

# ATA AIRLINES, INC.

FLAP/SLAT DEPRESSURIZATION MODULE SEQUENCE VALVE

PAGE 1 / 3

CHECK BEING PERFORMED: Custom

ZONES: 212  
A/C NUMBER:  
REV. DATE: 04/21/99  
FREQUENCY: 1C

W/C NUMBER: 221M2704      DATE:  
W/O:  
JAC CODE:

MECH      INSP

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CHECK OPERATION OF FLAP/SLAT DEPRESSURIZATION MODULE SEQUENCE VALVE.

- 1 Operational Test for the Flap/Slat Depressurization Module with Primary Control.

NOTE: This test contains steps to do a test on the sequence valve. Unless noted differently, make sure the TRAILING EDGE and LEADING EDGE lights, on the first officer's instrument panel, P3, do not come on and that no messages show on the EICAS display.

A References

- 1 24-22-00/201, Electrical Power - Control
- 2 29-11-00/201, Main (Left, Right, and Center) Hydraulic Systems

B Access

- 1 Location Zones  
  
211/212 Control Cabin  
511 Leading Edge to Front Spar (Left)

C Prepare for the Test

- \_\_\_\_\_ XXXXX      1 Supply electrical power (Ref 24-22-00/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FORM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AN STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS

SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS.

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REVISION DATE: 04/21/99

ATA AIRLINES, INC. B757 FLEET

W/C #: 221M2704

DATE WORK CARD COMPLETE \_\_\_/\_\_\_/\_\_\_

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 221M2704 (continued)

MECH: INSP:

IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- \_\_\_\_\_ XXXXX 2 Use one of these procedures to pressurize the left hydraulic system and make sure you have a sufficient system pressure for the correct operation (Ref 29-11-00/201):
  - a A hydraulic service cart
  - b The left ACMP with the aid of the right ACMP and the PTU
  - c The engine driven pump (EDP)
  
- \_\_\_\_\_ XXXXX 3 Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:
  - a EICAS, (6 locations)
  - b 11C17, FLAP SLAT SHUTOFF 1
  - c 11G12, FLAP SLAT ELEC UNIT 1 POWER
  - d 11G13, FLAP SLAT ELEC UNIT 1 CONT
  - e 11G14, FLAP SLAT ELEC UNIT 1 SENSOR
  - f 11H24, FLAP/SLAT ALTN DR SHUTOFF 2
  
- \_\_\_\_\_ XXXXX 4 Make sure the arming switches for the flap and slat alternate drives, on the P3 panel, are not in the armed position (switch lights will be off).
  
- \_\_\_\_\_ XXXXX 5 Make sure the position selector switch for the flap/slat alternate drive, on the P3 panel, is in the NORM detent.
  
- \_\_\_\_\_ XXXXX 6 Make sure the T/E flaps and L/E slats are in the fully retracted position and the flap control lever is in zero (FLAPS UP) detent.

D Operational Test for Primary Control

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 221M2704 (continued)

MECH: INSP:

\_\_\_\_\_ XXXXX 1 Put the flap control lever in the 30-unit detent and do these checks:

a Make sure the flaps and slats move to the fully extended position in no more than 52 seconds.

b Make sure the slats move to the fully extended position before the flaps are fully extended.

\_\_\_\_\_ XXXXX 2 Put the flap control lever in zero (FLAPS UP) detent.

\_\_\_\_\_ XXXXX 3 Make sure the T/E flaps and L/E slats move to the fully retracted position.

E Put the Airplane Back to Its Usual Condition.

\_\_\_\_\_ XXXXX 1 Make sure the power is removed from the left hydraulic system (Ref 29-11-00/201).

\_\_\_\_\_ XXXXX 2 Remove the electrical power if it is not necessary (Ref 24-22-00/201).

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