

**ATA AIRLINES, INC.**

LINE SERVICE CHECK

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CHECK BEING PERFORMED: Custom

ZONES: 900

W/C NUMBER: 790M0502

DATE:

A/C NUMBER:

REV. DATE: 03/17/08

FREQUENCY: PCI

AD NUMBER 1987-08-09 74-08-09R2 96-12-18

MFR P/N	DESCRIPTION	QTY
2380	Engine/APU Oil 2380, Turb. MIL-PRF 23699TY2	A/R
LD4	Fluid; Hydraulic-Skydrol	A/R
BMS 3-32 TYPE II	Fluid;- Shock Struts only	A/R
B20058	Sign; Maintenance In Progress	A/R
6630000-1	Seal; Red Rope Type	A/R
SC3205	Wipes; Sanicom	A/R
F40016	Log Book	A/R
PP2SEAL	Life Vest Seal	A/R

TOOLS	DESCRIPTION	QTY
Common	Bypass Pin; Nose Gear	1
Common	Gear Pin	4
Common	Fuel Sump Drain Tool	1
Common	Ground Cable	1
4090K55	Gauge; Tire Pressure	1

**REFERENCES**

AMM 11-39-04 CONFIG 2, 12-12-03, 12-12-04, 12-12-05, 12-12-06, 12-13-02, 29-00-00, 32-41-01, 32-41-0

**MECH      INSP**

MRB ITEM: 05-999B

DC10-30 LINE SERVICE CHECK

A/C \_\_\_\_\_ WO/Log Page \_\_\_\_\_ Station \_\_\_\_\_ Date \_\_\_\_\_

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.

\_\_\_\_\_ XXXXX 1. Safety Check

CAUTION: DURING ICE AND SNOW CONDITIONS, IF FLAPS ARE EXTENDED AT AIRCRAFT ARRIVAL, DO A CHECK OF FLAPS AND FLAP WELLS FOR COLLECTED ICE AND SNOW BEFORE FLAP RETRACTION.

A. Exterior

(1) Landing gear down and locked, Downlock Pins installed, and Static Ground Cables connected if required. Record Gear Pin installation in Aircraft Logbook.

(2) Install wheel chocks.

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- (3) Open landing gear wheel well and cargo compartment doors.

## 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) Connect external electrical power. 115VAC (+/- 5VAC), 400Hz (+/- 20Hz).
- (4) Release Parking Brake.

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

## 3. Engines

WARNING: DO NOT REMOVE ENGINE OIL TANK FILLER CAP UNTIL 5 MINUTES AFTER ENGINE SHUT DOWN.

CAUTION: ENGINE OIL QUANTITY MUST BE LOOKED AT BETWEEN 5 AND 30 MINUTES AFTER ENGINE SHUT DOWN. FAILURE TO OBEY THIS PROCEDURE COULD CAUSE ENGINE TO BE OVER FILLED.

A. Top off Engine Oil on Engines after 5 minutes from engine shut down, but not greater than 30 minutes and record consumption.

NOTE: Use only 2380 to service Engines.

- (1) Adding Engine Oil requires the following:
  - (a) Logbook Oil Add Blocks entry.
  - (b) AMERICA (ATAML) entry required. If AMERICA access is not available, contact Maintenance Control to record oil add data.

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(2) The following signoffs below pertain to steps 3.A. through 3.A. (1) (b) .

\_\_\_\_\_ XXXXX (a) #1 Engine. #1 Eng. Qty. added\_\_\_\_\_Quarts.

\_\_\_\_\_ XXXXX (b) #2 Engine. #2 Eng. Qty. added\_\_\_\_\_Quarts.

\_\_\_\_\_ XXXXX (c) #3 Engine. #3 Eng. Qty. added\_\_\_\_\_Quarts.

\_\_\_\_\_ XXXXX (3) Record Engine Monitoring Log (EML) data since the last Line Service Check in AMERICA (ATAML). If AMERICA access is not available, contact Maintenance Control to record EML data.

B. Perform the following inspections-Engine # 1 and # 3:

(1) Check 1st stage fan blades, nose cowl interior, and N1 sensing heads for foreign object damage.

(2) Check the low pressure turbine for damaged blades, and metal in the tailpipe.

(3) Check inlet and exhaust areas for signs of damage.

(4) The following signoffs below pertain to steps 3.B through 3.B. (3) .

\_\_\_\_\_ XXXXX (a) #1 Engine.

\_\_\_\_\_ XXXXX (b) #3 Engine.

C. Perform the following inspections-Engine #1, #2, and #3:

(1) Check cowlings and pylons for damage, signs of leaks, and access doors correctly installed and closed.

(2) Check for fluid leaks, including each engine drain mast for fuel leakage.

NOTE: If fluid leakage is detected, investigate the cause of the leak and take corrective action.

(3) Check the thrust reverser for damage/properly stowed.

(4) Ensure #2 Engine work platform fairings are closed.

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(5) The following signoffs below pertain to steps 3.C through 3.C.(4).

\_\_\_\_\_ XXXXX (a) #1 Engine.

\_\_\_\_\_ XXXXX (b) #2 Engine.

\_\_\_\_\_ XXXXX (c) #3 Engine.

D. Check CSD Transmission for proper fluid level, service as required.

(1) Wait 5 minutes after engine shutdown to allow oil level in CSD transmission case and oil cooling system to stabilize.

(2) Observe oil quantity in oil quantity sight gage. Oil level should be within green band on fluid level indicator plate.

NOTE: Checking the quantity of the CSD Transmission oil quantity by sight gage can only be accomplished on Engines 1 and 3. See step 3.D.(5) for servicing # 2 Engine CSD Transmission oil quantity.

