

ATA AIRLINES, INC.

FUSELAGE DRAIN VALVES AND PORT HOLES

PAGE 1 / 2

CHECK BEING PERFORMED: Custom

ZONES: 100
A/C NUMBER:
REV. DATE: 10/22/03
FREQUENCY: 1C

W/C NUMBER: 215I5101 DATE:
W/O:
JAC CODE:

REFERENCES

FIGURE 1, SHEETS 1 - 3 FIGURE 2, SHEETS 1 - 2

MECH INSP

CHECK THAT ALL FUSELAGE DRAIN VALVES AND PORTS ARE CLEAR OF OBSTRUCTIONS. CLEAN AS REQUIRED (26 PORTS).

MPD ITEM: 51-41-00-2A

1. EXAMINE THE EXTERNAL DRAIN HOLES (FIGURE 1, SHEETS 1 - 3).

A. Procedure

(1) Make sure all drain holes, slots, and tubes are clean.

(a) Remove all blockages.

(b) If necessary, clean the drains with a cloth moistened with a mild solution of cleaner.

1) On airplanes with leaf spring valves; Carefully lift the spring valve and clean drain holes found in the pressurized areas.

(2) If the drain holes are in a pressurized area of the airplane fuselage, make sure that the valves are clean and can operate freely.

(a) On airplanes with leaf spring valves; Push up on the valve through the drain hole in the airplane fuselage. Make sure that the spring valves move up and down freely.

(b) On airplanes with bilge drain valves; visually examine the internal surface of the valve housing for contamination or blockage.

NOTE: You can remove the valve assembly to visually examine the valve assembly.

(3) If a self-leveling compound is used at the drain

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ATA AIRLINES, INC. B757 FLEET

W/C #: 215I5101

DATE WORK CARD COMPLETE ___/___/___

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W/C NUMBER: 215I5101 (continued)

MECH: INSP:

valve, make sure that it is in good condition.
Repair the self-leveling compound if it is necessary.

