

ATA AIRLINES, INC.

B737 LINE SERVICE CHECK RECORD OF ACCOMPLISHMENT

PAGE 1 / 26

CHECK BEING PERFORMED: Custom

ZONES: 900
 A/C NUMBER:
 REV. DATE: 03/21/08
 FREQUENCY: PCI

W/C NUMBER: 390M0501 DATE:

MFR P/N	DESCRIPTION	QTY
MILH5606	HYDRAULIC FLUID	A/R
2380	ENGINE / APU OIL 2380, TURB.MIL-PRF-23699TY2	A/R
LD4	SKYDROL	A/R

TOOLS	DESCRIPTION	QTY
STD-1132	TIRE PRESSURE GAUGE (0 - 300 PSIG)	1

REFERENCES

TITAN GRAPHICS MANUAL PG3; AMM 12-12-00, 12-13-11, 12-13-21, 12-13-31, 12-15-51, 24-22-00, 25-52-00,

MECH INSP

A/C _____ WO/Log Page _____ Station _____ Date _____

MPD Items: 24-020-01, 24-020-02, 24-030-01, 24-030-02, 24-100-00, 25-140-00, 25-160-00, 25-250-00, 25-370-00, 25-400-00, 25-410-00, 25-420-00, 25-430-00, 26-320-00, CMP 26-2, 32-010-01, 32-010-02, 32-060-00, 32-270-01, 32-270-02, 32-350-00, 32-360-00, 32-800-00, 32-804-01, 32-804-02, 73-020-02, 32-808-02, 33-010-00, 33-999D, 52-800-00, 52-802-02, 52-806-02, 53-800-00, 53-812-00, 53-818-00, 53-830-00, 53-836-00, 53-844-00, 53-894-00, 55-800-00, 57-802-01, 57-872-02, 57-950-01, 57-960-02, 70-800-01, 70-810-02, 71-010-01, 71-010-02, 72-010-01, 72-010-02, 73-020-01.

ADDITIONAL REFERENCES: AMM 26-24-01, 29-11-00, 31-33-01, 32-00-01, 73-21-00

NOTE: Items flagged with (ETOPS) are Extended Two-Engine Operations related.

NOTE: External Zonal Inspections in the LS Check are accomplished with the intensity of General Visual Inspections (GVI) and are performed from the ground, without the use of stands or ladders. No additional panel access is required.

1. Safety Check.

_____ XXXXX A. Exterior.

(1) Landing Gear Downlock Pins installed, and Static Ground Cables connected if required. Record Gear Pin

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

installation in Aircraft Logbook.

- (2) Wheel Chocks and Safety Devices in place.
- (3) All movable flight control surfaces clear of obstructions.

XXXXX B. Interior.

- (1) Window Heat switches OFF, Air Conditioning switches OFF (unless required based upon temperature to reach or maintain desired temperature for departure). Exterior light switches off.
- (2) Landing Gear handle DOWN and IN, Flap lever in agreement with indicators, Speed Brake lever down and in detent, Engine Start levers in CUTOFF, Thrust levers in IDLE.
- (3) Engine Hydraulic Pump ON, Electric Hydraulic Pump OFF, Pitot Static Heat switches OFF, WX Radar OFF and pull Circuit Breaker D13 on P6-1 Panel, Transponder STBY, Passenger O2 switch to NORMAL.

XXXXX 2. (ETOPS) Review Aircraft Logbook for open discrepancies, including recurring (M) procedures of open MEL/CDL items that might restrict accomplishment of the Line Service Check.

XXXXX 3. Supply electrical power and align IRU's.

XXXXX 4. Release Parking Brake.

5. (ETOPS) Engine Area Tasks.

WARNING: DO NOT REMOVE THE FILLER CAP OF THE OIL TANK FOR FIVE MINUTES AFTER AN ENGINE SHUTDOWN. IF THE CHECK VALVE IS DEFECTIVE, HOT OIL CAN SPRAY FROM THE OIL TANK AND CAUSE INJURY TO PERSONS. THE OIL IN THE TANK IS HOT AND PRESSURIZED DURING ENGINE OPERATION.

CAUTION: DO NOT OVERFILL THE SYSTEM.

A. Service Engine Oil as required (AMM TASK 12-13-11-600-801).

NOTE: Use only 2380 Oil to service Engines.

- (1) Replenishment should be accomplished within 30 minutes

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

after Engine shutdown.

(2) Adding Engine Oil requires the following:

(a) Logbook Oil Add Blocks entry.

(b) AMERICA (ATAML) entry.

(c) Notify Maintenance Control (MXC) with accurate Oil added if Aircraft is configured for ETOPS operations.

B. The following signoffs pertain to steps 5.A. through 5.A. (2) (c).

_____ XXXXX (1) Engine Number 1 Oil.

_____ XXXXX (2) Engine Number 2 Oil.

C. Engine External Zonal Inspections (GVI) (Fig. 3).

(1) Perform an External Zonal Inspection (GVI) of the Strut Fairings and Engine Exhaust area.