(3) If the oil level is in lower yellow band, service the CSD Transmission to the proper level within the green band (Ref AMM 12-12-05).

(4) If the oil level is in the upper yellow band, drain some oil from the CSD Transmission and ensure oil level is within green band (Ref AMM 12-12-05).

(5) Service the # 2 Engine CSD Transmission(Ref AMM 12-12-05).

NOTE: The remote location of the # 2 Engine CSD Transmission hinders a visual check, therefore servicing the CSD transmission will ensure an adequate oil supply.

(6) Adding or Removing oil from any CSD requires a logbook entry. Be sure to include position and quantity.

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(7) The following signoffs below pertain to steps 3.D. through 3.D.(6).

\_\_\_\_\_ XXXXX (a) #1 Engine CSD. Qty. added \_\_\_\_\_ Quarts.

\_\_\_\_\_ XXXXX (b) #2 Engine CSD. Qty. added \_\_\_\_\_ Quarts.

\_\_\_\_\_ XXXXX (c) #3 Engine CSD. Qty. added \_\_\_\_\_ Quarts.

E. Check APU Reservoir Oil Level

NOTE: Use only 2380 to service APU.

(1) Clean oil fill cap and fill port neck before removing cap.

(2) Remove fill cap. Wipe cap and dipstick.

(3) Insert dipstick in fill port.

(4) Remove dipstick and observe oil level indication.

(5) If oil replenishment is required, service as needed (ref AMM 12-12-03).

(a) Adding APU Oil requires the following:

1) Logbook Oil Add Block entry.

2) AMERICA (ATAML) entry required. If AMERICA access is not available, contact Maintenance Control to record APU Oil add data.

(6) Install fill cap. Make certain cap is secure.

(7) The following signoff below pertains to steps 3.E. through 3.E.(6).

\_\_\_\_\_ XXXXX (a) APU. Qty. added \_\_\_\_\_ Quarts.

\_\_\_\_\_ XXXXX 4. Perform an External Zonal Inspection (GVI) of the 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, Hatches, Static Discharge Wicks, Drains, Antennas, Static Ports, TAT

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Bulbs, Pitot Probes, Angle of Attack Vanes/Sensors, Crew O2 Discharge Indicator Discs, Access/Service Panels, Light Lens Covers.

- B. Visually check the lower fuselage exterior structure including access panels, service doors, cargo doors for proper fit, condition and security of installation from ground level.
- C. Ensure Windshield Wipers are out of view.
- D. Check masts and drains for fluid leakage.
- E. Visually check exterior of aircraft for signs of lavatory leakage including opening the lav service doors. Correct any leaks prior to further flight. Close lav doors after visual check (Ref AD 96-12-18).
- F. Visually check that any airscoops are unobstructed on both left and right sides of the fuselage, including all air conditioning packs inlet and exhaust areas.
- G. Visually check 3 each Cabin Positive Pressure Relief Valves, STA 999,RH (reset if red indicator is visible).
- H. Verify that outflow valves are in the full open position.
- I. Perform an External Zonal Inspection (GVI) of the Area Aft of the Pressure Bulkhead.
- J. Perform an External Zonal Inspection (GVI) of the Vertical Fin, Horizontal Stabilizer, Rudder and Elevator. Pay particular attention for missing static dischargers and for any obvious damage.
- K. Visually check the upper fuselage exterior structure including entry and galley / service doors, emergency hatches and panels for proper fit, condition and security of installation from ground level.

5. Wheels and Wheel Wells.

- \_\_\_\_\_ XXXXX A. Check Nose Landing Gear (NLG), Center Landing Gear (CLG), and Main Landing Gear (MLG) Tires, Wheels and Brakes for obvious damage.

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(1) Check the NLG, CLG, and MLG Tires for wear, cuts, and abnormalities (Ref AMM 32-41-03).

(2) Check the MLG wheels for presence of tie bolt nuts.

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.

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

CAUTION: MAKE SURE THE DIRECT READING GAUGE IS CORRECTLY CALIBRATED AND HAS AN APPROVED DIAL. IF THE GAUGE 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 tires are cool. If Tires are not cool, perform HOT Tire Pressure Checks per AMM 32-41-03.

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

\_\_\_\_\_ XXXXX

(2) Use a calibrated gauge to measure the Tire pressures. 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 for a cool Nose Landing Gear tire is 190 PSI.

(b) CLG Tires: Left \_\_\_\_\_ Right \_\_\_\_\_

NOTE: Optimal pressure for a cool Center Landing

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Gear tire is 170 PSI.

(c) MLG Tires: 1F\_\_\_\_\_ 2F\_\_\_\_\_ 3F\_\_\_\_\_ 4F\_\_\_\_\_

1R\_\_\_\_\_ 2R\_\_\_\_\_ 3R\_\_\_\_\_ 4R\_\_\_\_\_

NOTE: Optimal pressure for a cool Main Landing Gear tire is 200 PSI.

\_\_\_\_\_ XXXXX (3) If "Hot" was circled in step 5.B.(1)(a), perform a Hot Tire Pressure Check per AMM 32-41-03.

NOTE: N/A this step if "Cool" was circled in step 5.B.(1)(a).

WARNING: USE A REGULATED PRESSURE SOURCE TO SERVICE THE TIRES. AN UNREGULATED PRESSURE SOURCE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: SERVICE TIRES WITH NITROGEN ONLY (AD 87-08-09).

\_\_\_\_\_ XXXXX (4) Do these steps for Tires which have pressures below the optimal pressure:

NOTE: N/A this step if "Hot" was circled in step 5.B.(1)(a).

