

ATA AIRLINES, INC.

LEADING EDGE STANDBY ACTUATION

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CHECK BEING PERFORMED: Custom

ZONES: 200 500 600
A/C NUMBER:
REV. DATE: 01/23/06
FREQUENCY: 1C

W/C NUMBER: 321F2712 DATE:

REFERENCES

FIGURES 1 AND 2, AMM 24-22-00, 27-81-00, 29-11-00

MECH INSP

MPD Items: 27-214-00, 29-240-00

OPERATIONALLY CHECK THE LEADING EDGE STANDBY ACTUATION SYSTEM.

1. Leading Edge Flap and Slats System Standby Actuation Operational Test (Figures 1 and 2).

_____ XXXXX A. Prepare for the Operational Test

- (1) Do this task: Supply Electrical Power (AMM TASK 24-22-00-860-811 p201).
- (2) If the leading edge flaps and slats are not in the retracted position, do this task: Leading Edge Flaps and Slats Retraction (AMM TASK 27-81-00-860-804 p201).

_____ XXXXX B. Leading Edge Standby System Operational Test

- (1) Move the ALTERNATE FLAPS ARM switch on the P5 panel to the ARM position (Figure 1).

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 10-unit position.

NOTE: This will decrease the load on the flap electric motor. The leading edge and trailing edge surfaces will not move when you move the flap control lever.
- (3) Move the ALTERNATE FLAPS control switch to the DOWN position to extend the leading edge flaps and slats to the full extend position.

NOTE: It is not necessary to extend the trailing edge flaps past the 10-unit position.

REVISION DATE: 01/23/06

ATA AIRLINES, INC. B737-800 FLEET

W/C #: 321F2712

DATE WORK CARD COMPLETE ___/___/___

A/C NUMBER:

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W/C NUMBER: 321F2712 (continued)

MECH: INSP:

(a) When the flaps and slats start to extend, make sure all the LE indication flaps and slats TRANSIT lights, on the aft overhead panel, P5, come on (Figure 2).

(b) Do these checks of the aft overhead lights when the leading edge flaps and slats are in the full extend position:

1) Make sure all the TRANSIT lights go off.

2) Make sure the flaps EXT lights come on.

3) Make sure the slats FULL EXT lights come on.

(4) Move the ALTERNATE FLAPS control switch to the OFF position.

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

WARNING: MAKE SURE THE POSITION OF THE FLAPS AND SLATS AGREES WITH THE POSITION OF THE FLAP CONTROL LEVER. WHEN YOU PRESSURIZE HYDRAULIC SYSTEM B, THE FLAPS AND SLATS WILL MOVE AUTOMATICALLY TO THE POSITION OF THE FLAP CONTROL LEVER WITH THE ALTERNATE CONTROL DISARMED. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the flap control lever is in the same position as the trailing edge flaps and leading edge flaps and slats.

(2) Move the ALTERNATE FLAPS ARM switch to the OFF position to disarm the alternate control system.

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.

LEADING EDGE STANDBY ACTUATION

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A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 321F2712 (continued)

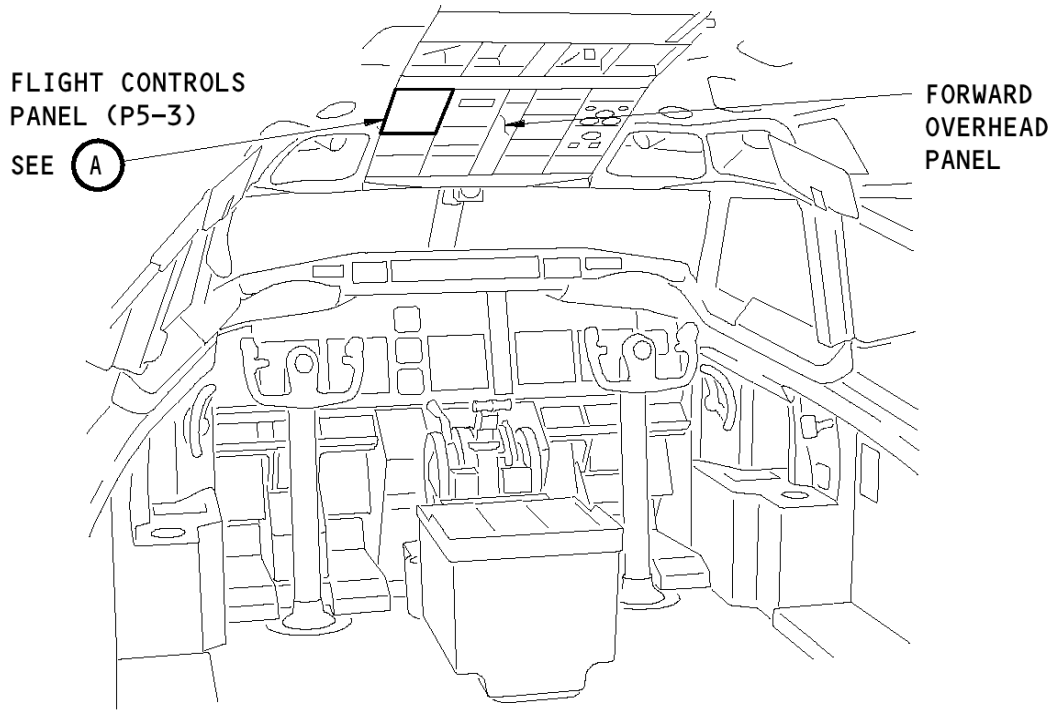
MECH: INSP:

- (3) Supply system B hydraulic power, do this task:
Hydraulic System A or B Pressurization
(AMM TASK 29-11-00-860-801 p201).
- (4) Move the flap control lever to the UP position to retract the leading edge flaps and slats and the trailing edge flaps.