2. EXAMINE THE WING-BODY FAIRING (FIGURE 2, SHEETS 1 - 2).

A. Procedure

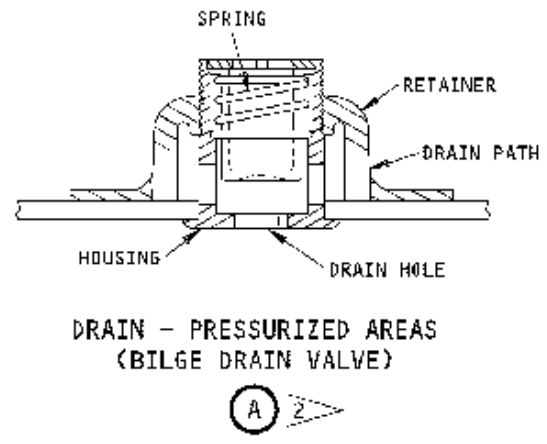
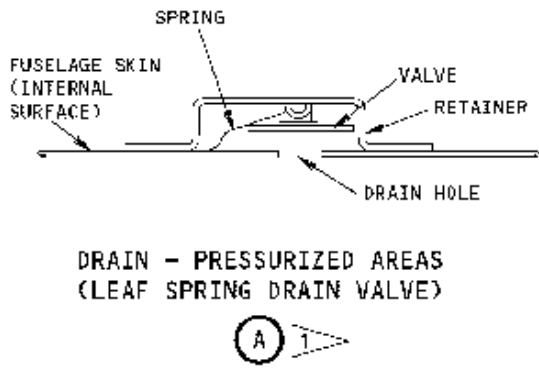
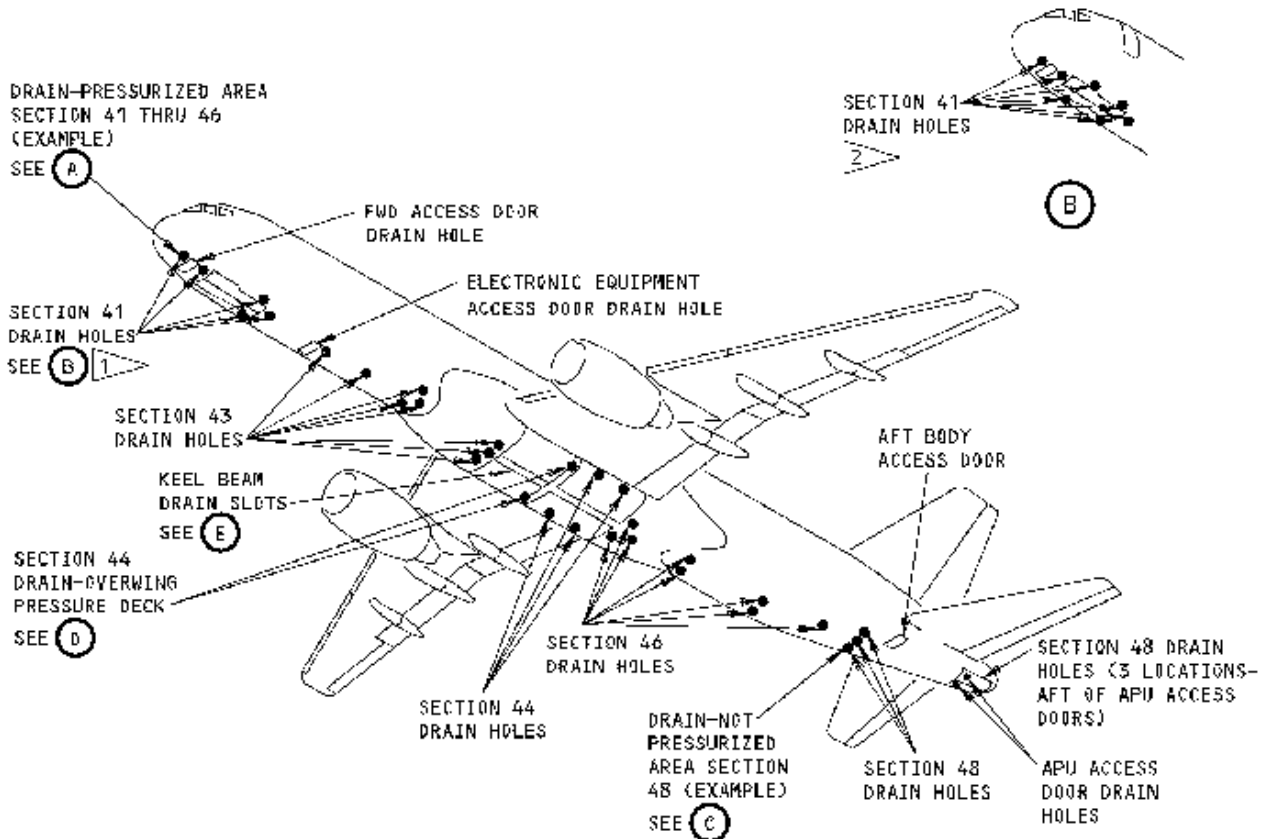
- XXXXX (1) Make sure that the aerodynamic sealant is applied only to the areas shown in Figure 1, Sheets 1 - 2.

NOTE: There are clearances between the adjacent wing-body fairing panels. These clearances permit the fluids and condensation in the fairing cavity to drain out. Apply the sealant only to the clearances identified in Figure 1, Sheets 1 - 2.

- XXXXX (2) Remove the sealant that is applied to all other joints between adjacent fairing panels.

NOTE: Do not remove the sealant between the fairing and the fuselage. (AMM 53-36-01-4 and AMM 53-66-01-4).