(a) Nose Gear Tire Procedures:

- 1) If tire pressure for a nose gear tire is between 180-190 PSI, service the tire to 190 PSI per AMM 32-41-03.
- 2) If tire pressure for a nose gear tire is between 170-179 PSI, service the tire to 190 PSI per AMM 32-41-03, and place the low pressure tire on a maintenance carryover to be rechecked in 24 hours and replaced if tire falls below 170 PSI in that 24 hour period.
- 3) If tire pressure for a nose gear tire is between 135-169 PSI, replace the affected tire per AMM 32-42-01.
- 4) If tire pressure for a nose gear tire is below 135 PSI, replace the affected tire and the

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opposite tire on the same axle per  
AMM 32-42-01.

- 5) Record serviced pressure and pre-service pressure in logbook.

(b) Center Landing Gear Tire Procedures:

- 1) If tire pressure for a center gear tire is between 160-170 PSI, service the tire to 170 PSI per AMM 32-41-03.
- 2) If tire pressure for a center gear tire is between 150-159 PSI, service the tire to 170 PSI per AMM 32-41-03, and place the low pressure tire on a maintenance carryover to be rechecked in 24 hours and replaced if tire falls below 150 PSI in that 24 hour period.
- 3) If tire pressure for a center gear tire is between 120-149 PSI, replace the affected tire per AMM 32-41-02.
- 4) If tire pressure for a center gear tire is below 120 PSI, replace the affected tire and the opposite tire on the same axle per AMM 32-41-02.
- 5) Record serviced pressure and pre-service pressure in logbook.

(c) Main Landing Gear Tire Procedures:

- 1) If tire pressure for a main gear tire is between 190-200 PSI, service the tire to 200 PSI per AMM 32-41-03.
- 2) If tire pressure for a main gear tire is between 180-189 PSI, service the tire to 200 PSI per AMM 32-41-03, and place the low pressure tire on a maintenance carryover to be rechecked in 24 hours and replaced if tire falls below 180 PSI in that 24 hour period.
- 3) If tire pressure for a main gear tire is between 140-179 PSI, replace the affected tire per

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AMM 32-41-01.

4) If tire pressure for a main gear tire is below 140 PSI, replace the affected tire and the opposite tire on the same axle per AMM 32-41-01.

5) Record serviced pressure and pre-service pressure in logbook.

C. Do a check of the Nose, Center, and Main Landing Gear and Wheel wells. Accomplish the items that follow:

- (1) Clean exposed surface of Strut Piston with a cloth moistened with BMS 3-32 Type II shock strut fluid (MIL-H-5606G Alternate) and wipe with dry cloth.
- (2) Visually check Oleos for correct extension, no leakage, or dirt.
- (3) Visually check doors for condition, obvious damage and security.
- (4) Visually check System installations for condition, leaks, and obvious damage.
- (5) Visually check the landing gear and wheel well area structure and components including cable, wiring, and tubing for condition and security of installation.
- (6) The following signoffs below pertain to steps 5.C. through 5.C.(5).

- \_\_\_\_\_ XXXXXX (a) Nose Landing Gear and Wheel Well
- \_\_\_\_\_ XXXXXX (b) Left Main Landing Gear and Wheel Well
- \_\_\_\_\_ XXXXXX (c) Center Landing Gear and Wheel Well
- \_\_\_\_\_ XXXXXX (d) Right Main Landing Gear and Wheel Well

\_\_\_\_\_ XXXXXX D. Do a visual check of the Left and Right Main Landing Gear Brake Pins

(1) Prepare for the Brake Check

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(continued)

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- (a) Clean dirt and hydraulic fluid accumulation from brake housing and from around brake bleed ports, inlet ports, and drain ports.

CAUTION: BEFORE PRESSURIZING HYDRAULIC SYSTEM, MAKE CERTAIN THAT LANDING GEAR GROUND LOCKPINS ARE INSTALLED AND THAT APPLICABLE CONTROLS ARE IN CORRECT POSITION TO PREVENT INADVERTENT OPERATION OF LANDING GEAR AND FLIGHT CONTROL SYSTEMS.

WARNING: ENSURE TRAVEL AREAS OF ALL FLIGHT CONTROL SURFACES ARE CLEAR OF PERSONNEL AND EQUIPMENT PRIOR TO APPLYING HYDRAULICS.

- (b) Pressurize No. 1 and No. 3 hydraulic power systems (Ref AMM 29-00-00).
- (c) Depress brake pedals and hold for 1 minute to pressurize brakes. After 1 minute set parking brake.

(2) Measure the Brake Wear Pins

- (a) Measure the Brake Wear Pin dimensions for the Left and Right Main Landing Gear and record below:

1F\_\_\_\_\_ 2F\_\_\_\_\_ 3F\_\_\_\_\_ 4F\_\_\_\_\_

1R\_\_\_\_\_ 2R\_\_\_\_\_ 3R\_\_\_\_\_ 4R\_\_\_\_\_

- (b) Measure the Brake Wear Pin dimension for the Center Landing Gear and record below:

Left\_\_\_\_\_ Right\_\_\_\_\_

- (c) Replacement of a brake must occur if the end of the brake wear pin is flush or below. If any brake wear pin is protruding 1/32 of an inch or less, contact Maintenance Control and provide them with the aircraft tail number, brake location, and brake wear pin measurement.

NOTE: When brake wear pin is above flush; Maintenance Control will determine if immediate brake replacement is required. If immediate brake replacement is not required, an open Maintenance

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Control Line Planning item will be created in AMERICA and the applicable brake scheduled for removal/replacement.

