# CHAPTER 10

# PARKING AND MOORING

# MD-80
# AIRCRAFT MAINTENANCE MANUAL

## CHAPTER 10
## PARKING AND MOORING

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A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

# 10-EFFECTIVE PAGES

# MD-80
# AIRCRAFT MAINTENANCE MANUAL

## CHAPTER 10
## PARKING AND MOORING



# 10-CONTENTS

## GENERAL - DESCRIPTION AND OPERATION

### 1. Description

A. The aircraft is normally parked or moored on a cement apron where the necessary mooring accommodations are available.

This chapter does not provide information for parking or mooring on surfaces other than prepared parking areas.

B. During normal weather conditions, the aircraft should be parked with wheel chocks only. For extended parking, further protective measures should be taken. Refer to the PAGEBLOCK 10-20-00/201 for mooring procedures if the aircraft is to be prepared for mooring during high wind conditions. Mooring should not be required unless winds in excess of 60 knots are expected.

## PARKING - DESCRIPTION AND OPERATION

### 1. General

A. Aircraft parking procedures for the MD-80 are similar to those for other aircraft equipped with tricycle landing gear. Under normal weather conditions the aircraft may be parked and headed in a direction that will best facilitate servicing without regard to prevailing winds.

B. For extended parking or storage, all windows and doors should be closed and protective covers installed to prevent entry of foreign materials.

C. For extended parking or storage during extremely cold weather conditions, further special procedures must be performed to protect the aircraft.

## PARKING - MAINTENANCE PRACTICES

### 1. General

A. Parking procedures are generally used during good weather conditions. If bad weather conditions exist, or are expected, the aircraft should be moored. (PAGEBLOCK 10-20-00/201)

B. Static port covers are recommended when the aircraft is parked for more than a standard turnaround.

C. Failure to remove covers from pitot probes or coverings from static ports before flight may cause large errors in airspeed-sensing and altitude-sensing signals, which may lead to loss of safe flight.

D. Static grounding is not necessary if the airplane is parked for turnaround flight and no maintenance is to be done.

E. Static grounding is necessary when performing maintenance tasks using these devices:

- Power tools
- Electrical power sources
- Lights
- Powered instruments
- Flammable conditions (such as painting and solvent application).

(1) When static grounding is recommended in a detailed procedure, the airplane must be statically grounded to a common, approved, identified ground.

(2) Where a grid system is used, any number of individual grounds will provide a common ground, since all grounds are interconnected. If an area does not have a grid system, use a single approved and identified ground as the common ground for all grounding cables.

(3) The airplane is normally electrostatically grounded through conductive tires. However, static grounding is necessary for:

- Airplanes having inadequate conductivity to ground through the tires
- Airplanes on parking sites that have inadequate conductivity.

### 2. Tools and Equipment Required

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

NOTE: Equivalent substitutes may be used in place of the following listed items:

**Table 201**

| Name and Number | Manufacturer |
|---|---|
| Lockpin, Main Landing Gear (2), 2916700-1 | Douglas Aircraft Company |
| Lockpin, Nose Landing Gear (1), 2916700-501 | |
| Static grounding cables terminals, TGR or SDP | Appleton Elect. Co. |
| Wheel chocks | Locally manufactured |
| Cover, APU Exhaust, 5100161 | Texstar Plastics |
| Cover, APU Cooling Air Exit, 5100172 | Texstar Plastics |
| Cover, Engine Inlet, 510-1235 | Texstar Plastics |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| Cover, Engine Exhaust, 510-1236 | Texstar Plastics |
| Cover, Dorsal Ram Air and Inlet, 5100163 | Texstar Plastics |
| Cover, Air-conditioning Exhaust (Left), 5100164 | Texstar Plastics |
| Cover, Air-conditioning Exhaust (Right), 5100174 | Texstar Plastics |
| Cover, Pitot Tube Nose, 2916748 | Douglas Aircraft Company |
| Cover, Tail Section Louver (Left), 5100197 | Texstar Plastics |
| Cover, Tail Section Louver (Right), 5100196 | Texstar Plastics |
| Cover, Pitot Tube Stabilizer, 4916783 | Douglas Aircraft Company |
| Solvent, P-D-680 DPM 518 | |
| G02443 Tape, orange barricade, 3 in. wide, 4 mils thick "REMOVE BEFORE FLIGHT" in black letters | |
| G02219 Tape, vinyl adhesive, Scotch No. 471, bright yellow, 1.5 in. wide | |
| G02444 Tag with wire, Red paper, 3 in. wide, 6 in. long, "STATIC PORTS COVERED" in black letters | |
| G02447 Tag with wire, Red paper, 3 in. wide, 6 in. long, "PITOT PROBES COVERED" in black letters | |

## 3. Parking

A. General Procedures

**WARNING:** IF WIND GUSTS ARE EXPECTED TO EXCEED 69 MPH (60 KNOTS), AIRCRAFT SHOULD BE HEADED INTO WIND TO PREVENT STRUCTURAL DAMAGE TO PRIMARY CONTROL SURFACES.

**CAUTION:** IF THERE IS ANY POSSIBILITY THAT AIRCRAFT HAS BEEN SUBJECTED TO WINDS IN EXCESS OF 75 MPH (65 KNOTS), AND AIRCRAFT HAS NOT BEEN HEADED INTO WIND OR WIND DIRECTION CHANGED DURING PARKING, PERFORM VISUAL AND PHYSICAL INSPECTIONS (MOVING THE SURFACES BY HAND) OF ALL FLIGHT CONTROLS AND AN OPERATIONAL CHECK OF THESE SYSTEMS.

**CAUTION:** LAST FEW FEET OF ANY TAXIING OR TOWING ACTION SHOULD BE IN A STRAIGHT FORWARD OR AFT DIRECTION TO ALIGN GEAR. FAILURE TO ALIGN GEAR TO RELIEVE TIRE AND STRUT STRESSES CAUSED BY TURNING MOTIONS MAY RESULT IN HYDRAULIC OIL LEAKAGE THROUGH SHOCK STRUT SEALS.

(1) Position aircraft on level surface.

(2) Center nosewheel.

(3) Chock main gear wheels.

**WARNING:** ALL WORK AROUND THE AIRPLANE MUST STOP WHEN LIGHTNING OCCURS AT A DISTANCE OF 6 MILES OR LESS. ALL PERSONNEL MUST GO IN A BUILDING OR THE AIRPLANE. LIGHTNING CAN KILL PERSONNEL OR CAUSE INJURY.

