-2).
- MM. Push the YES/ADV switch when hydraulics are stabilized at normal operating pressure. The message 40 SET AIL TRIM = 0 - ADV will display.
- NN. Set the aileron trim to the 0 position.
- (1) Push the YES/ADV switch. The message 40 A/P ENG LCR TO CMD will show.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

-
- (2) Push the A/P ENGAGE L, C and R CMD switches on the autoflight mode control panel.
- (3) Make sure the message 40 ENG FAIL L, 40 ENG FAIL C, and 40 ENG FAIL R does not display.
- OO. The aileron and elevator servos automatically adjust to the surface position.
- (1) Make sure the message 40 AIL SRVO L FAIL, 40 AIL SRVO C FAIL, and 40 AIL SRVO R FAIL does not display.
- PP. Make sure the message 40 ELEV SRVO L FAIL, 40 ELEV SRVO C FAIL, and 40 ELEV SRVO R FAIL does not display.
- QQ. The FCCs put the control wheel to the center, then move the control wheel clockwise, counterclockwise and back to center.
- (1) Make sure the message 40 AIL SRVO L FAIL, 40 AIL SRVO C FAIL, and 40 AIL SRVO R FAIL does not display.
- RR. The message, 40 SET STAB TRIM = 6-ADV will display.
- (1) Set the stabilizer trim to 6 units of trim.
- (2) Push the YES/ADV switch. The message 40 A/P ENG LCR TO CMD displays.
- (3) Push the A/P ENGAGE L, C and R CMD switches on the autopilot mode control panel, make sure the message 40 ENG FAIL L, 40 ENG FAIL C, and 40 ENG FAIL R does not display.
- SS. The aileron and elevator servos automatically adjust to the surface position. Make sure the message 40 ELEV SRVO L FAIL, 40 ELEV SRVO C FAIL, and 40 ELEV SRVO R FAIL does not display.
- TT. Make sure the message 40 AIL SRVO L FAIL, 40 AIL SRVO C FAIL, and 40 AIL SRVO R FAIL does not display.

-
- UU. The flight control computers (FCCs) move the control wheel to the center, then forward, aft, and then back to center.
- (1) Make sure the message 40 ELEV SRVO L FAIL, 40 ELEV SRVO C FAIL, and 40 ELEV SRVO R FAIL does not display.
 - (2) Make sure the message 40 FEEL POS L FAIL, 40 FEEL POS C FAIL, and 40 FEEL POS R FAIL does not display.
- VV. The message 40 SET RUD TRIM = 0 - ADV? will display.
- (1) Set the rudder trim to the 0 position.
 - (2) Push the YES/ADV switch. The message 40 A/P ENG LCR TO CMD will display.
 - (3) Push the A/P ENGAGE L, C and R CMD switches on the autopilot mode control panel.
 - (4) Make sure the message 40 ENG FAIL L, 40 ENG FAIL C, and 40 ENG FAIL R does not display.
- WW. The aileron and elevator servos automatically adjust to the surface position. The rudder servos do not adjust to surface position.
- (1) Make sure the message 40 AIL SRVO L FAIL, 40 AIL SRVO C FAIL, and 40 AIL SRVO R FAIL does not display.
- XX. Make sure the message 40 ELEV SRVO L FAIL, ELEV SRVO C FAIL, and 40 ELEV SRVO R FAIL does not display.
- YY. The FCCs move both rudder pedals to the center, then moves the right pedal forward, then the left pedal forward, then back to center.
- (1) Make sure the message 40 RUD SRVO L, 40 RUD SRVO C, and 40 RUD SRVO R does not display.
- ZZ. The message 40 A/P ENG L TO CMD should now be displayed.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

(1) Push the A/P ENGAGE L CMD switch on the autopilot mode control panel.

(2) Make sure the message 40 AIL SRVO L FAIL does not display.

AAA. Make sure the message 40 ELEV SRVO L FAIL does not display.

BBB. The stab trim will move nose down, then nose up to be within the takeoff CG range.

(1) Make sure the message "40 STAB TRIM FCC L FAIL" does not show.

CCC. The message 40 A/P ENG R TO CMD should be displayed.

(1) Push the A/P ENGAGE R CMD switch on the mode control panel.

(2) Make sure the message 40 AIL SRVO R FAIL does not show.

DDD. Make sure the message 40 ELEV SRVO R FAIL does not show.

EEE. The stab trim will move nose down, then nose up to be within the takeoff CG range.

(1) Make sure the message 40 STAB TRIM FCC R FAIL does not show.

FFF. The message 40 A/P ENG C TO CMD should be displayed.

(1) Push the A/P ENGAGE C CMD switch on the autopilot mode control panel. Make sure the message 40 AIL SRVO C FAIL does not show.

GGG. Make sure the message 40 ELEV SRVO C FAIL does not show.

HHH. The stab trim will move nose down, then nose up to be within the takeoff CG range.

(1) Make sure the message 40 STAB TRIM FCC C FAIL does not show.

III. The message 40 SET FLAP LVR TO 25 should be displayed.

(1) Set the flap lever to 25, and make sure the message 40 FLAP 25-FCC L FAIL, 40 FLAP 25-FCC C FAIL, and 40 FLAP 25-FCC R FAIL is not displayed.