(3) Brake check

- (a) Check bleed ports, inlet ports, and drain ports in brake housing for leaks. Leakage in excess of one drop per minute is excessive.
- (b) Check around piston cylinder sleeves and dust seal boots for leaks. Leakage in excess of one drop per minute is excessive.
- (c) Check dust seal boots on cylinder sleeve for cuts, cracks, and deterioration.
- (d) Check brake housing for nicks, scratches, and corrosion damage and areas from which paint has been lost.
- (e) Remove Hydraulic Power from # 1 and # 3 Hydraulic Systems (Ref AMM 29-00-00).

\_\_\_\_\_ XXXXX (4) Release Parking Brake.

6. Wings.

A. Perform Wing External Checks

CAUTION: MAKE SURE THE INBOARD FAN DUCT COWLS AND INBOARD AND OUTBOARD THRUST REVERSERS ARE CLOSED OR REMOVED ON THE WING ENGINES 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 COWLS AND THE INBOARD AND OUTBOARD THRUST REVERSERS ON THE WING ENGINES ARE IN THE OPEN POSITIONS. THIS CAN CAUSE DAMAGE TO EQUIPMENT.

WARNING: ENSURE TRAVEL AREAS OF ALL FLIGHT CONTROL SURFACES ARE CLEAR OF PERSONNEL AND EQUIPMENT PRIOR TO APPLYING HYDRAULICS.

\_\_\_\_\_ XXXXX (1) Pressurize all three Hydraulic Systems (Ref AMM 29-00-00).

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\_\_\_\_\_ XXXXX (2) Extend the flaps and slats, and raise the spoilers to fully extended positions.

\_\_\_\_\_ XXXXX (3) Perform an External Zonal Inspection (GVI) of the Left/Right Wing. GVI includes but is not limited to checking for fluid / fuel leaks, delamination, chafing, cracks and other obvious damage or defects.

(a) Pay Particular attention to the following:

1) Check the left and right wing lower surfaces, control surfaces, wing tips and tank vents from the ground.

2) Check that the fueling station door is secured.

3) Visually check the left and right ailerons, aileron tabs and exposed linkages for condition, obvious damage and security.

4) Visual check the left and right wing trailing edge flaps and components for condition, obvious damage and security.

a) Wing and rear spar mounted components, exposed wiring, cables and plumbing.

b) Trailing edge flaps including visible actuating mechanisms, flap carriages, fairings, flap seals, seal plates, exposed cables and exhaust gate.

5) Visually check spoilers and visible actuating mechanisms for condition, obvious damage and security.

6) Visually check the left and right wing leading edge flaps, slats, spoilers and visible actuating mechanisms for condition, obvious damage and security.

\_\_\_\_\_ XXXXX (4) Retract the flaps and slats, and lower the spoilers to fully retracted and faired positions.

\_\_\_\_\_ XXXXX (5) Remove Hydraulic Power from all three Hydraulic Systems

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(Ref AMM 29-00-00).

- \_\_\_\_\_ XXXXX (6) Ensure fuel level sticks and fuel panels are flush and fastened.
- \_\_\_\_\_ XXXXX (7) Push fuel cavity and shroud drain valves. Look for collected fuel.
- \_\_\_\_\_ XXXXX (8) Drain a minimum of one pint of fuel, or until clean bright fuel is obtained from Left, Right, and Center Main Sump Drains.

NOTE: Do step 6.A.(8) after the aircraft is on the ground for three hours.

\_\_\_\_\_ XXXXX 7. Tail Compartment Exterior Structure Check / Inspection

A. Visually Check the exterior surface of the tail compartment and tail cone including access doors for proper fit, condition and security of installation.

8. Perform an Internal Zonal Inspection (GVI) of the Forward, Center, and Aft Cargo Compartments.

- 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.
- C. Ensure that all required netting is present in all cargo pits. Check for condition and installation.
- D. Ensure all Cargo door lock viewing windows are clean.
- E. Check Cargo Door Seals and mechanisms for condition, obvious damage and security.
- F. Check Cargo Loading System for condition, obvious damage and security (if installed).
- G. Clean doorsill area including seal and drain holes as necessary.
- H. Ensure all lights are operational in each cargo compartment

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and on each cargo door.

I. The following signoffs below pertain to steps 8.A. through 8.H.

\_\_\_\_\_ XXXXX (1) Forward Cargo Compartment

\_\_\_\_\_ XXXXX (2) Center Cargo Compartment

\_\_\_\_\_ XXXXX (3) Aft Cargo Compartment

\_\_\_\_\_ XXXXX J. Check Fly-Away Kit (FAK) in forward cargo compartment for broken seal.

(1) If seal is broken, inspect and inventory FAK and tool kit.

NOTE: The FAK/tool box inventory list is found on the Maintenance and Engineering page of the Employee Web Site under Inventory Forms.

(a) Replenish engine and hydraulic oils per inventory list.

(b) Report other parts or tool shortages (particularly consumable items) to Maintenance Control and record shortages in logbook.

\_\_\_\_\_ XXXXX K. Ensure the security of the FAK is accomplished as listed below prior to Aircraft Dispatch:

(1) Ensure that the FAK access door is secured/locked.

(2) Ensure FAK is secured to floor mounts by use of two Cargo Straps.

9. Cabin and Galley tasks

NOTE: If M-21 Next Insp./Expiration dates have less than ten days, replace unit. If unit is unavailable, notify Maintenance Control. M-21 Next Insp./Expiration dates indicating only month and year expire on the last day of that month at midnight.

\_\_\_\_\_ XXXXX A. Perform a GVI inspection of the cabin and galleys and check for the following.