(2) Perform an External Zonal Inspection (GVI) of Engine.

(a) Inlet Cowl Inspection (Fig. 4).

1) Examine the skin for cracks, nicks, gouges, scratches, corrosion, dents, holes.

2) Examine the lip skin for erosion.

(3) Power Plant Inlet and Fan Blades Inspection (GVI).

NOTE: It is not necessary to enter the Inlet Cowl to do this inspection.

(a) Do a GVI of the Spinner, Fan Blades, Abradable Shroud, Gas Generator Inlet (primary gas path), Acoustical Panels, Outlet Guide Vanes (OGV's), Inner Fan Case, and Fan Frame Struts for obvious signs of damage, and indications of birdstrike or Foreign Object Damage (FOD):

D. The following signoffs pertain to steps 5.C. through 5.C. (3) (a).

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

_____ XXXXX (1) Engine Number 1 Inspections.

_____ XXXXX (2) Engine Number 2 Inspections.

E. Inspect Integrated Drive Generator (IDG) Differential Pressure Indicator (DPI) as follows (Fig. 5):

(1) Open IDG Access Doors, Engine 1: 413AL, Engine 2: 423AL.

(2) Visually examine the DPI to ensure "red button" is not extended.

CAUTION: YOU MUST DO THE IDG SCAVENGE/CHARGE FILTER INSPECTION FOR AN EXTENDED DPI. FAILURE TO DO THIS INSPECTION CAN CAUSE DAMAGE TO THE IDG.

(a) If the red button is extended, the IDG must be replaced and IDG Scavenge and Charge Filter Inspection/Check performed.

F. The following signoffs pertain to steps 5.E. through 5.E.(2) (a).

_____ XXXXX (1) Engine Number 1 IDG DPI.

_____ XXXXX (2) Engine Number 2 IDG DPI.

G. IDG Oil Level Check (Fig. 5).

NOTE: Do not do a check of the Oil level on a disconnected IDG. The indication will be incorrect.

(1) Make sure the Engine has been shutdown for a minimum of 5 minutes before checking Oil level.

(2) Clean the Sight Glass with a clean cloth.

CAUTION: FAILURE TO DO THIS STEP CAN CAUSE AN INCORRECT OIL LEVEL INDICATION AND CAN CAUSE SUBSEQUENT DAMAGE TO THE IDG.

(3) Push the PUSH-TO-VENT valve located near the top of the Sight Glass for a minimum of 15 seconds before you view the Sight Glass.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

(4) View the Sight Glass for the Oil level.

(a) If the Oil level is in the black area below the silver band, the Oil level must be replenished (AMM TASK 12-13-21-600-801).

1) Adding IDG Oil requires a logbook entry containing position and quantity added.

(b) If the Oil level is within the silver band, the Oil level is correct. Replenishing is not necessary.

(c) When the Oil is warm or hot and the Oil level is above the silver band but below the DRAIN line, the oil level is correct. Replenishing is not necessary.

(d) When the Oil is cold and the Oil level is above the silver band but below the DRAIN line, the IDG has been overfilled a little. Some of the Oil should be drained until the Oil level is at the top of the silver band (AMM TASK 12-13-21-600-802).

CAUTION: IF THE OIL LEVEL IS TOO HIGH, THE FOLLOWING STEPS MUST BE DONE OR SUBSEQUENT DAMAGE CAN OCCUR TO THE IDG.

(e) If the Oil level is in the black area above the DRAIN line, some of the oil must be drained (AMM TASK 12-13-21-600-802).

(5) Close the IDG Access Doors, Engine 1: 413AL, Engine 2: 423AL.

H. The following signoffs pertain to steps 5.G. through 5.G.(5).

_____ XXXXX (1) Engine Number 1 IDG.

_____ XXXXX (2) Engine Number 2 IDG.

WARNING: MAKE SURE THE DOWNLOCK PINS ARE INSTALLED ON ALL THE LANDING GEAR. WITHOUT THE DOWNLOCK PINS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

_____ XXXXX 6. (ETOPS) Perform an External Zonal Inspection (GVI) of the

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

Aircraft exterior, looking for obvious fluid leaks or damage.

A. Areas of inspection include but are not limited to: Radome, exterior surfaces of Fuselage, Cabin Windows, Static Discharge Wicks, Drains, Antennas, Static Ports, TAT Bulbs, Pitot Probes, Angle of Attack Vanes, Crew O2 Discharge Indicator Discs, Light Lens Covers and Winglets.

XXXXX 7. Area Aft of the Pressure Bulkhead.

A. Perform an External Zonal Inspection (GVI) of the Area Aft of the Pressure Bulkhead (Fig. 13).

B. Perform an External Zonal Inspection (GVI) of the Vertical Fin and Horizontal Stabilizer (Fig. 14).

CAUTION: DO NOT OVERFILL THE SYSTEM.

XXXXX 8. (ETOPS) Service APU Oil as required (AMM TASK 12-13-31-200-801).