**WARNING:** DO NOT CONNECT A HEADSET, OR TOUCH CONNECTIONS TO THE AIRPLANE WHEN THERE IS LIGHTNING, OR IN STRONG ELECTROMAGNETIC FIELDS. LIGHTNING, AND ELECTRICAL CURRENT CAN CAUSE INJURIES TO PERSONNEL.

**WARNING:** ALWAYS ATTACH THE GROUNDING CABLE TO THE GROUND CONNECTION FIRST. DO NOT ATTACH THE CABLE TO THE AIRCRAFT AND THEN TO THE GROUND CONNECTION. THIS WILL PREVENT SHOCK AND INJURY TO THE PERSONNEL.

**CAUTION:** ATTACH THE GROUNDING CABLES ONLY TO THE SPECIFIED POINTS ON THE AIRCRAFT. THE ATTACHED GROUNDING CABLES THAT ARE NOT CORRECTLY ATTACHED CAN CAUSE CORROSION AND CRACKS ON THE STRESSED PARTS. THE GROUND WIRES ATTACHED TO THE DOORS OR THE FAIRINGS THAT ARE MADE FROM THE COMPOSITE MATERIALS DO NOT GIVE A GOOD GROUND. THIS WILL PREVENT DAMAGE TO THE AIRCRAFT.

(4) Connect a static ground cable to the airplane as follows:

(a) Stop ground servicing operations, external to the airplane, during electrical storms.

(b) Connect the grounding cable to an approved, identified static ground point.

NOTE: These points may be located in the parking surface or in another fixed location.

(c) Connect the grounding cable to approved grounding attach point on the airplane.

(d) Before the airplane is moved, remove the ground cables in reverse sequence of attachment.

(5) Install landing gear safety lockpins in main and nose gear. (Figure 201)

**WARNING:** MAKE CERTAIN THAT PITOT PROBES ARE UNCOVERED PRIOR TO FLIGHT, AND THAT TAG IS REMOVED FROM CONTROL WHEEL.

(6) Install pitot tube covers. Wire tag "PITOT PROBES COVERED" to left control wheel in cockpit.

(7) Close all windows, and passenger and cargo doors as determined by aircraft status and weather conditions.

(8) Install covers, plugs, and shields as determined by aircraft status and weather conditions. (Figure 202)

(9) Set parking brake if aircraft is to be left unattended.

(10) Make certain wing flaps, spoilers, and engine thrust reversers are retracted.

(11) Make certain APU ram and nonram air doors are closed.

(12) Make certain horizontal stabilizer trim setting is in zero position.

## 4. Extended Parking (Aircraft Parked No Longer Than 7 Days)

A. General Procedure

NOTE: If the aircraft is to be parked in extremely warm or humid climate, provisions should be made for ventilation of cabin, cargo, and flight compartment to prevent buildup of temperature and pressure and possible damage to equipment and furnishings.

(1) Check that requirements of Paragraph 3. have been accomplished.

(2) Set parking brakes.

(3) Close all exterior access and inspection panels.

(4) Make certain that wing flaps, spoilers, and engine thrust reversers are retracted.

(5) Make certain horizontal stabilizer trim setting is in zero position.

(6) Install engine inlet covers.

**WARNING:** MAKE CERTAIN THAT ALL COVERS ARE REMOVED BEFORE FLIGHT, ESPECIALLY THOSE COVERING PITOT/STATIC OPENINGS. REMOVE TAGS FROM CONTROL WHEEL IN COCKPIT.

(7) Install all other covers, shields, or plugs in aircraft. Refer to Paragraph 6. for covering of pitot probes, and Paragraph 7. for covering of static port openings.

(8) Drain all water from all water and waste systems in aircraft. (WATER SUPPLY SYSTEM, SUBJECT 38-11-00, Page 301) and (WASTE DISPOSAL, SUBJECT 38-30-00, Page 201)

(9) If parking more than 24 hours, perform Paragraph 4.A.(9)(a) or Paragraph 4.A.(9)(b):

(a) Remove emergency lighting power failure battery power supplies , and comply with storage instructions in vendor component maintenance manual. (PAGEBLOCK 33-53-00/401)

(b) If parking not to exceed 7 days, energize electrical network every day for 3 hours to hold emergency lighting batteries on trickle charge. (PAGEBLOCK 24-20-00/201)

## 5. Cold Weather Maintenance

A. General Aircraft downtime and delays caused by cold weather problems can be minimized by preventive maintenance procedures employed during time aircraft is parked.

(1) Prior to parking aircraft, parking area should be cleared of snow and slush. If impractical to clear entire area, at least tire areas should be cleared to prevent tires freezing to ramp.

(2) Drain all water from all systems if temperature is expected to go below freezing.

(3) Wheels should be rotated every 24 hours to prevent them from acquiring a "set" or flat spot. Tire area contacting ground should be marked and dated and aircraft moved, rotating tires until marked area is cleared from contact with ground.

(4) If tires are frozen to ramp, they may be freed by hot air, hot water, or inflation. As soon as tires are free, aircraft should be moved to a cleared area to prevent refreezing.

(5) Accumulations of snow and/or ice should be removed from engine inlets, exhausts, and upper surfaces of aircraft periodically, depending on local weather conditions.

(6) Upon termination of cold weather or to perform system replenishment to return aircraft to service. (PAGEBLOCK 12-30-01/301)

## 6. Pitot System Probe Covers

**WARNING:** MAKE CERTAIN THAT ALL COVERS ARE REMOVED BEFORE FLIGHT, ESPECIALLY THOSE COVERING PITOT/STATIC OPENINGS. REMOVE TAGS FROM CONTROL WHEEL IN COCKPIT.

A. Pitot System Probe Covers - Installation

**WARNING:** WHEN PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. IN ADDITION, ATTACH TAG TO LEFT CONTROL WHEEL IN COCKPIT AS REMINDER THAT PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

**CAUTION:** WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE COVERS CAN COME OFF AND DAMAGE ENGINES.

(1) Put covers on pitot probes.

(2) Wire red paper tag with "PITOT PROBES COVERED" to top of left control wheel in cockpit.

B. Pitot System Probe Covers - Removal

**WARNING:** WHEN PITOT PROBES ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. IN ADDITION, ATTACH TAG TO LEFT CONTROL WHEEL IN COCKPIT AS REMINDER THAT PITOT PROBES ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER PITOT PROBES BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

**CAUTION:** WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE COVERS CAN COME OFF AND DAMAGE ENGINES.

(1) Remove covers from pitot probes.