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- (1) Ensure Wheelchair P/N 9000ATA is installed. Wheelchair is located between L-3 and R-3 passenger doors in the right hand lower closet.
- (2) Ensure that tamper proof seals are intact on all passenger lifevest pouches/holders. If tamper proof seal is missing, perform a visual check to ensure lifevest is in a serviceable condition before reinstallation and reapplication of tamper proof seal.
- (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.
- (5) Check for missing or illegible placards and obvious items that would contribute to unsafe conditions for passengers and flight crew.
- (6) Check for evidence of potable water leakage in and around galley areas.
- (7) Check cabin and galleys for cleanliness. Notify station operations if cleaning is required.
- (8) Check waste receptacle enclosure access doors and disposal doors for proper operation, fit, sealing, and latching.
- (9) Check galley oven racks and floors for cleanliness and flammable materials such as grease, etc. Notify station operations if ovens require cleaning.
- (10) Check galley oven and stowage doors and latches for condition.
- (11) Ensure that both left and right Main Landing Gear Visual Indicators on top of each wing are protruding. Visually check these indicators by looking through the passenger cabin windows.
- (12) Verify and Inspect 3 each headsets and headset cords located in the G3A galley.

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\_\_\_\_\_ XXXXX B. Check flight attendant seat belts, and harnesses for condition, wear, and fraying. Ensure flight attendant seat stows properly without assistance.

\_\_\_\_\_ XXXXX C. Check the content of the two seat belt extension bags located in the closet forward of the R2 door.

(1) Inspect the seat belt extensions and "OUT OF SERVICE" seat wraps for wear, fraying and are in good working condition.

(2) Verify that the following quantities exist for each item.

(a) 2 Total Seat Belt Extension Bags CCN 2505680.

(b) 12 Total Seat Belt Extensions CCN 2505496.

(c) 5 Total "OUT OF SERVICE" seat wraps CCN 2505464.

\_\_\_\_\_ XXXXX D. Operationally test the emergency lights(Ref 33-50-00/501).

(1) While one mechanic presses the EMER LT TEST switch and ensures that the EMER LT TEST green light comes on, another mechanic will ensure that all of the emergency lights come on.

(2) Press and hold EMER LT TEST switch for 3 to 5 seconds to provide sufficient time for fault isolation panel logic to complete this circuit.

NOTE: If the EMER LT TEST light does not come on, a check using the BATT PACK TEST switch and associated threshold detect lights located on the fault isolation controller under the flight engineer's worktable, will indicate which battery power supply fails the discharge test.

(3) Release the EMER LT TEST switch. Ensure EMER LT TEST green light and emergency lights go off.

\_\_\_\_\_ XXXXX E. At the L1 door cabin attendant's panel, turn reading light switch to "ALL ON". Verify all reading lights are illuminated throughout the cabin. Relamp as necessary, or generate a logbook entry if decoders or SEU's are found to be at fault. Turn call light switch to "OFF", then "NORMAL".

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\_\_\_\_\_ XXXXX F. At the L1 door ground service panel, turn call light switch to "ALL ON". Verify all call lights are illuminated throughout the cabin. Relamp as necessary, or generate a logbook entry if decoders or SEU's are found to be at fault. Turn call light switch to "OFF", then "NORMAL".

G. Check each aircraft door to ensure emergency power reservoir is in the "green" range, visible through hole in ceiling panel above each door, and that slide/raft bottle pressure amber indicator light is "OFF" if pressure is ok. Press to test each light operation.

H. The following signoffs below pertain to steps 9.G.

\_\_\_\_\_ XXXXX (1) L1 Door

\_\_\_\_\_ XXXXX (2) R1 Door

\_\_\_\_\_ XXXXX (3) L2 Door

\_\_\_\_\_ XXXXX (4) R2 Door

\_\_\_\_\_ XXXXX (5) L3 Door

\_\_\_\_\_ XXXXX (6) R3 Door

\_\_\_\_\_ XXXXX (7) L4 Door

\_\_\_\_\_ XXXXX (8) R4 Door

\_\_\_\_\_ XXXXX I. Check for the condition, security, and presence of all emergency equipment in the cabin and galleys. (Ref. Emergency Equipment Location (EEL) placard).

J. Perform a detailed inspection of the following emergency equipment (Ref. EEL placard).

\_\_\_\_\_ XXXXX (1) Check first aid kits for condition of seals, M-21 tag and security. If less than 10 days are remaining to expiration date or if seal is missing or broken, replace kit if available. If kit is not available consult MEL for dispatch relief.

\_\_\_\_\_ XXXXX (2) Check Next Insp./Expiration dates on slide/raft M-21 tags.

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(3) Check Enhanced Emergency Medical Kit (EEMK), Automatic External Defibrillator (AED), Go Kit, and Companion Kit as follows:

(a) Check EEMK, AED, Go Kit, and Companion Kit M-21 tags.

(b) If the green seal is missing or broken, replace kit.

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

(c) Ensure AED is installed in locking bracket and the BIT indicator shows alternating square and hourglass.

NOTE: Blinking red X, solid red X or chirping signifies an unserviceable AED.

(d) The following signoffs below pertain to steps 9.J.(3).

\_\_\_\_\_ XXXXX 1) Record accomplishment for EEMK.

\_\_\_\_\_ XXXXX 2) Record accomplishment for AED.

\_\_\_\_\_ XXXXX 3) Record accomplishment for Go Kit.

\_\_\_\_\_ XXXXX 4) Record accomplishment for Companion Kit.

\_\_\_\_\_ XXXXX (4) Check Protective Breathing Equipment (PBE) as follows.

(a) Check PBE M-21 tags.

(b) If one red rope type seal is broken, replace seal P/N 6630000-1 CCN 9100786. If both seals are broken or missing, examine pouch. If pouch is spongy or humidity indicator is pink, open a MCI to remove PBE within 36 calendar hours from discovery.