NOTE: Use only 2380 Oil to service APU.

NOTE: The APU Oil may be checked from the CDU if the APU is shut down. Check APU for servicing requirements regardless of APU serviceability.

A. Adding APU Oil requires the following:

(1) Logbook Oil Add Block entry.

(2) AMERICA (ATAML) entry.

(3) Notify MXC with accurate Oil added if Aircraft is configured for ETOPS operations.

XXXXX 9. Perform an External Zonal Inspection (GVI) of the Passenger Entry Doors, Service Doors, Automatic Overwing Exits and Cargo Doors (Fig. 15).

XXXXX 10. Perform an External Zonal Inspection (GVI) of the Upper and Lower Fuselage (Fig. 16, Images 1 through 4).

XXXXX 11. Perform an External Zonal Inspection (GVI) of the Wing to Body Fairings (Fig. 17) (Left area shown, Right area similar).

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

_____ XXXXX 12. Perform an External Zonal Inspection (GVI) of the Nose Landing Gear (NLG) Doors and Wheel Well area (Fig. 18).

_____ XXXXX 13. Clean Shock Struts of NLG and Main Landing Gear (MLG).

CAUTION: DO NOT RUB THE SMEAR MARKS TO TRY TO REMOVE THEM. THIS
COULD CAUSE DAMAGE TO THE CHROME SURFACE.

A. Clean dirt, oil, and other unwanted materials from chrome surfaces of the Inner Cylinders with a clean cloth soaked in either MIL-H-5606, BMS3-32 Type II, or Mineral Oil.

B. Ensure placards "SERVICE STRUT WITH SHELL SSF ONLY" and "SERVICE TIRES WITH NITROGEN ONLY" are installed on the Right MLG and Left MLG Strut.

C. Ensure placard "SERVICE STRUT WITH SHELL SSF ONLY" is installed on the NLG Strut.

_____ XXXXX 14. Perform an External Zonal Inspection (GVI) of the Left MLG Outboard, Center, Inboard doors and Wheel Well area (Figs. 19 and 20).

_____ XXXXX 15. Perform an External Zonal Inspection (GVI) of the Right MLG Outboard, Center, Inboard doors and Wheel Well area (Figs. 19 and 20). (Left Gear shown, Right Gear similar).

_____ XXXXX 16. Examine Brakes for wear (Fig. 21).

WARNING: KEEP PERSONS AND EQUIPMENT CLEAR OF THE FLIGHT CONTROL SURFACES, THRUST REVERSERS, AND LANDING GEAR. THESE COMPONENTS CAN MOVE SUDDENLY WHEN YOU SUPPLY HYDRAULIC POWER, CAUSING INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT

A. Supply System B hydraulic pressure (AMM TASK 29-11-00-860-801).

B. Set the Parking Brake as follows:

(1) Push the Brake Pedals and pull up the Parking Brake handle on the Captain's Control Stand.

(2) Release the pressure on the Brake Pedals and release the Parking Brake.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

C. Measure and record dimension "L" at Wear Indication Pin location for each Brake assembly.

(1) 1 FWD _____ 2 FWD _____ 3 FWD _____ 4 FWD _____

(2) 1 AFT _____ 2 AFT _____ 3 AFT _____ 4 AFT _____

(3) Replacement of the Brake [4] must occur if the end of a Wear Indicator Pin [2] is level with, or below the face of a Guide [3]. If any Wear Pin measures 1/16 inch or less, contact MXC and provide them with the Aircraft tail number, Brake position and Wear Pin measurement.

NOTE: When Brake Wear Pin is above flush, MXC will determine if immediate Brake replacement is required. If immediate Brake replacement is not required, an open MCLP will be created in AMERICA and the applicable Brake scheduled for future removal/replacement.

D. Remove System B hydraulic power (AMM TASK 29-11-00-860-805).

WARNING: DO NOT PUSH ON THE TIRE WITH TOOLS OR OTHER OBJECTS. A DAMAGED TIRE CAN EXPLODE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

17. Inspect NLG Tires and MLG Tires for correct pressure, condition, and wear.

WARNING: FAILURE TO COMPLY WITH 24 HOUR WATCH OR TIRE REPLACEMENT REQUIREMENTS DUE TO LOW PRESSURE COULD RESULT IN INJURY TO PERSONS AND/OR SEVERE DAMAGE TO AIRCRAFT.

A. Landing Gear Tire Pressure Check and Service to Full.

CAUTION: MAKE SURE THE DIRECT READING GAGE IS CORRECTLY CALIBRATED AND HAS AN APPROVED DIAL. IF THE GAGE IS NOT ACCURATE, YOU CAN INFLATE THE TIRES TO AN INCORRECT PRESSURE. THIS CAN CAUSE DAMAGE TO THE TIRES.

_____ XXXXX (1) Record the condition of the tires at the time of check.

NOTE: It is preferred to perform the check when the

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

tires are cool. If not, the hot tire pressure check will be required (Ref. AMM 12-15-51-780-802).