(2) Remove red paper tag with "PITOT PROBES COVERED" from top of left control wheel in cockpit.

## 7. Static System Port Covers

**WARNING:** WHEN STATIC PORTS ARE COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. IN ADDITION, ATTACH TAG TO LEFT CONTROL WHEEL IN COCKPIT AS REMINDER THAT STATIC PORTS ARE COVERED. FAILURE TO OBSERVE AND REMOVE COVERINGS OVER STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

**CAUTION:** WHENEVER AN OPENING IS COVERED, MAKE SURE THAT CONDITION IS VISIBLE FROM GROUND. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE COVERS CAN COME OFF AND DAMAGE ENGINES.

A. Static System Port Covers - Installation

**WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

**WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

**WARNING:** MAKE CERTAIN THAT NO RESIDUE GETS INTO STATIC PORT HOLES.

(1) Clean area around each static port with P-D-680 solvent, using a clean dry rag, where tape will be used.

(2) Cut 3-foot length of orange barricade tape with "REMOVE BEFORE FLIGHT" printed in black.

**WARNING:** MAKE CERTAIN THAT ADHESIVE TAPE DOES NOT COVER ANY HOLES IN STATIC PORT.

(3) Place barricade tape over static port openings, and secure top end of tape with 5-inch strip of yellow vinyl adhesive tape. Smooth out tape to make certain that tape bonds to aircraft surface. (Figure 203 (Sheet 2) steps 1 and 2)

(4) Place 5-inch strip of vinyl adhesive tape on each vertical edge of barricade tape, overlapping strip of tape at top. (Figure 203 (Sheet 2) step 3)

(5) Place 8-inch strip of vinyl adhesive tape horizontally across barricade tape below static port, overlapping vertical tape. (Figure 203 (Sheet 2) step 4).

(6) Carefully grasp free end of barricade tape and fold it up over static port against surface of aircraft. Place 8-inch strip of vinyl adhesive tape horizontally across back side of barricade tape, overlapping lower half of first 8-inch strip of adhesive tape. (Figure 203 (Sheet 3) steps 5 and 6)

(7) Allowing barricade tape to stream down, smooth out tape, and place 8-inch strip of adhesive tape across barricade tape, half way down length of barricade tape (Figure 203 (Sheet 3) step 7).

(8) Smooth out barricade tape and place 8-inch strip of adhesive tape across lower end of barricade tape. (Figure 203 (Sheet 3) step 8)

(9) Wire red paper tag with "STATIC PORTS COVERED" to top of left control wheel in cockpit.

B. Static System Port Covers - Removal

**WARNING:** FAILURE TO REMOVE BARRICADE TAPE AND VINYL ADHESIVE TAPE FROM STATIC PORTS BEFORE FLIGHT MAY CAUSE LARGE ERRORS IN AIRSPEED-SENSING AND ALTITUDE-SENSING SIGNALS, WHICH MAY LEAD TO LOSS OF SAFE FLIGHT.

**CAUTION:** REMOVE ALL BARRICADE TAPE AND VINYL ADHESIVE TAPE. ENGINES SHOULD NOT BE OPERATED WITH COVERS IN PLACE BECAUSE COVERS CAN COME OFF AND DAMAGE ENGINES.

(1) Remove all barricade tape and vinyl adhesive tape from static ports.

(2) Check each static port for tape residue.

**WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.

- GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.
- USE IN AN AREA OPEN TO THE AIR.
- CLOSE THE CONTAINER WHEN NOT USED.
- DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.
- DO NOT BREATHE THE GAS.

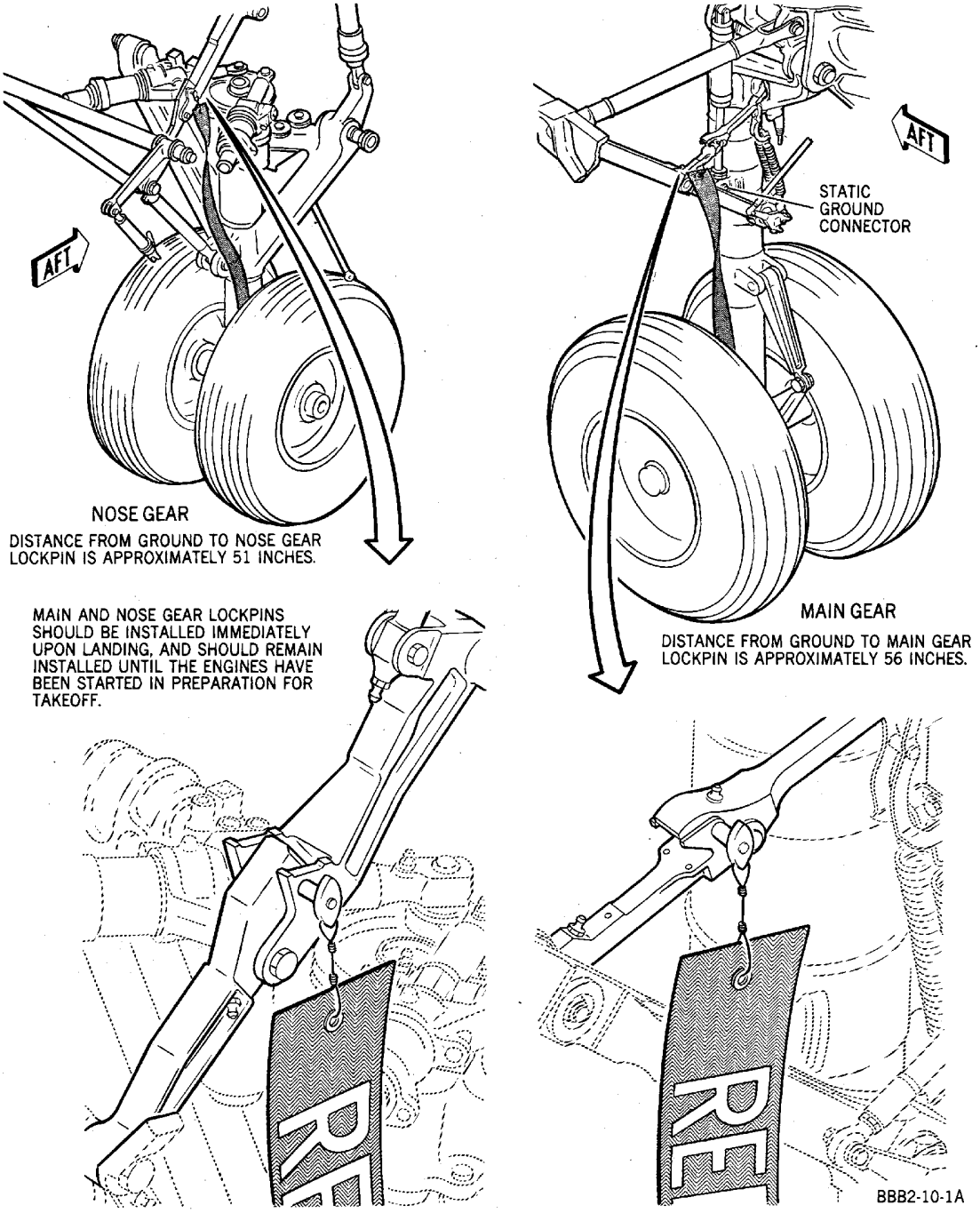
**WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIER'S MSDS FOR:

- MORE PRECAUTIONARY DATA
- APPROVED SAFETY EQUIPMENT
- EMERGENCY MEDICAL AID.

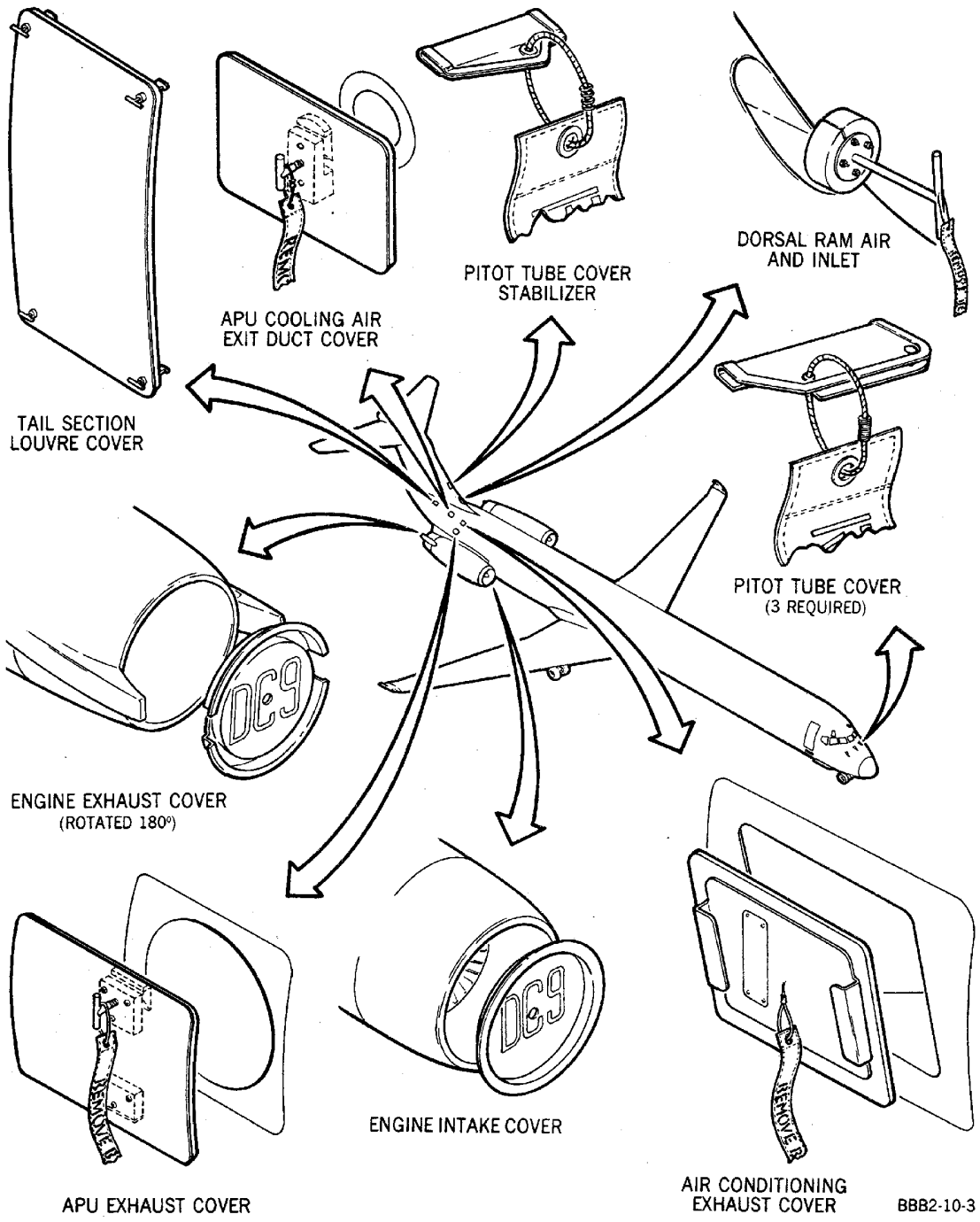
TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THIS HAZARDOUS AGENT.

(3) If necessary, clean area around each static port with P-D-680 solvent, using a clean dry rag to remove all tape residue, dirt, and other contaminants.