\_\_\_\_\_ XXXXX (5) Check Flashlights to ensure LED indicator blinks at least once every 10 seconds, and for presence of "Emergency Use Only" plastic shields.

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\_\_\_\_\_ XXXXX (6) Check Fire Extinguishers for tamper seals, and indication of correct pressure (if applicable).

\_\_\_\_\_ XXXXX (7) Check all Portable Oxygen Bottles for presence, security, and proper pressure. Check mask attached to each bottle for presence and condition.

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.

K. Check Passenger Address (PA) and interphone systems.

\_\_\_\_\_ XXXXX (1) Check the condition of the flight crew and attendant communication equipment.

\_\_\_\_\_ XXXXX (2) Check PA using flight deck microphone with any audio panel and volume control rotary switch on pilot's overhead panel. Check PA from cabin using microphones at each passenger door. Ensure all PA announcements are heard from cabin speakers.

NOTE: Flight deck PA announcements override cabin stations.

\_\_\_\_\_ XXXXX (3) Check cabin and galley interphone by communicating between flight deck and other station handsets selected on the pilot's overhead panel.

L. Check Nose and Main Landing Gear Wheelwell Viewing Windows

\_\_\_\_\_ XXXXX (1) Check the Main Landing Gear Wheelwell Viewing Windows to ensure windows are clean and that the windows are latched securely. Ensure carpeting is cut properly to provide access to these viewing windows. Access to the two main gear wheelwells windows is through access doors 271EF and 272EF in the passenger compartment floor, directly above the wheelwells.

\_\_\_\_\_ XXXXX (2) Check the Nose Landing Gear viewing tubes to see that the viewing lenses are clean, and that they are not obstructed by soundproofing blankets. The viewing tubes are located on the cabin floor, left aisle, left of the center seat tracks, at the forward edge of the fifth

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cabin window aft of the L1 door.

## 10. Lavatory Tasks

- A. Check that waste bins and ashtrays are empty and covers are closed tightly with removable ashtray receivers installed on walls or lavatory doors throughout the cabin.
- B. Verify the following placards are properly installed.
- (1) "NO SMOKING" - One placard on outside of each door or adjacent to door above ashtray mounted on the wall throughout the cabin, and one placard installed on inside of each door (Ref AMM 11-39-04 CONFIG 2). (AD 74-08-09)
  - (2) "NO CIGARETTE DISPOSAL" - One placard on or near each lavatory paper or linen waste disposal receptacle door (Ref AMM 11-39-04 CONFIG 2). (AD 74-08-09)
  - (3) "FEDERAL LAW PROVIDES FOR PENALTY OF UP TO \$2,000 FOR TAMPERING WITH THE SMOKE DETECTOR INSTALLED IN THIS LAVATORY" - One placard installed inside each lavatory (Ref AMM 11-39-04 CONFIG 2)
- C. Check lavatories for cleanliness (including odor). Notify station operations if cleaning is required.
- D. Check lavatory paper and linen waste receptacle enclosure access doors and disposal doors, for proper operation, fit, sealing, and latching for the containment of possible trash fires. (AD 74-08-09)
- E. Check lavatory entry door for proper operation fit, sealing, and latching.
- F. Check for "BLUE WATER" leaks and operation of toilets.
- G. Close and latch doors to check lavatory lights.
- H. Check toilet assembly for condition and operation.
- I. Check faucet and drain assemblies for condition and proper operation.
- J. Check waste bins and under sink compartment to ensure there

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is no water in compartment. Check that lines, fittings and components externally and in sink compartment are hooked up and in serviceable condition. Check that sinks drain.

K. Check lavatory fire extinguisher.

- (1) If any of the four patches on temperature indicator inside sink cabinet above trash receptacle changed to black, remove unit from towel chute and weigh (Ref. label on unit for total weight). If weight is 15 grams or more below labeled weight, replace unit and temperature indicator. If weight is less than 15 grams below labeled weight, replace temperature indicator and reinstall unit.
- (2) Inspect unit discharge tubes for missing outlet caps, damage, or distortion and replace unit as required.

L. Test lavatory smoke detectors as follows: Check that green light on detector is on. Push self test on detector - Detector red light on, while alarm signal is heard. Push interrupt switch to terminate that detector's test.

M. The following signoffs below pertain to steps 10.A. through 10.L.

- \_\_\_\_\_ XXXXX (1) Lavatory B.
- \_\_\_\_\_ XXXXX (2) Lavatory C.
- \_\_\_\_\_ XXXXX (3) Lavatory D.
- \_\_\_\_\_ XXXXX (4) Lavatory E.
- \_\_\_\_\_ XXXXX (5) Lavatory F.
- \_\_\_\_\_ XXXXX (6) Lavatory H.
- \_\_\_\_\_ XXXXX (7) Lavatory J.

11. Flight Compartment tasks

- \_\_\_\_\_ XXXXX A. Documents

- (1) Check Documents.

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

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

(b) Ensure all certificates (Airworthiness Certificate, Certificate of Sanitary Construction, Registration Certificate, Radio Station License) are installed in their designated holders, and are clearly legible and visible. Ensure document holders are not cracked.

NOTE: Certificate of Sanitary Construction is located in the forward galley.

\_\_\_\_\_ XXXXX B. Check Hydraulic Quantity.

CAUTION: BEFORE HYDRAULIC SYSTEM IS PRESSURIZED, MAKE SURE GEAR DOWNLOCK PINS ARE INSTALLED AND FLIGHT CONTROLS ARE CLEAR.

(1) Ensure Hand Pump Supply Tank is full. Tank is located in left wheel well.