NOTE: Tires are cool when they are at ambient temperature or after two hours has expired since the airplane landed (provided the tires have not been in direct sunlight).

(a) Tire Condition at Time of Check (circle one):

Cool Hot

XXXXXX

(2) Use a calibrated gauge to measure the tire pressures (AMM 12-15-51-3). Record preadjusted pressures below and in aircraft logbook (use ATA System/Subsystem code 1232). Logbook entry should specify if tire condition was Hot or Cool.

(a) Nose Tires: Left _____ Right _____

Note: Optimal Pressure Range for a "Cool" Nose Landing Gear tire is 210 PSI +0/-5.

(b) MLG Tires: L/OB _____ L/IB _____ R/IB _____ R/OB _____

Note: Optimal Pressure Range for a "Cool" Main Landing Gear tire is 210 PSI +0/-5.

XXXXXX

(3) If "Hot" was circled in step 17.A.(1)(a), perform a Hot Tire Pressure Check per AMM TASK 12-15-51-780-802.

NOTE: N/A this step if "Cool" was circled in step 17.A.(1)(a).

CAUTION: Service Tires with NITROGEN ONLY (AD 87-08-09).

XXXXXX

(4) Do these steps for tires which have tire pressures below the optimal pressure:

NOTE: N/A this step if "Hot" was circled in step 17.A.(1)(a).

(a) Nose Gear Tire Procedures:

NOTE: If tire pressure for a nose gear tire is be-

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

tween 205 - 210 PSI, it is in the optimal pressure range and no servicing is required.

- 1) If tire pressure for a nose gear tire is between 200-205 PSI, service the tire to 210 PSI per AMM 12-15-51-3.
- 2) If tire pressure for a nose gear tire is between 189-200 PSI, service the tire to 210 PSI per AMM 12-15-51-3, and place the low pressure tire on a maintenance carryover to be rechecked in 24 hours and replaced if tire falls below 200 PSI in that 24 hour period.
- 3) If tire pressure for a nose gear tire is between 168-189 PSI, replace the affected tire per AMM 32-45-21-4.
- 4) If tire pressure for a nose gear tire is below 168 PSI, replace the affected tire and the opposite tire on the same axle per AMM 32-45-21-4.

NOTE: If it can be determined that the tire did not turn (rotate) with the airplane weight on it after the pressure had decreased, replacement of opposite tire on the same axle is not required.

| (b) Main Gear Tire Procedures:
|

NOTE: If tire pressure for a main gear tire is between 205 - 210 PSI, it is in the optimal pressure range and no servicing is required.

- 1) If tire pressure for a main gear tire is between 200-205 PSI, service the tire to 210 PSI per AMM 12-15-51-3.
- 2) If tire pressure for a main gear tire is between 189-200 PSI, service the tire to 210 PSI per AMM 12-15-51-3, and place the low pressure tire on a maintenance carryover to be rechecked in 24 hours and replaced if tire falls below 200 PSI in that 24 hour period.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

3) If tire pressure for a main gear tire is between 168-189 PSI, replace the affected tire per AMM 32-45-11-4.

4) If tire pressure for a main gear tire is below 168 PSI, replace the affected tire and the opposite tire on the same axle per AMM 32-45-11-4.

NOTE: If it can be determined that the tire did not turn (rotate) with the airplane weight on it after the pressure had decreased, replacement of opposite tire on the same axle is not required.

XXXXX B. Do the steps that follow and examine the Tires (Fig. 22, Images 1 through 9).

(1) Examine the Tires for air leaks, abrasions, unusual worn areas, cuts, and flat spots.

(a) Remove the Tires that have the conditions that follow:

- 1) Cuts or weather cracks in the grooves, the tread, or the sidewalls which go to the cord body.
- 2) Blisters, bulges, or other signs of ply separation in the tread or the sidewall area.
- 3) Tires with a flat spot that shows the Tread Reinforcements/Cut Protector.
- 4) Other types of damage that can cause Tire problems.

(b) Examine the Tires for worn areas:

NOTE: If the Tread Reinforcement/Cut Protector (steel) shows, the Tire may be used without safety concerns, but if the Tire is left in service, it might not be able to be retreaded.

- 1) Measure the tread depth at three points that are equally apart in the Tire groove.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

a) If the average tread depth on any groove is 1/32 inch or less, the Tire is not serviceable and must be replaced.

b) If the Tread Belt Ply (fabric) shows at any location, the Tire is not serviceable and must be replaced.

XXXXX C. Inspect Wheel assemblies of NLG and MLG for condition and wear.

NOTE: It is not necessary to remove the Hubcap to examine the Wheels for damage unless the examination reveals a condition that makes a more detailed check of the area hidden by the Hubcap necessary.

(1) Wheels Fast Check (Wheel installed on the Airplane).

(a) Examine the Wheels for corrosion, cracks, flaked or blistered paint, heat shield damage, loose/damaged or missing Tiebolts and Tiebolt Nuts that you can see, overheat damage or scratches along the rim of a Wheel that show Wheel rolled without a Tire.

