ZONES: 100 200 **W/C NUMBER: 321F2710** **DATE:**
A/C NUMBER:
REV. DATE: 01/23/06
FREQUENCY: 1C

TOOLS	**DESCRIPTION**	**QTY**
COMMON	Stopwatch, Accurate to 1 Second (Commercially Available)	1

REFERENCES

FIGURE 1, AMM 24-22-00, 29-11-00

MECH INSP

MPD Item: 27-158-00

FUNCTIONALLY CHECK THE ALTERNATE FLAP DRIVE SYSTEM.

1. Alternate Flap Control System Functional Test (Figure 1).

_____ XXXXX A. Prepare for the Operational Test

(1) Do this task: Supply Electrical Power (AMM TASK 24-22-00-860-811 p201).

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.

(2) Supply system B hydraulic power, do this task: Hydraulic System A or B Pressurization (AMM TASK 29-11-00-860-801 p201).

_____ XXXXX B. Procedure

(1) Move the ALTERNATE FLAPS ARM switch to the ARM position.

NOTE: The standby hydraulic pump motor will operate when the ALTERNATE FLAPS ARM switch is in the ARM position.

(2) Move the flap control lever to the 40-unit position.

NOTE: This will decrease the load on the flap electric motor.

(a) Make sure the flaps do not extend.

CAUTION: WAIT A MINIMUM OF 15 SECONDS AFTER THE FLAPS

STOP BEFORE YOU USE THE ALTERNATE SYSTEM TO MOVE THE FLAPS AGAIN. YOU CAN CAUSE DAMAGE TO THE FLAP ALTERNATE MOTOR.

(3) Move the ALTERNATE FLAPS CONTROL switch to the DOWN position until the trailing edge flaps stop.

NOTE: The leading edge flaps and slats will extend when you move the switch to the DOWN position. The trailing edge flap extension is controlled by a limit switch.

(a) Make sure the pointers on the flap position indicator are in the 40-unit white band.

(4) Move the flap control lever to the UP position.

(a) Make sure the flaps do not retract.

(5) Move the flap control lever back to the 40-unit position.

NOTE: This will decrease the load on the flap electric motor.

(6) Move the ALTERNATE FLAPS CONTROL switch to the UP position until the trailing edge flaps stop.

NOTE: The flap retraction is controlled by a limit switch.

(a) Make sure the pointers on the flap position indicator are in the UP white band.

(7) Move the flap control lever to the UP position.

(8) Release the ALTERNATE FLAPS CONTROL switch to let it move to the OFF position.

(9) Move the ALTERNATE FLAPS ARM switch to the OFF position.

NOTE: The leading edge flaps and slats will retract.

(10) Move the flap control lever to the 1-unit position and wait for the flaps to stop.

(a) Make sure the pointers on the flap position indicator are in the 1-unit white band.

(11) Do a test of the time necessary to retract the trailing edge flaps from the 1-unit position:

(a) Move the ALTERNATE FLAPS ARM switch to the ARM position.

(b) Move the flap control lever to the UP position.

(c) Use a stopwatch to measure the time necessary to retract the flaps to the UP position.

(d) Move the ALTERNATE FLAPS CONTROL switch to the UP position and hold it until the trailing edge flaps stop.

NOTE: The flap retraction is controlled by a limit switch.

(e) Make sure the time it takes for the flaps to move from the 1-unit position to the retracted position is 40 to 52 seconds.

(f) Release the ALTERNATE FLAPS CONTROL switch to let it move to the OFF position.

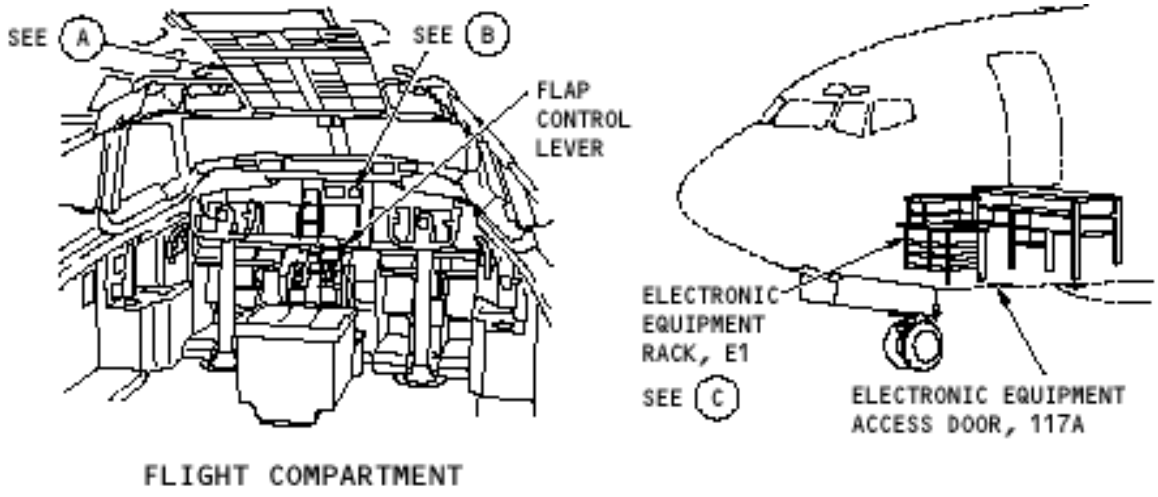
(g) Move the ALTERNATE FLAPS ARM switch to the OFF position.

NOTE: The leading edge flaps and slats will retract.

_____ XXXXX C. Put the Airplane Back to Its Usual Condition

(1) Remove system B hydraulic power, do this task: Hydraulic System A or B Power Removal (AMM TASK 29-11-00-860-805 p201).

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



FLIGHT COMPARTMENT