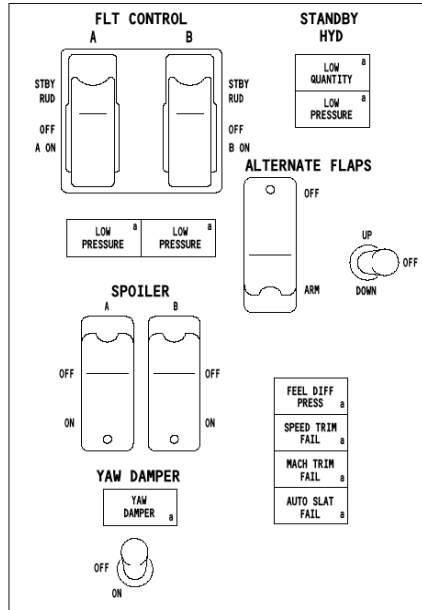
NOTE: The leading edge flaps and slats will not retract with alternate control.

- (5) 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*****

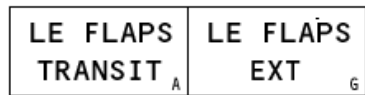
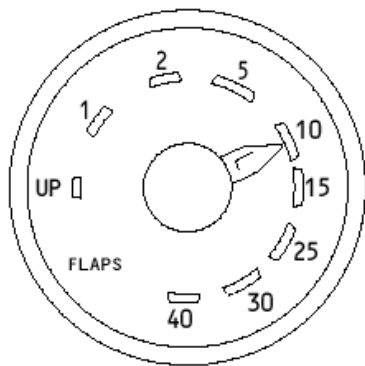
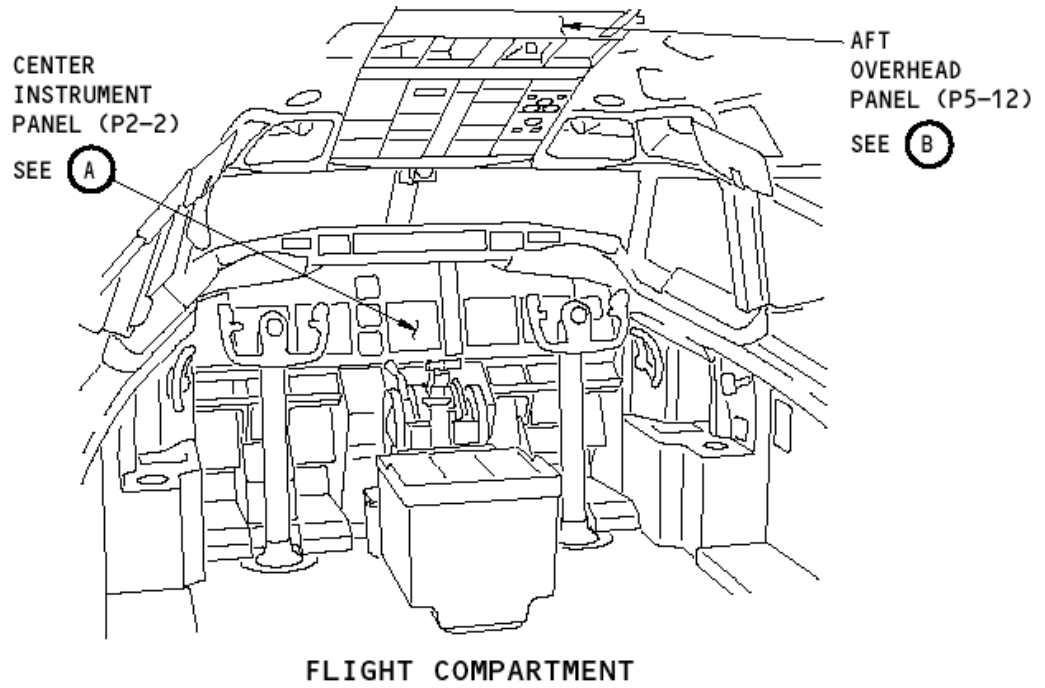


FLIGHT COMPARTMENT



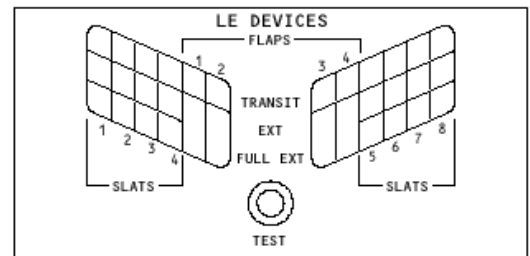
FLIGHT CONTROLS PANEL (P5-3)

(A)



CENTER INSTRUMENT PANEL (P2-2)

(A)



AFT OVERHEAD PANEL (P5-12)

(B)