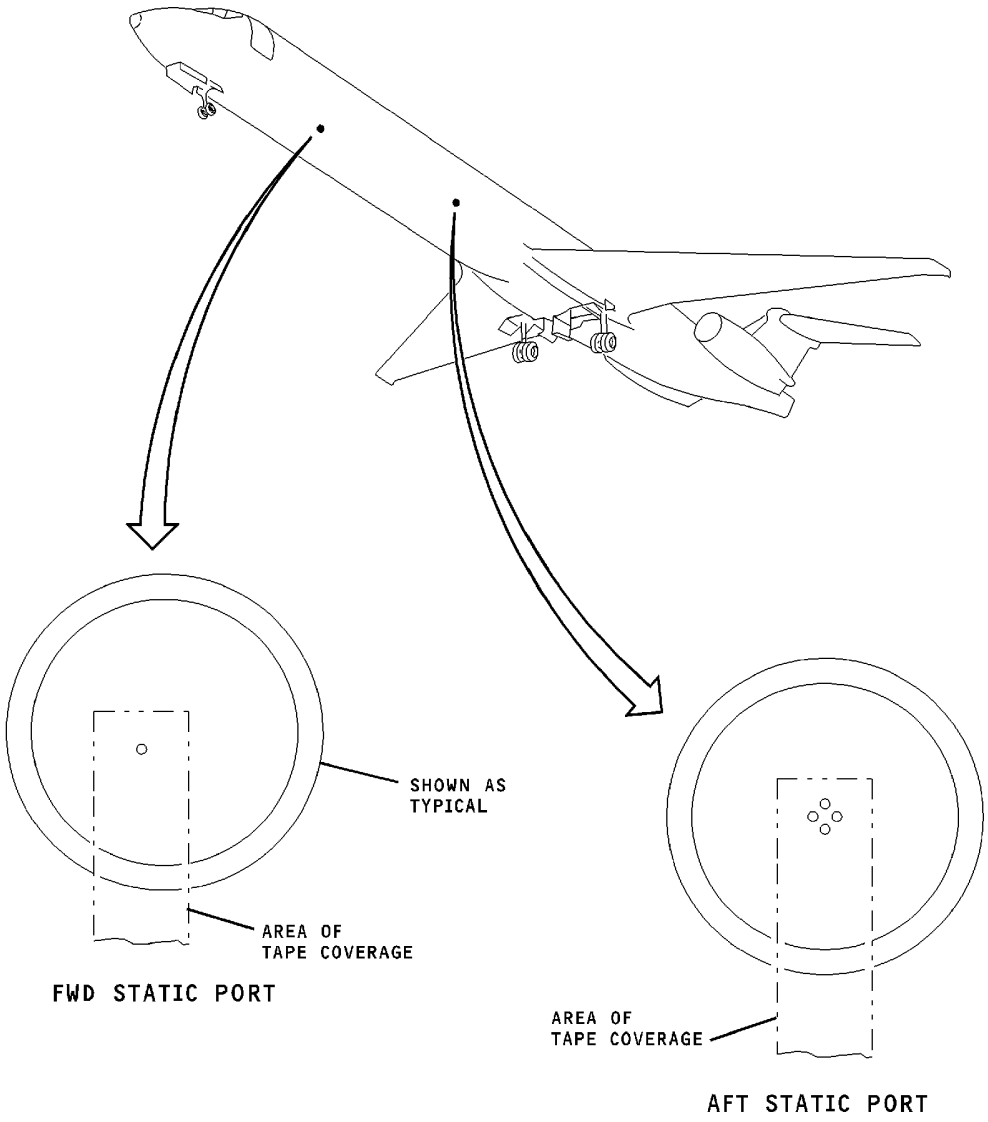
(4) Remove red paper tag with "STATIC PORTS COVERED" from top of left control wheel in cockpit.



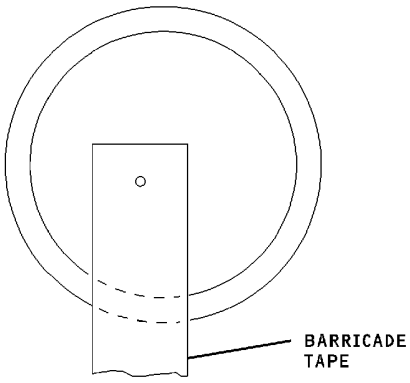

**Landing Gear Ground Safety Lockpins**
**Figure 201/10-10-00-990-801**




**Protective Covers**
**Figure 202/10-10-00-990-802**

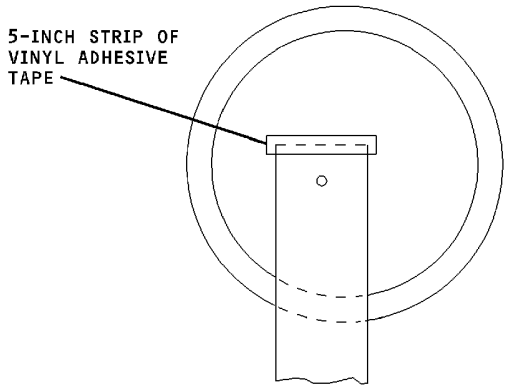



**Static Port Cover - Installation**
**Figure 203/10-10-00-990-803 (Sheet 1 of 3)**



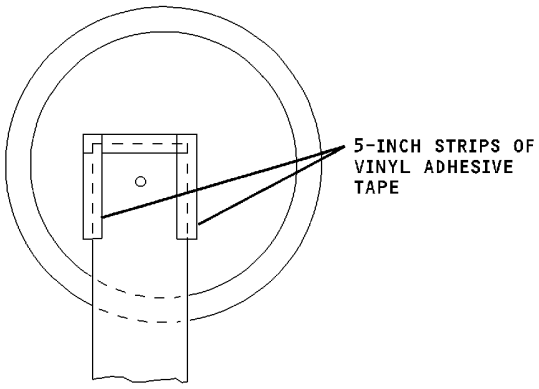

STEP 1

PUT ONE END OF THE BARRICADE TAPE OVER THE STATIC PORT TO COVER THE HOLES



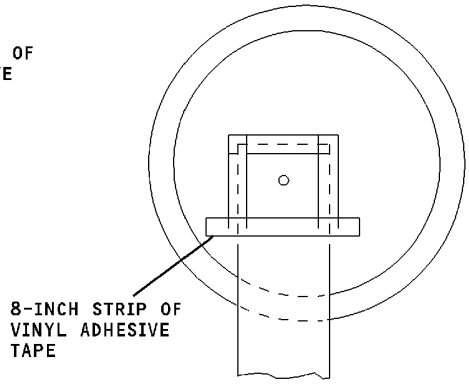

STEP 2

SECURE THE TOP EDGE OF THE BARRICADE TAPE WITH 5 INCHES OF VINYL ADHESIVE TAPE




STEP 3

PUT TWO 5-INCH STRIPS OF VINYL ADHESIVE TAPE OVER THE SIDES OF THE BARRICADE TAPE, OVERLAPPING THE TOP STRIP OF ADHESIVE TAPE




STEP 4

PUT AN 8-INCH HORIZONTAL STRIP OF VINYL ADHESIVE TAPE OVER THE BARRICADE TAPE BELOW THE STATIC PORT HOLE, OVERLAPPING THE TWO VERTICAL STRIPS

CAG(IGDS)