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



- 1 AIRPLANES WITH LEAF SPRING DRAIN VALVES
- 2 AIRPLANES WITH BILGE DRAIN VALVES

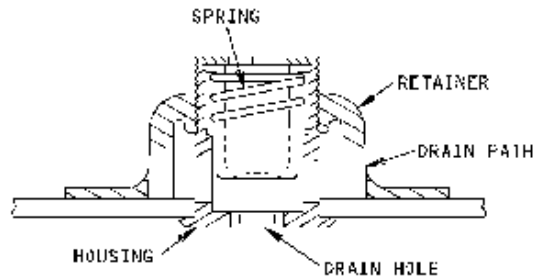
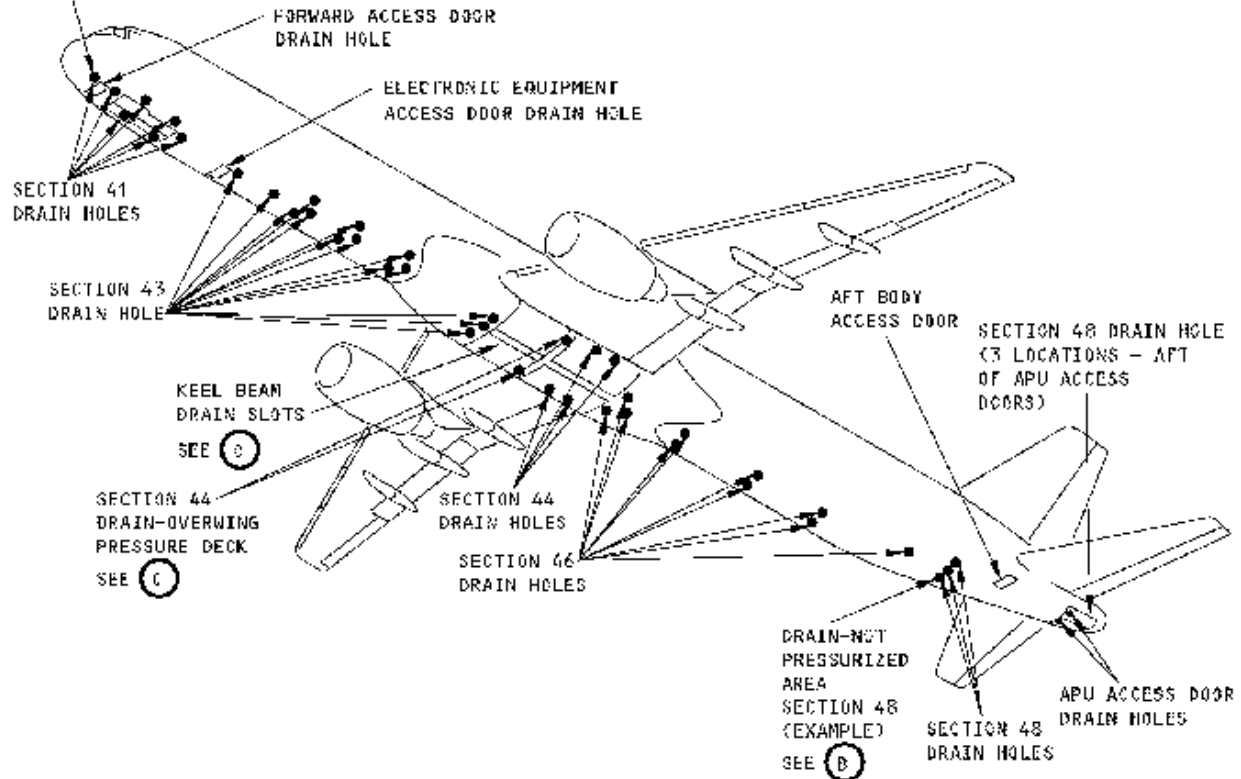
757-200
Airframe External Drain Holes
Figure 1 (Sheet 1)

FUSELAGE DRAIN
INSPECTION

10/22/2003

DRAIN-PRESSURIZED AREA
SECTION 41 THRU 46
(EXAMPLE)