(b) Ensure the Hubcaps are not loose.

XXXXX 18. Left/Right Wing.

CAUTION: MAKE SURE THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED OR REMOVED BEFORE YOU EXTEND THE LEADING EDGE FLAPS AND SLATS. THERE IS NOT SUFFICIENT CLEARANCE FOR THE FLAPS AND SLATS TO EXTEND IF THE INBOARD FAN DUCT COWL AND THE INBOARD AND OUTBOARD THRUST REVERSER ARE IN THE OPEN POSITION. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

A. Ensure Control Surfaces are extended.

B. Perform an External Zonal Inspection (GVI) of the Left/Right Wing and Winglet.

C. Drain a minimum of one pint of fuel, or until clean bright fuel is obtained from Left, Right, and Center Main Sump Drain.

XXXXX 19. Ensure that all required netting is present in all cargo pits,

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

including transverse cargo nets. Check for condition and installation.

XXXXX 20. Perform an Internal Zonal Inspection (GVI) of the Forward and Aft Cargo Compartments and Belly Loading Systems (if installed).

A. Make sure the Ceiling Liners, Sidewall Liners, Bulkhead Liners and Panels, and Floor Panels do not have any cuts, tears, or holes.

B. Make sure the Cargo Lining Joint Seal Tape is installed, secure and undamaged for proper fire containment.

XXXXX 21. Forward Cargo Compartment STA 396 Bulkhead Inspection (Fig. 6).

A. Perform Pressure Relief Panel Inspection (AMM TASK 25-52-00-200-805).

(1) Make sure the Blowout Panel is fully engaged between the Retaining Ring and the rectangular seal.

XXXXX 22. Cargo Door External Zonal Inspection (GVI).

A. Perform an External Zonal Inspection (GVI) of the Forward Cargo Door - Section 43, Station 460 (Fig. 7).

B. Perform an External Zonal Inspection (GVI) of the Forward Cargo Door Fittings and Stops - Section 43, Station 460 (Fig. 8).

C. Perform an Internal Zonal Inspection (GVI) of the Forward Cargo Compartment - Section 43, Station 396 to Forward Cargo Compartment Aft Bulkhead (Fig. 9).

XXXXX 23. Aft Cargo Door External Zonal Inspection (GVI).

A. Perform an External Zonal Inspection (GVI) of the Aft Cargo Door - Section 46, Station 827 (Fig. 11).

B. Perform an External Zonal Inspection (GVI) of the Aft Cargo Door Fittings and Stops - Section 46, Sta. 827 (Fig. 12).

24. Flight Compartment GVI.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

_____ XXXXX A. Check Documents.

(1) Ensure current, last completed, and two spare Aircraft Logbooks (M-10) are on board.

(a) Remove all other completed Aircraft Logbooks older than 15 days.

(2) Ensure all certificates (Airworthiness Certificate, Certificate of Sanitary Construction, Registration Certificate, Radio Station License) are installed in their designated pouches, and are clearly legible and visible.

_____ XXXXX B. (ETOPS) Check Hydraulic Quantity and Pressure.

(1) 2800 - 3200 PSIG for Electric Pumps.

(2) Service as required to 2/3's between RF and F, which is roughly 92 percent on the Lower DU (AMM TASK 12-12-00-610-801).

NOTE: Overfilled reservoirs must be drained to obtain the required fluid level.

(a) If the ambient temperature on the ground is 20 degrees F (-6 degrees C) or lower and the fluid level is below "REFILL," service the reservoir to just above "REFILL" to avoid the overflow of fluid at the next warmer location.

(b) Record fluid quantity serviced in Aircraft Logbook.

_____ XXXXX C. Check Lights.

CAUTION: NAVIGATION LIGHTS ARE NOT DESIGNED FOR CONTINUOUS USE IN STILL AIR. LIMIT OPERATION TO MOMENTARY USE, EXTENDED OPERATION OF THE NAVIGATION LIGHTS MAY CAUSE DAMAGE TO THE LENS ASSEMBLY.

(1) Turn on Landing Lights, Strobe Position, Navigation and Runway Turn Off Lights. Verify operation from aircraft exterior. Observe limitations, and turn off Lights upon completion.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

(2) Turn on Wing Illumination and Wheel Well Lights. Verify operation from Aircraft exterior. Leave on for exterior Zonal inspection.

(3) Turn on Flight Compartment Illumination and Indicator Lights, ensure all area Lights are operative and each Indicator Bulb is operative.

XXXXXX D. (ETOPS) Check Crew Oxygen Bottle.

(1) Check pressure for minimum of 1200 PSI.

NOTE: If Aircraft is at a station not equipped to service Oxygen, and pressure is below 1200 PSI, but above minimum for dispatch (See MEL), notify ATA MXC.

(a) Crew O2 bottles that require servicing with more than three years since M-21 Date of Last Inspection must be replaced.

XXXXXX E. Check instrumentation for presence of Fail Flags and Warning Lights with IRU's aligned. Turn IRU's to OFF.