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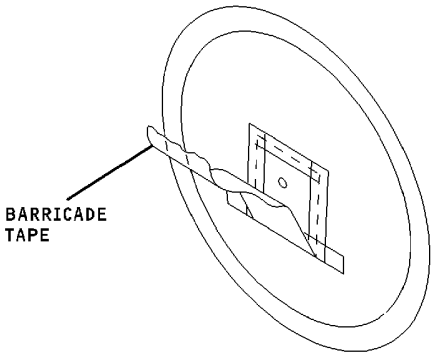
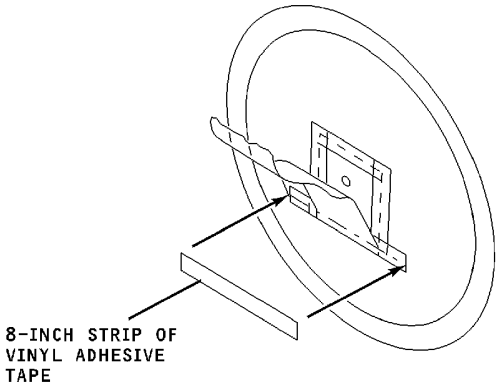
**Static Port Cover - Installation**
**Figure 203/10-10-00-990-803 (Sheet 2 of 3)**



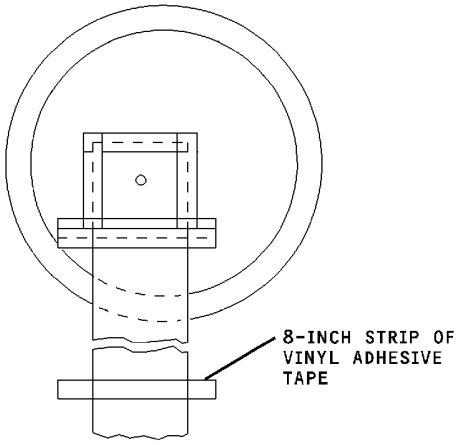

STEP 5

CAREFULLY GRASP THE FREE SECTION OF BARRICADE TAPE, AND FOLD IT BACK AGAINST THE SURFACE OF THE AIRPLANE



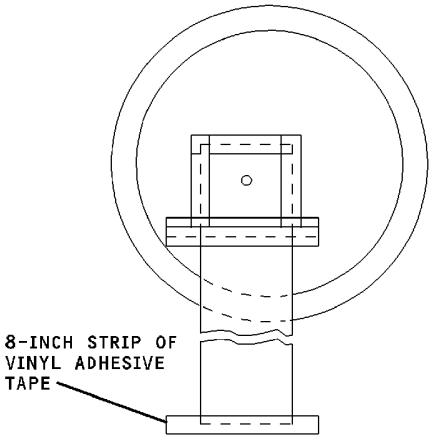

STEP 6

PLACE AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BACK SIDE OF THE BARRICADE TAPE, OVERLAPPING THE LOWER HALF OF THE FIRST 8-INCH STRIP OF ADHESIVE TAPE




STEP 7

PUT AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE BARRICADE TAPE HALFWAY DOWN THE LENGTH OF THE BARRICADE TAPE




STEP 8

PUT AN 8-INCH STRIP OF VINYL ADHESIVE TAPE HORIZONTALLY OVER THE LOWER END OF THE BARRICADE TAPE

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**Static Port Cover - Installation**
**Figure 203/10-10-00-990-803 (Sheet 3 of 3)**

## MOORING - DESCRIPTION AND OPERATION

### 1. General

**CAUTION:** MAKE CERTAIN THAT ROPE DOES NOT CONTACT SHARP EDGES AND WILL NOT DAMAGE EQUIPMENT.

A. Mooring points are provided on the wing and on the tail skid for securing the aircraft to the parking apron. To tie at the wing mooring points, a fitting must be installed at each wing mooring adapter. A hole in the tail skid provides an attach point for the mooring cables and the tail stand. For further mooring security, the aircraft can be tied down at the main gear and nosegear. With aircraft headed into the wind, nose and main gear mooring may be accomplished using a wrap of polyester rope, or equivalent, around gear. (PAGEBLOCK 10-20-00/201)

## MOORING - MAINTENANCE PRACTICES

### 1. General

A. Mooring procedures are used during existing or expected bad weather conditions. For mooring requirements, see Figure 201.

B. Mooring procedures are also provided during extreme high wind conditions. (Paragraph 4.)

### 2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used in place of the following items:

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

**Table 201**

| Name and Number | Manufacturer |
|---|---|
| Lockpins Main Landing Gear (2), 2916700-1 | Douglas Aircraft Co. |
| Lockpin, Nose Landing Gear (1), 2916700-501 | |
| Static grounding cables terminals, TGR or SDP | Appleton Elect. Co. |
| Wheel chocks | Locally manufactured |
| Adapters Wing Mooring (2), 4916707-1,-2 | Douglas Aircraft Co. |
| *Cables (5/16-inch diameter 7x19 minimum) | Commercially available |
| *Rope, polyester, 1.25 in. (25.6mm) diameter minimum | United States Rope Co. Menlo Park, CA |
| *Cover, APU Exhaust, 5100161 | Texstar Plastics |
| *Cover, APU Cooling Air Exit, 5100172 | Texstar Plastics |
| *Cover, Engine Inlet, 510-1235 | Texstar Plastics |
| *Cover, Engine Exhaust, 510-1236 | Texstar Plastics |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| *Cover, Dorsal Ram Air Inlet, 5100163 | Texstar Plastics |
| *Cover, Air-conditioning Exhaust (Left), 5100164 | Texstar Plastics |
| *Cover, Air-conditioning Exhaust (Right), 5100174 | Texstar Plastics |
| *Cover, Pitot Tube, Rudder Travel Limiter, 4916783 | Douglas Aircraft Co. |
| *Cover, Pitot Tube, Fuselage Nose, 2916748 | Douglas Aircraft Co. |
| *Cover, Tail Section Louver (Left), 5100197 | Texstar Plastics |
| *Cover, Tail Section Louver (Right), 5100196 | Texstar Plastics |
| *As determined by weather conditions and/or operators requirements. | |

3. **Mooring**

A. General Procedures

NOTE: Mooring the aircraft requires some of the procedures used in parking; therefore, applicable procedures are repeated here to ensure compliance.

(1) Park aircraft on level surface.

(2) Center nosewheel.

(3) Set parking brake.

(4) Chock main gear wheels.

(5) Install landing gear ground safety lockpins in main and nosegear. (Figure 10-10-00-990-801)

(6) Make certain that wing flaps, spoilers, and engine thrust reversers are retracted, and that APU ram and nonram air doors are closed.

(7) Make certain horizontal stabilizer trim setting is in the zero position.

(8) Connect aircraft grounding cables to static ground connector located approximately 40 inches from ground on inboard side of each main landing gear strut.

(9) Install protective covers, shields, and plugs as determined by expected weather conditions. (Paragraph 2.)