JJJ. The message 40 SET FLAP LVR TO 15 should be displayed.

(1) Set the flap lever to 15, and make sure the message 40 FLAP 15 FCC L FAIL, 40 FLAP 15 FCC C FAIL, and 40 FLAP 15 FCC R FAIL is not displayed.

KKK. The message 40 SET FLAP LVR TO 1 will now be displayed.

(1) Set the flap lever to 1, and make sure the message 40 FLAP 1 FCC L FAIL, 40 FLAP 1 FCC C FAIL, and 40 FLAP 1 FCC R FAIL is not displayed.

LLL. The message 40 A/L A/T TEST? is now displayed.

NOTE: If the 40 SET FLAP LEVER TO 0 message shows, push the NO/SKIP switch to get the 40 A/L A/T TEST? message. The 40 SET FLAP LEVER TO 0 message is not used.

WARNING: MAKE SURE THE SPOILER/SPEEDBRAKES ARE CLEAR OF ALL PERSONNEL AND EQUIPMENT, OR DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE (AMM 27-01-00-2).

MMM. Set flaps to "0".

NNN. Remove the pressure from the Left, Center and Right hydraulic system (AMM 29-11-00).

(1) Push the YES/ADV switch. The message 40 VFY THRST LVR SYST CLR-ADV should display.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

OOO. Push the thrust levers forward.

(1) Push the YES/ADV switch to continue the test. The message 40 SET MCP A/T SW TO ARM should be shown unless the A/T switch is already set to ARM.

(2) Set the A/T switch to the ARM position if not already there.

(2) The test should sequence to the next step.

PPP. The two thrust levers should move to the aft stop with less than 3/4 knob difference.

QQQ. Make sure the message 40 PLA L FAIL INT and 40 PLA R FAIL INT does not show.

RRR. The two thrust levers should now move forward with less than 3/4 knob difference.

NOTE: The thrust levers will return to the idle position.

SSS. Make sure the message 40 PLA L FAIL FWD, 40 PLA R FAIL FWD, 40 TLA L FAIL FWD and 40 TLA R FAIL FWD do not show.

TTT. Make sure the message 40 TACH L FAIL FWD does not show.

UUU. Make sure the message 40 PLA L FAIL INT and 40 PLA R FAIL INT does not show.

VVV. Make sure the message 40 TACH L FAIL AFT does not show.

WWW. The message 40 HLD DN CAPT GA SW should be displayed.

(1) Push and hold the go-around (GA) switch on the left thrust lever.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

(2) Make sure the message 40 GA SW TMC FAIL does not show.

XXX. The message 40 RLSE CAPT GA SW now displays. Release the GA switch on the left thrust lever.

(1) Make sure the message 40 GA SW TMC FAIL does not show.

YYY. The message 40 HLD DN F/O GA SW should be displayed.

(1) Push and hold the GA switch on the right thrust lever.

(2) Make sure the message 40 GA SW TMC FAIL does not show.

ZZZ. The message 40 RLSE F/O GA SW should be displayed. Release the GA switch on the right thrust lever.

(1) Make sure the message 40 GA SW TMC FAIL does not show.

AAAA. The message 40 TEST COMPLETE should now be displayed.

NOTE: If the message 51 - A/G RLY TEST? displays instead, it indicates that a step was skipped or a failure occurred.

_____ XXXXX 3. An early step in this test can cause the "STAB TRIM" and/or the "YAW DAMPER" EICAS maintenance messages to be displayed. If necessary, do the steps that follow to remove these messages.

WARNING: Move all personnel and equipment away from the spoilers, or do the spoiler deactivation procedure (AMM 27-61-00-2).

A. Open the following circuit breakers, then close them within 25 seconds:

- 11C6 CSEU 1L AC (or FLT CONT ELEC 1L AC)
- 11C8 CSEU 2L AC (or FLT CONT ELEC 2L AC)

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 214M2202 (continued)

MECH: INSP:

11G17 CSEU 1R AC (or FLT CONT ELEC 1R AC)
 11G27 CSEU 2R AC (or FLT CONT ELEC 2R AC)

- B. Make sure the message ELEV ASYM is not shown on EICAS and the faultball ELEV ASY L ACT is not set on either SAM (757-200). If these indications are found, erase the maintenance message (FIM 31-41-00, Fig 109) and reset the faultball (FIM 27-09-00, Fig 106).
- C. Reset all EICAS maintenance messages (Ref.AMM 31-41-00-2).

_____ XXXXX 4. Restore the aircraft to normal configuration:

- A. Turn off the MCDP remote test panel and disconnect it from the aircraft.
- B. Turn off all IRUs (757-200) or ADIRUs (757-300) (Ref AMM 34-21-00/34-26-00).
- C. Remove aircraft power if no longer needed.
- D. Remove nose gear steering valve lockpin if no longer needed (Ref AMM 09-11-00-2).
- E. On the INSTR SOURCE SEL panels set the FLT DIR switches as follows:

 Left INSTR SOURCE SEL panel to L.

 Right INSTR SOURCE SEL panel to R.
- F. Reset the following circuit breakers on the P11 panel.

 11B16, AURAL WARN SPEAKER LEFT
 11H35, AURAL WARN SPEAKER RIGHT

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