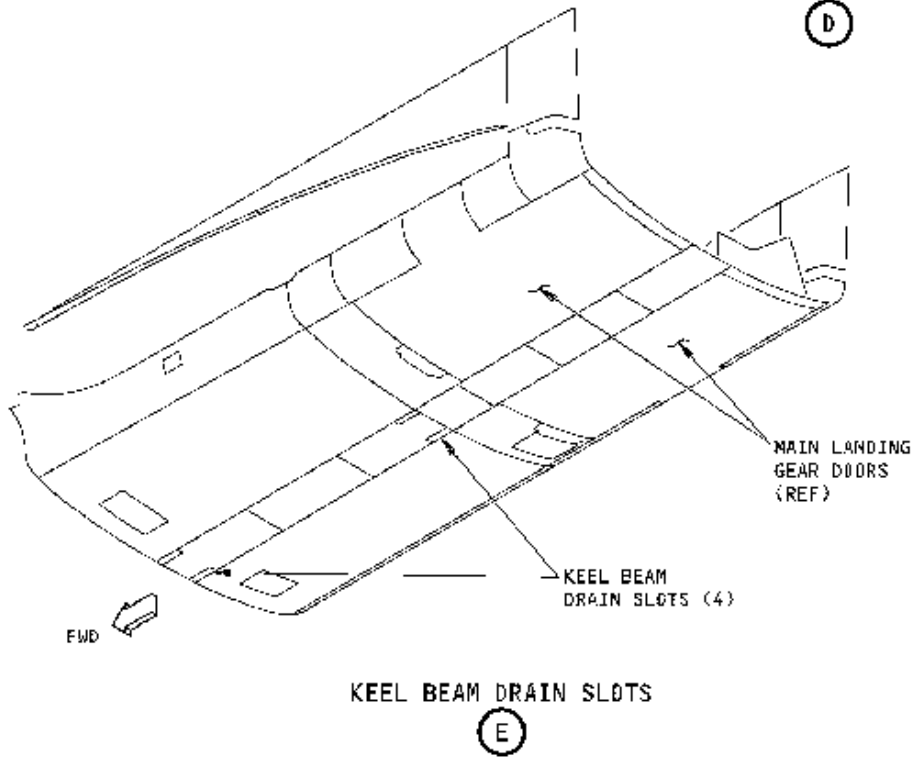
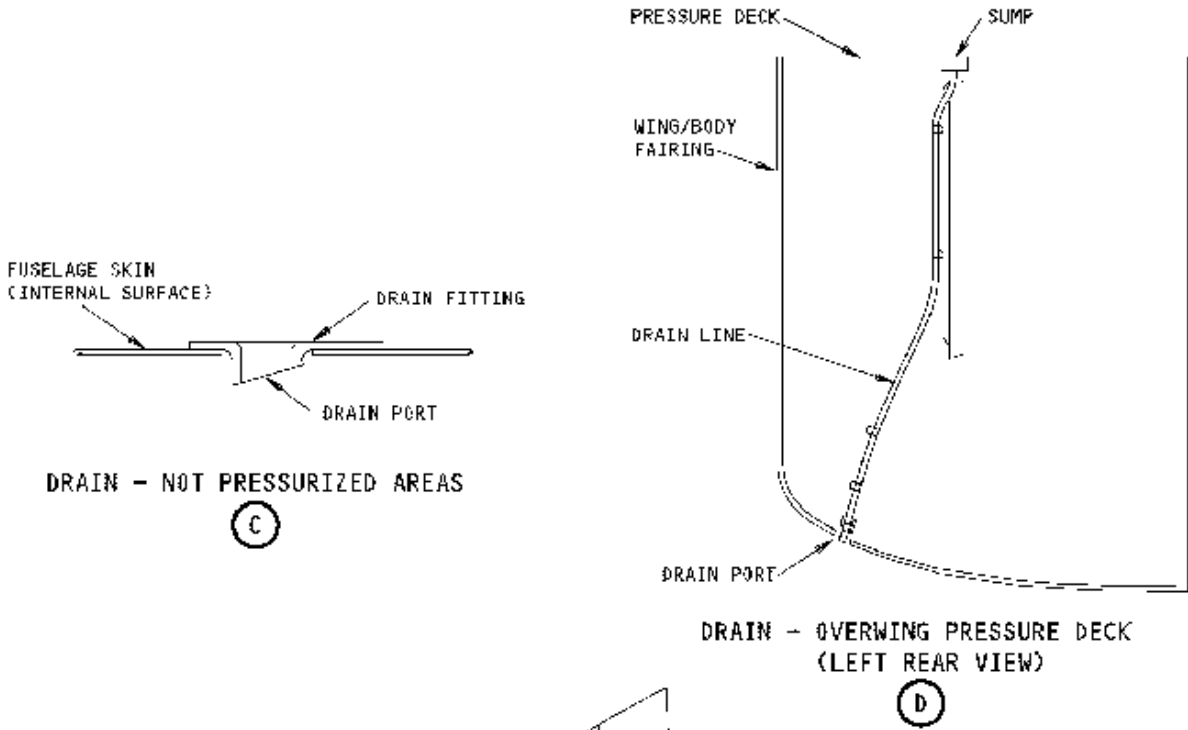
SEE (A)