(10) Install wing mooring adapters in each wing. (Figure 201)

(11) Attach cables to wing mooring adapters and tie to mooring rings in parking apron. Tighten cables until no slack exists. Recommended cone angle formed by cables is approximately 30 degrees. (Figure 201)

(12) Attach two cables to tail bumper mooring point and tie to points in opposite directions at right angles to aircraft centerline. Tighten cables until no slack exists. Recommended cone angle formed by cable is approximately 60 degrees. (Figure 201)

(13) For additional mooring security, tie down at each main landing gear and at nosegear using rope. Tighten rope until no slack exists. Tie each gear fore and aft at 30 degree (60 degrees included) angle. (Figure 201)

NOTE: It may be required to temporarily loosen or remove the necessary hose clamps to provide slack to the brake hoses and tubing when routing the rope under these components.

(14) Close windows and doors as necessary.

**4. Mooring (High Wind Conditions)**

A. Moor Aircraft

NOTE: Mooring the aircraft requires some of the procedures used in parking; therefore, applicable procedures are repeated here to ensure compliance.

**CAUTION:** IF WIND GUSTS ARE EXPECTED TO EXCEED 75 MPH (65 KNOTS), AIRCRAFT SHOULD BE FLOWN OUT OF AREA TO DIFFERENT LOCATION OR STORED INSIDE HANGAR TO PREVENT DAMAGE TO AIRCRAFT.

**CAUTION:** IF THERE IS ANY POSSIBILITY THAT AIRCRAFT HAS BEEN SUBJECTED TO WINDS IN EXCESS OF 75 MPH (65 KNOTS), AND AIRCRAFT HAS NOT BEEN HEADED INTO WIND OR WIND DIRECTION CHANGED DURING PARKING, PERFORM VISUAL AND PHYSICAL INSPECTIONS (MOVING THE SURFACES BY HAND) OF ALL FLIGHT CONTROLS AND AN OPERATIONAL CHECK OF THESE SYSTEMS.

(1) Park aircraft on level surface with aircraft pointed into wind to prevent structural damage to primary control surfaces.

(2) Center nosewheel.

(3) Set parking brake.

(4) Chock main gear wheels.

(5) Install landing gear ground safety lockpins in main and nosegear. (Figure 10-10-00-990-801)

(6) Make certain that wing flaps, spoilers, and engine thrust reversers are retracted, and that APU ram and nonram air doors are closed.

(7) Make certain horizontal stabilizer trim setting is in the zero position.

(8) Connect aircraft grounding cables to static ground connector located approximately 40 inches from ground on inboard side of each main landing gear strut.

(9) Install protective covers, shields, and plugs as determined by expected weather conditions per Paragraph 2..

(10) Install wing mooring adapters in each wing. (Figure 201)

(11) Attach cables to wing mooring adapters and tie to mooring rings in parking apron. Tighten cables until no slack exists. Recommended cone angle formed by cables is approximately 30 degrees. (Figure 201)

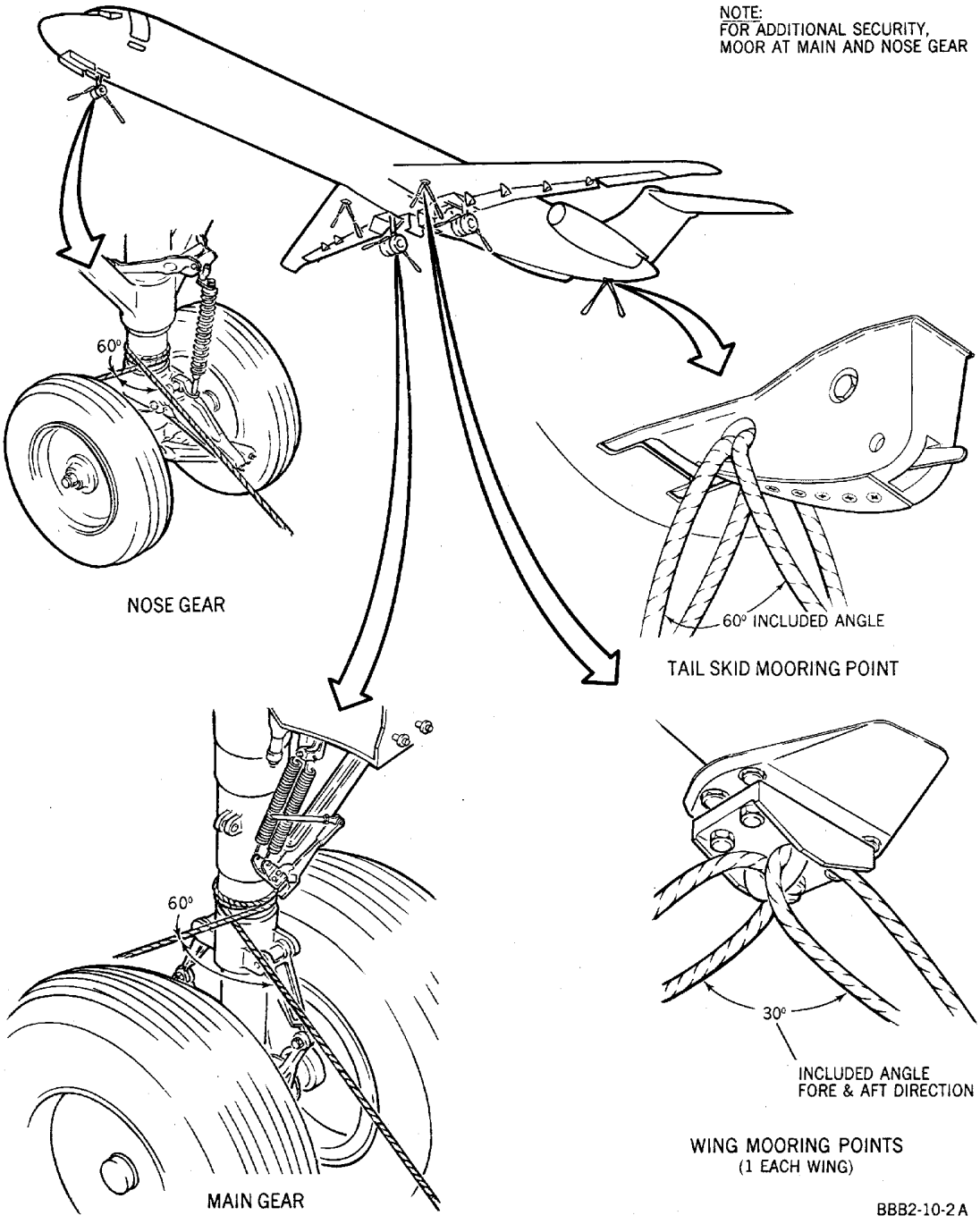
(12) Attach two cables to tail bumper mooring point and tie to points in opposite directions at right angles to aircraft centerline. Tighten cables until no slack exists. Recommended cone angle formed by cable is approximately 60 degrees. (Figure 201)

(13) Tie down at each main landing gear and at nosegear using rope. Tighten rope until no slack exists. Tie each gear fore and aft at 30 degree (60 degrees included) angle. (Figure 201)

NOTE: It may be required to temporarily loosen or remove the necessary hose clamps to provide slack to the brake hoses and tubing when routing the rope under these components.