XXXXXX F. Equipment and Furnishings.

(1) All Circuit Breakers are closed, except the Weather Radar and those with devices installed to ensure they remain open.

(2) Perform a GVI of the Flight Compartment Seats, Seat Belts, Harnesses, and communication equipment for condition and security.

(3) Perform a GVI of the Flight Compartment and its furnishings for cleanliness, condition, and security.

(4) Check all Instrument Panels for security of mounting.

(5) Refill Spare Bulb Box as required.

(6) Verify the Data Printer has an adequate amount of paper installed.

(a) If the edge of the paper shows a color, install paper (AMM TASK 31-33-01-400-802).

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

- (7) Check contents of pouch attached to Aircraft MEL Manual and comply with placarded instructions inside.

_____ XXXXX G. Windshields and Windows.

- (1) Perform a GVI of all Windshields, Windows, and Window Heat Cables for condition, security, and cleanliness.
- (2) Check Sliding Windows for operation and ensure tracks are clear.

_____ XXXXX 25. Operational Test of the Standby Power System (Fig. 1).

A. Do an Operational Check of the Standby Power System as follows:

- (1) Make sure the BAT switch on the P5-13 panel is set to the ON position.
- (2) Make sure the STANDBY POWER switch on the P5-5 panel is set to the AUTO position.
- (3) Make sure the STANDBY PWR OFF light on the P5-5 panel is off.
- (4) Set both the AC Meter Selector switch and the DC Meter Selector switch on the P5-13 panel to the STBY PWR position.
- (5) Make sure the AC Meter shows AC VOLTS = 110-120, CPS FREQ = 395-405.
- (6) Make sure the DC Meter shows DC VOLTS = 22-30.
- (7) Set the STANDBY POWER switch on the P5-5 panel to the OFF position.
- (8) Make sure the STANDBY PWR OFF light on the P5-5 panel comes on.
- (9) Make sure the AC meter shows AC VOLTS = 0, CPS FREQ = blank.

NOTE: When the AC voltage goes below approximately 12 VAC, the CPS FREQ will become blank.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

- (10) Make sure the DC Meter shows DC VOLTS = 0.
- (11) Set the STANDBY POWER switch on the P5-5 panel to the BAT position.
- (12) Make sure the STANDBY PWR OFF light on the P5-5 panel goes off.
- (13) Make sure the AC Meter shows AC VOLTS = 110-120, CPS
FREQ = 395-405.
- (14) Make sure the DC Meter shows DC VOLTS = 22-30.
- (15) Set the STANDBY POWER switch on the P5-5 panel to the AUTO position.
- (16) Set the GRD POWER control switch, APU GEN control switches and the GEN 1 and GEN 2 control switches on the P5-4 panel to the OFF position:

NOTE: This step is to remove power from the 115 VAC Transfer Buses.
- (17) Make sure both TRANSFER BUS OFF lights on the P5-4 panel are on.
- (18) Set the DC Meter selector switch on the P5-13 panel to the BAT position.
- (19) Make sure the DC Meter shows DC VOLTS = 22-28, DC AMPS = a negative value.

NOTE: A negative DC AMP value indicates that the battery is discharging.
- (20) Set the DC Meter selector switch on the P5-13 panel to the AUX BAT position.
- (21) Make sure the DC Meter shows DC VOLTS = 22-28, DC AMPS = a negative value.

NOTE: A negative DC AMP value indicates that the battery is discharging.
- (22) Make sure the BAT DISCHARGE light on the P5-13 panel

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

comes on.

NOTE: The light will come on when the Battery current is greater than 5 Amps for more than 95 seconds, or the battery current is greater than 10 Amps for more than 25 seconds, or the Battery current is greater than 100 Amps for more than 1.2 seconds.

(23) Set the GRD POWER control switch, APU GEN control switches and the GEN 1 and GEN 2 control switches on the P5-4 panel back to the ON position.

(24) Make sure the BAT DISCHARGE light on the P5-13 panel goes off.

| CAUTION: FAILURE TO PUT THE BATTERY SWITCH IN THE OFF POSITION
| COULD RESULT IN FULL BATTERY DISCHARGE IN THE EVENT OF
| GROUND POWER LOSS.

| _____ XXXXX 26. Put the BAT switch on the P5-13 panel to the OFF position.

| _____ XXXXX 27. (ETOPS) Interrogate the FMC CDU for Engine (Number 1) Faults (Fig. 2).

A. EEC Bite Tests - Recent Faults.

(1) On the FMCS CDU in the Flight Compartment, press the INIT REF key to show the PERF INIT screen on the FMCS CDU.

(2) Push the INDEX then the MAINT line select keys (LSK) on the FMCS CDU:

(a) Push the ENGINE LSK.

(b) Push the ENGINE 1 (Applicable ENGINE X, (X = 1 or 2).

(c) Push the RECENT FAULTS LSK.