(2) Check Hydraulic Fluid quantity for systems # 1, # 2, and # 3 using instruction plate at the top of reservoir. (Ref AMM 12-13-02)

(a) If any Hydraulic fluid was removed or added, record fluid quantity in Aircraft Logbook.

(3) Ensure Hydraulic Power has been removed from all three Hydraulic Systems (Ref AMM 29-00-00).

\_\_\_\_\_ 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, Taxi Lights, Strobe Position, Anti-Collision, Navigation, Wing and Engine Scan Lights, High Intensity Recognition Lights, and Runway Turn Off Lights. Verify operation from aircraft exterior. Observe

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limitations, and turn off Lights upon completion.

- (2) Turn on Wheel Well Lights. Verify operation from Aircraft exterior.
- (3) Turn on Flight Compartment Illumination and Indicator Lights(including instrument panel lights), ensure all area Lights are operative and each Indicator Bulb is operative(Ref AMM 33-10-00, and 33-15-00).
- (4) Turn on all galley and cabin ceiling lights. Verify proper operation, and relamp as necessary.

\_\_\_\_\_ XXXXX D. Check Crew Oxygen Bottle.

- (1) Check pressure for minimum of 1400 PSI at 70 degrees F.

NOTE: If Aircraft is at a station not equipped to service Oxygen, and pressure is below 1400 PSI, but above minimum for dispatch (See MEL), notify ATA Maintenance Control.

- (a) Crew O2 bottles that require servicing with more than three years since M-21 Date of Last Inspection must be replaced.
- (2) Check flight crew and observer oxygen masks for condition, presence, and security.

\_\_\_\_\_ XXXXX E. Equipment and Furnishings.

- (1) All Circuit Breakers are closed, except the Weather Radar and those with devices installed to ensure they remain open.
- (2) Check for missing or illegible placards and obvious items that would contribute to unsafe conditions for flight crew.
- (3) Condition, security, and presence of all emergency equipment in the flight deck. (Ref. EEL placard).
- (4) Perform a GVI of the Flight Compartment Seats, Seat Belts, Harnesses, and communication equipment for condition and security.

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- (5) Perform a GVI of the Flight Compartment and its furnishings for cleanliness, condition, and security.
- (6) Check all Instrument Panels for security of mounting.
- (7) Ensure center instrument panel cooling airflow indicator, above artificial horizon, indicates airflow.
- (8) Refill Spare Bulb Box as required.
- (9) Ensure spare Sanicom Wipes are present.
- (10) Perform a GVI of the Flight Compartment door and surrounding structure.

\_\_\_\_\_ XXXXX F. 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 G. Winshield Anti-Ice Test (Ref AMM 30-41-01)

- (1) Momentarily place L ANTI-ICE and R ANTI-ICE switch, located on forward overhead switch panel, in SYS TEST position. The cooresponding L WINDSHIELD ANTI-ICE INOP or R WINDSHIELD ANTI-ICE INOP light, located on overhead annunciator panel, should come on.

NOTE: L WINDSHIELD ANTI-ICE INOP and R WINDSHIELD ANTI-ICE INOP lights indicate an operative windshield anti-ice system only when L ANTI-ICE or R ANTI-ICE switches are in SYS TEST position.

- (2) Place L ANTI-ICE or R ANTI-ICE switch in OFF position.

\_\_\_\_\_ XXXXX H. Cockpit Voice Recorder Test

- (1) Momentarily press TEST button. Observe meter needle deflects into green band and drops back again.

\_\_\_\_\_ XXXXX I. Cargo Door Test

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- (1) Place test switch to TEST.
  - (2) Observe all CARGO DOOR SYS A and CARGO DOOR SYS B lights illuminate.
  - (3) Release switch and observe appropriate door light indications.

## XXXXXX J. Fuel System Test

- (1) Perform the following procedure.
  - (a) Verify all fuel schedule lights are extinguished.
  - (b) Verify FILL VALVE switches CLOSE and FILL VALVE OPEN lights extinguished.
  - (c) Place all TANK PUMP switches OFF except tank 2L AFT if APU is operating.
  - (d) Verify all TRANS PUMP switches OFF. Check AUX TANK PUMPS.
    - 1) If fuel is loaded in the auxiliary fuel tank(s), verify pump operation. Place AUX TANKS PUMPS switches to ALL, verify associated TANK PUMP PRESS LO lights extinguished.

NOTE: If the LWR TANK PUMP PRESS LO lights remain extinguished and the UPPER AUX TANK FILL VALVE OPEN light illuminates, fuel may be in the lower aux tank even if the upper aux tank is not full.

- 2) If the light remains illuminated for one minute and the tank contains fuel, consider that pump inoperative.
- (e) Check all X-FEED selectors are closed.
- (f) Verify FUEL DUMP switch is CLOSED, guarded, and safety wired.
- (g) Test quantity indicators.
  - 1) Press the FUEL QTY TEST button. Hold the test

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CHECK BEING PERFORMED: Cust

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button until "ERR 0" is displayed on all main tank gauges (but not the totalizer), then observe the following sequence:

NOTE: The FUEL QTY TEST button should not be pressed for more than 30 seconds. If the button is held for longer than 30 seconds, the system will record the test as a system error (ERR 4).

- 2) When the test button is released, any stored error codes not previously cleared will be displayed.

NOTE: To clear previously sensed errors, press the FUEL QTY TEST button again while gauges are in the test mode.

- 3) All LCD segments will illuminate.
- 4) Each tank gauge will display the maximum tank quantity.
- 5) If an error is sensed an error code will be displayed on the corresponding tank gauge. If errors have been cleared, the tank gauges will display "CLR".
- 6) All gauges will return to normal.