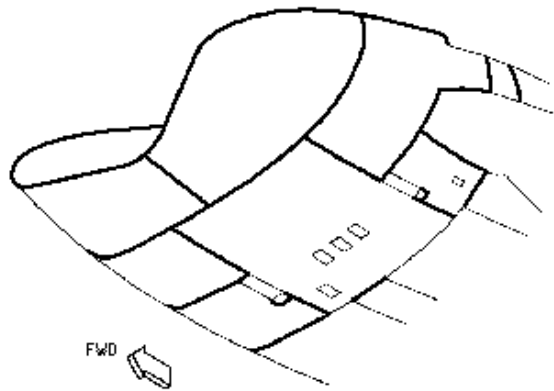
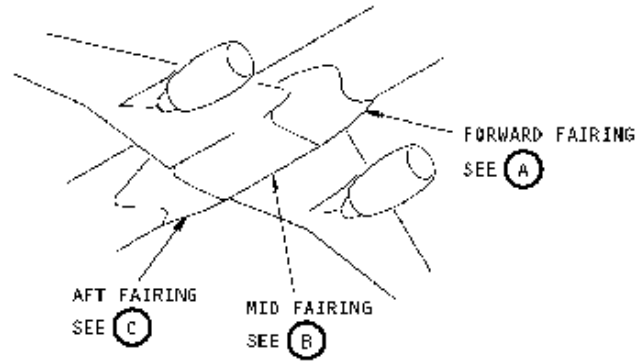
DRAIN - PRESSURIZED AREAS
(BILGE DRAIN VALVE)

(A)

757-300
Airframe External Drain Holes
Figure 1 (Sheet 2)

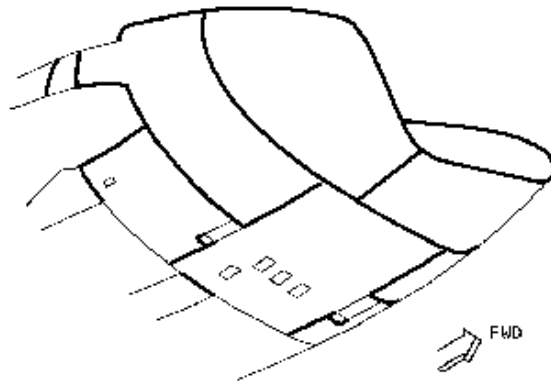


Airframe External Drain Holes
Figure 1 (Sheet 3)



FORWARD FAIRING
(LEFT SIDE)

(A)