1) If the FOR CH A ONLY or FOR CH B ONLY screen shows, then do this task: Ch A(B) EEC Data not Available - Fault Isolation (FIM 73-05, TASK 803).

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

2) Record the Dispatch Level and Maintenance Message Number data from each screen into the Aircraft Logbook. Push the NEXT PAGE key to see the subsequent maintenance message. Continue to push the NEXT PAGE key until you record all of the faults. Definitions of Dispatch Level and Maintenance Message Number are found in the AMM (AMM TASK 73-21-00-740-803).

a) If the ENGINE CONTROL light was ON and none of the ENGINE CONTROL light messages show during the EEC BITE Test, then perform EEC Test (AMM TASK 73-21-00-700-804).

b) Look for one or more of these Maintenance Messages:

1 73-10201, 73-10202, 73-20201, 73-20202,
73-30201, 73-30202, 73-10211, 73-10212,
73-20211, 73-20212, 73-30211, 73-30212,
73-10221, 73-10222, 73-20221, 73-20222,
73-30221 or 73-30222.

NOTE: These INTERNAL EEC messages can set the ENGINE CONTROL light, but the problem that causes the fault also causes problems with the EEC BITE Test. When this occurs, the EEC cannot write to the EEC fault memory.

a Do the corrective action in the FIM for the messages that you find prior to signing the Airworthiness Release.

(d) If you are in RECENT FAULTS and there are no faults stored for the flight legs 0 through 3, the screen will show NO RECENT FAULTS STORED.

(e) If the fault data is not available from one of the two channels (A and B) of the EEC, the screen will show the EEC channel that has data.

1) Example:

a) FOR CH B (A) ONLY, CH A (B) EEC DATA NOT AVAILABLE, CAN NOT ACCESS CH A (B).

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

(f) To end the test, push the INIT REF key.

| _____ XXXXX 28. (ETOPS) Repeat the steps above (Interrogate the FMC CDU) for Engine Number 2 Faults.

| _____ 29. Cabin Inspections.

_____ XXXXX A. Emergency Equipment GVI (Flight Compartment and Cabin).

(1) Perform a GVI for condition, security, and presence of all Emergency Equipment excluding Overwing Escape Straps located above Emergency Exit Hatches.

(a) Refer to the Emergency Equipment List (EEL) placard located on the Flight Compartment Door for equipment listing and location.

NOTE: If a portable oxygen bottle requires servicing, and it has been 5 or more years since last hydrostatic test, the bottle must be replaced and sent out for hydrostatic testing.

_____ XXXXX B. Emergency Equipment Detailed Inspection (DI) (Flight Compartment and Cabin).

(1) Perform a DI of the following Emergency Equipment:

(a) Refer to the Emergency Equipment List (EEL) placard located on the Flight Compartment Door for equipment listing and location.

(b) If M-21 expiration date of Emergency Equipment items listed below has less than ten days, replace unit.

NOTE: Expiration date indicating only month and year expires on the last day of that month at midnight.

1) If unit is unavailable, notify MXC.

(c) Check Slide at each Passenger Door.

1) Check M-21 expiration date.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

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- 2) Check Pressure Bottle for proper pressure.
 - a) Make sure the Slide Pack temperature is constant (+-5 degrees Fahrenheit) for at least two hours.
 - b) Make sure the pressure indicator needle is in the GO band (green) or not more than one needle width to the right of the GO band (green).
 - (d) Check EEMK, AED, PBE, Medical Go Kit, First Aid Kit, and Companion Kit:
 - 1) Check M-21 expiration date.
 - 2) Check EEMK, AED, Medical Go Kit and Companion Kit green seals.
 - a) If the green seal is missing or broken, replace kit.
 - 1 If kit is unavailable, consult the MEL for possible dispatch relief.
 - 3) Ensure AED is installed in locking bracket and the BIT indicator shows alternating square and hourglass.
 - a) Blinking red X, solid red X, or chirping signifies an unserviceable AED.
 - 4) Check PBE red rope seals.
 - a) If red rope seals are broken or missing, examine pouch.
 - 1 If the pouch is spongy, or the blue disc has turned pink, remove the PBE within 36 calendar hours from discovery.
 - 2 If the pouch and blue disc are in acceptable condition, install serviceable red rope seals P/N 6630000-1.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

5) Check First Aid Kit lead seal.

a) If the lead seal is missing or broken, replace kit.

1 If kit is unavailable, consult the MEL for possible dispatch relief.

6) Ensure an extra pocket mask is installed.

(e) Check Flashlights to ensure LED indicator blinks at least once every 10 seconds.

(f) Check Fire Extinguishers for tamper seals, and indication of correct pressure (if applicable).

XXXXX C. Cabin General Condition.

(1) Ensure Wheelchair P/N 9000ATA is installed.

(2) Ensure the following items are located in the G2 Galley compartment 208: six Seat Belt Extensions P/N 2011-2-011-2862 in serviceable condition, three "Out of Service" seat wraps stowed in the seat belt extension bag, and three Flight Attendant Demo Kits P/N DEMOKIT.