(h) Observe the following totalizer test sequence:

- 1) The totalizer will display "ERR 0" during the individual tank test sequence, then initiate its test sequence immediately upon completion of the individual tank tests.
- 2) Any stored error codes not previously cleared will be displayed.

NOTE: To clear previously sensed errors, pull out then reset the totalizer knob while the stored error codes are being displayed.

- 3) All LCD segments will illuminate.

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- 4) Top line will display "C 1", bottom line displays total fuel capacity.
- 5) Top line will display "C 2", bottom line displays total number of tanks (4).
- 6) Top line will display "C 3", bottom line displays "OFF".
- 7) Top line will display "C 4", bottom line displays "OFF".

(i) Reset FUEL USED indicators.

\_\_\_\_\_ XXXXX K. Fire Detection

- (1) Perform a test of the Engine and APU Fire Detection System.
  - (a) Place all loop selector switches in BOTH position.
  - (b) Press and hold A test switch. All loop A lights come on, aural fire warning does not sound.
  - (c) Release loop A test switch. All loop A lights go off.
  - (d) Press and hold B test switch. All loop B lights come on, aural fire warning does not sound.
  - (e) Release loop B test switch. All loop B lights go off.
  - (f) Press and hold both loop test switches. Aural fire warning sounds and following fire indicating lights come on:
    - 1) All loop A and B lights.
    - 2) All lights in fire control handles.
    - 3) All lights in fuel shutoff levers.
    - 4) ENG FIRE light on glareshield.

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- 5) MASTER WARN light on glareshield.
  - 6) MASTER WARNING light on the flight engineer's panel.
  - 7) APU FIRE annunciator light on overhead panel.
  - 8) APU FIRE light on flight engineer's panel.
  - 9) APU FIRE light on APU ground control panel.
- (g) Press and release ENG FIRE light. Aural fire warning stops and ENG FIRE light goes off.
- (h) Release both loop test switches. All lights in step 10.G.(1)(f) go off.
- (2) Perform a test of the Lower Cargo Compartment Fire Detection System
- (a) Place CARGO FIRE switch in TEST position and hold. The following cargo fire indicating lights come on within 3 seconds maximum.
- 1) On flight engineer's panel:
    - a) FWD CARGO FIRE
    - b) AFT CARGO FIRE
    - c) MASTER WARNING
    - d) All FWD SMK DET
    - e) All AFT SMK DET
    - f) Forward cargo HEAT DET
    - g) Aft cargo HEAT DET
  - 2) On glareshield:
    - a) MASTER WARN
  - 3) On overhead annunciator panel:

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a) CARGO FIRE

(b) Place CARGO FIRE switch in ARM position. All lights in step 11.G.(2)(a) go off within 5 seconds maximum.

(c) Place CARGO FIRE switch in OFF position.

| \_\_\_\_\_ XXXXX L. Check contents of pouch attached to MEL Manual and comply  
| with placarded instructions inside.

12. Conclusion Tasks

\_\_\_\_\_ XXXXX A. Visually check that all service doors, wheel well doors, cargo doors, and access panels are closed, latched, and secure. After cargo doors are closed, look through lower cargo viewing windows. Make sure the locking pins are engaged by the torque tube cranks and indication marks are aligned.

\_\_\_\_\_ XXXXX B. When aircraft has been parked during freezing rain, snow, sleet, etc., check all engine inlets, exhaust areas, and the top of the fuselage for any accumulation prior to starting engines. Remove accumulated ice and snow prior to flight. This step may be marked N/A if these conditions do not exist at the time of this check.

\_\_\_\_\_ XXXXX C. Check for external leaks around potable water service panel and lavatory service panels after servicing.

\_\_\_\_\_ XXXXX D. Ensure APU inlet and exhaust area is clear.

\_\_\_\_\_ XXXXX E. Ensure controls are properly positioned, as required.

\_\_\_\_\_ XXXXX F. Reset all previously opened Circuit Breakers including Weather Radar.

\_\_\_\_\_ XXXXX G. Release Parking Brake, as required.

\_\_\_\_\_ XXXXX H. Remove Electrical Power, as required.

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

\_\_\_\_\_ XXXXX I. Ensure M-190, P/N B20058 " Maintenance In Progress" tag is stowed in the FE's desk.

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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 J. Visually check the Cabin for cleanliness.

NOTE: Contact Station Operations for any cleaning related discrepancies.

\_\_\_\_\_ XXXXX K. Perform a GVI of each Galley and Galley Floor for cleanliness and ensure Galley Waste Bins and Ashtrays are emptied.

\_\_\_\_\_ XXXXX L. Perform a GVI of each Lavatory and Lavatory Floor for cleanliness and ensure Lavatory Waste Bins and Ashtrays are emptied.

\_\_\_\_\_ XXXXX M. Remove Landing Gear Downlock Pins, as required.

\_\_\_\_\_ XXXXX N. Remove steering bypass valve pin (if installed), and reconnect scissor links(if disconnected). Ensure scissor link quick disconnect pins are fully engaged and check ground shift mechanism rod for correct alignment.

\_\_\_\_\_ XXXXX O. Remove all Deactivation Pins, Wheel Chocks, Ground Wire, and DO-NOT-OPERATE tags as required. Ensure all maintenance tools and equipment have been removed from the aircraft.

\_\_\_\_\_ XXXXX P. Ensure EEMK is on board, installed, and secure.

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

\_\_\_\_\_ XXXXX Q. Review Aircraft Logbook for discrepancies.

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

\_\_\_\_\_ XXXXX R. Ensure Line Service Check entry has been made in the Aircraft Logbook.

Workorder/Logbook page: \_\_\_\_\_

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