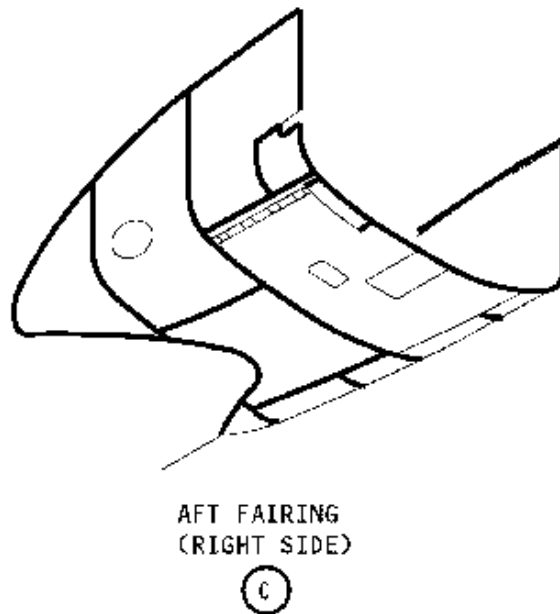
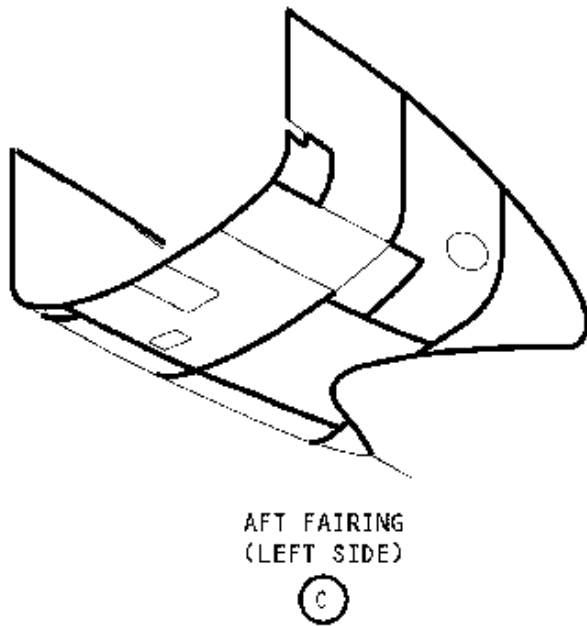
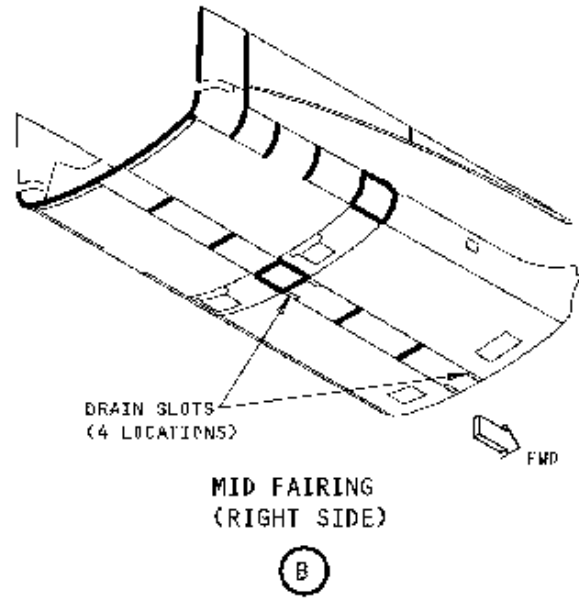
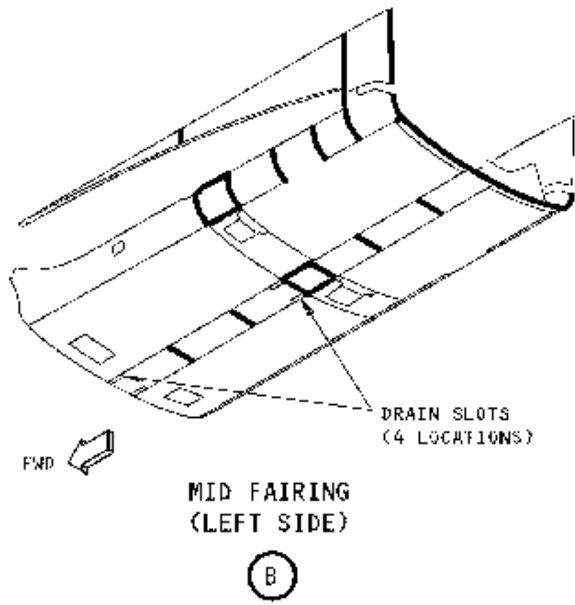


FORWARD FAIRING
(RIGHT SIDE)

(A)

NOTE: THE THICK LINES SHOW THE AREAS WHERE THE SEALANT MUST BE APPLIED. THE SEALANT MUST BE APPLIED ONLY TO THESE AREAS. CLEARANCES BETWEEN ADJACENT PANELS ARE NECESSARY TO PERMIT WATER TO DRAIN OUT OF THE WING/BODY FAIRING.

Wing/Body Fairing Drainage
Figure 2 (Sheet 1)



Wing/Body Fairing Drainage
Figure 2 (Sheet 2)