(3) Visually check the Cabin for presence of damage. Repair as required.

(4) Ensure "FASTEN SEAT BELT WHILE SEATED" placards are visible from all Passenger Seats.

XXXXX D. Galleys and Lavatories.

(1) Galleys.

(a) Check Waste Receptacle enclosure access doors for proper operation, fit, sealing, and latching to ensure containment of possible trash fires.

1) Ensure a "NO CIGARETTE DISPOSAL" placard is installed on each waste disposal door.

(b) Check for evidence of Galley leakage.

(2) Lavatories.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

- (a) Check Waste Receptacle enclosure access doors for proper operation, fit, sealing, and latching to ensure containment of possible trash fires.
- 1) Ensure a "NO CIGARETTE DISPOSAL" placard is installed on each waste disposal door.
- (b) (ETOPS) Open the waste compartment door to get access to the temperature indicator strip. Examine the temperature indicator strip to see if one or more of the temperature indicators changed from white to black (Fig. 23).
- 1) If one or more of the temperature indicators changed from white to black, do this task:
Lavatory Waste Compartment Fire Extinguishing
Bottle Inspection/Check (AMM TASK 26-24-01-200-801).
- (c) Close the waste compartment door.
- (d) Ensure Ashtrays installed on the Lavatory door are installed on the aisle door side. Ensure a "NO SMOKING" placard is installed on the Lavatory sidewall, and on the aisle side of the door.
- (e) Check lavatories for evidence of toilet leakage and proper operation of toilets.
- (f) Check Baby-Changing Table for cleanliness, security, serviceability and placards.

_____ XXXXX E. Perform a GVI of the upper surfaces of the Aircraft Wings through the Cabin Windows for obvious damage or defects.

|_____ XXXXX 30. Emergency Lights.

A. Do an Operational Test of the Emergency Lights as follows:

NOTE: The Power Supply operates the Emergency Lights. Use the lights for a minimum time to do the test.

- (1) At the Overhead Panel, P5, or the Attendant Panel, set the Emergency Light switch to the ON mode.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

(a) Make sure the Emergency Dome Light in the Flight Compartment comes on.

(b) Make sure the Lights in the Passenger Compartment come on.

NOTE: This check includes all types of Emergency area Lights, Exit Signs and Escape Hatch Handles in the Passenger Compartment.

(c) Make sure the Exterior Lights come on.

NOTE: This check includes all Slide and Overwing Lights.

(2) Set the Emergency Light switch to the OFF mode, and make sure all Emergency Lights go off.

|____ XXXXX 31. Egress Lighting.

A. Do a GVI of the Egress Lighting Strips for presence, security, and cleanliness.

B. Check Cabin Interior Lighting system and ensure MEL requirements are met for dispatch.

***** CONCLUSION TASKS *****

|____ XXXXX 32. Ensure all Service Doors and Access Panels are closed and secure and all Latches are latched and secure.

|____ XXXXX 33. Flight Compartment.

A. Ensure controls are properly positioned, as required.

B. Reset all previously opened Circuit Breakers including Weather Radar.

C. Release Parking Brake, as required.

D. Remove Electrical Power, as required (AMM TASK 24-22-00-860-812).

NOTE: Leave electrical power on if the Batteries need charging.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

E. Ensure M-190, P/N B20058 " Maintenance In Progress" tag is stowed in the FO's seat back.

Note: If tag is missing and a replacement is not available, create a MCI to have the tag replaced at the next maintenance opportunity where materials are available.

|_____ XXXXX 34. Cabin, Galleys, and Lavatories.

NOTE: Contact Station Operations for any cleaning related discrepancies.

- A. Visually check the Cabin for cleanliness.
- B. Perform a GVI of each Galley and Galley Floor for cleanliness and ensure Galley Waste Bins and Ashtrays are emptied.
- C. Check Galley Oven Racks and Floors for cleanliness and flammable materials such as grease, etc. Notify Station Operations if Ovens require cleaning.
- D. Perform a GVI of each Lavatory and Lavatory Floor for cleanliness and ensure Lavatory Waste Bins and Ashtrays are emptied.

|_____ XXXXX 35. Gear Pins/Safety Devices.

- A. Remove Landing Gear Downlock Pins, as required (AMM TASK 32-00-01-480-801).
- B. Remove all Deactivation Pins, Wheel Chocks, and Ground Wire, as required.
- C. Ensure EEMK is on board, installed, and secure.

NOTE: EEMK must be on board, installed, and secure prior to signing the Airworthiness Release.

|_____ 36. Aircraft Logbook.

_____ XXXXX A. Review Aircraft Logbook for discrepancies.

- (1) Ensure all Aircraft Log corrective actions are signed off.

A/C NUMBER:

CHECK BEING PERFORMED: Cust

W/C NUMBER: 390M0501 (continued)

MECH: INSP:

_____ XXXXX B. Ensure Line Service Check entry has been made in the Aircraft Logbook. Record log page number in area provided on page 1.

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