(14) Close windows and doors as necessary.

(15) Remove all work stands or movable equipment from area of aircraft that would collide with aircraft.




**Mooring Points**
**Figure 201/10-20-00-990-801**

## AIRCRAFT PRESERVATION - DESCRIPTION AND OPERATION

### 1. General

A. These procedures cover short-term (less than 90 days) and long-term (more than 90 days) aircraft preservation/storage requirements.

B. Engine and auxiliary power unit (APU) perservation/storage requirements are also identified. The aircraft engines and APU preservation intervals are different from those for the airframe.

C. Inspection intervals for the airframe, engines, and APU are provided for quick reference during the storage period.

D. Separate procedures detail aircraft, engine and APU depreservation methods for returning the aircraft to an operable condition.

## AIRCRAFT PRESERVATION - MAINTENANCE PRACTICES

### 1. General

A. This section shows those items required for aircraft storage. All items relating to the airframe are applicable to both short-term and long-term storage. The chart shows the intervals at which each item must be repeated in order to maintain the aircraft in a serviceable condition.

B. Engine and APU preservation procedures are identified by length of storage.

C. The specific storage procedures can be found in the following aircraft preservation procedures tables Paragraph 5..

(1) Aircraft exterior Paragraph 5.A.

(2) Aircraft engines - general preservation procedures Paragraph 5.B.

(3) Engine storage less than 7 days Paragraph 5.C.

(4) Engine storage 7 to 28 days Paragraph 5.D.

(5) Engine storage 28 to 90 days Paragraph 5.E.

(6) Engine storage more than 90 days Paragraph 5.F.

(7) APU storage up to 180 days Paragraph 5.G.. For normal preservation see GENERAL - SERVICING, PAGEBLOCK 49-00-00/301 Config 1.

(8) APU storage 180 to 365 days Paragraph 5.H.. For normal preservation see GENERAL - SERVICING, PAGEBLOCK 49-00-00/301 Config 1.

(9) Aircraft interior Paragraph 5.I.

(10) Final operations Paragraph 5.J.

(11) Inspections and procedures Paragraph 5.K.

### 2. Equipment and Materials

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

NOTE: Equivalent substitutes may be used in place of the following items:

**Table 201**

| Name and Number | Manufacturer |
|---|---|
| Lockpin, main landing gear (2), 2916700-1 | Douglas Aircraft Co. |
| Lockpin, nose landing gear (1), 2916700-501 | Douglas Aircraft Co. |
| Static grounding cable terminals, TGR or SDP | Appleton Elect. Co. |
| Wheel chocks | Locally manufactured |
| Cover, APU cooling air exit, 5100172 | Texstar Plastics |
| Cover, engine inlet, 510-1235 | Texstar Plastics |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| Cover, engine exhaust,<br>510-1236 | Texstar Plastics |
| Cover, dorsal ram air and inlet,<br>5100163 | Texstar Plastics |
| Cover, air conditioning exhaust (left),<br>5100164 | Texstar Plastics |
| Cover, air conditioning exhaust (right),<br>5100174 | Texstar Plastics |
| Cover, pitot tube, nose,<br>2916748 | Douglas Aircraft Co. |
| Cover, tail section louver (left),<br>5100197 | Texstar Plastics |
| Cover, tail section louver (right),<br>5100196 | Texstar Plastics |
| Cover, pitot tube stabilizer,<br>4916783 | Douglas Aircraft Co. |
| Film, polyethylene<br>DPM 661 | |
| Film, masking<br>DPM 5517 | |
| Tape, plastic coated, waterproof<br>DPM 2344 | |
| Tape, adhesive<br>DPM 871 | |
| Foam, polyethylene<br>DPM 3098 | |
| Material, cushioning<br>DPM 3196-1 | |
| 1,1,1 trichloroethane<br>DPM 5792 | |
| Masks, aluminized mylar<br>DPM 5942 | |
| Paper, abrasion resistant<br>DPM 5783 | |
| Foil, aluminum<br>DPM 659 | |
| Tape, adhesive, cloth-backed<br>DPM 871 | |
| Protective coating, solvent removable<br>DPM 5404-3635 | |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| Grease, lubricant<br>DPM 5348 | |
| Solvent, cutback, corrosion preventive<br>DPM 665 | |
| Fluid, hydraulic<br>DPM 392 or DPM 366 | |
| Fluid, hydraulic (Skydrol)<br>DMS 2014, Type 2 or Type 4 | |
| Paper, grease proof, waterproof<br>DPM 634 | |
| Barrier material, water vaporproof, flexible<br>DPM 632 | |
| Humidity Indicator Plug<br>DPM 2651-1 | |
| Humidity Indicator Card<br>DPM 3468 | |
| Solvent, P-D-680<br>DPM 518 | |
| Corrosion preventive, fingerprint remover<br>DPM 673 | |
| Desiccant, activated, bagged<br>DPM 5265 | |
| Inconel Lockwire 0.032 in,<br>NASM20995N32, DPM 684 | |
| Corrosion Resistant Steel Lockwire 0.032 in<br>NASM20995C32, DPM 5865 | |
| Container, 6-gallon | |
| Lubricating oil, jet engine<br>DPM 339 | |
| Lubricant, oil<br>DPM 5109 | |
| Adapter,<br>PWA-12386 | Pratt & Whitney Aircraft |
| Plastic bags | |

3. **Parking Aircraft for Storage**

A. Prior to storage the aircraft must be positioned in the storage area. The following procedures supplement those procedures found in PAGEBLOCK 10-10-00/201.

**WARNING:** IF WIND GUSTS ARE EXPECTED TO EXCEED 69 MPH (60 KNOTS), AIRCRAFT SHOULD BE HEADED INTO WIND TO PREVENT STRUCTURAL DAMAGE TO PRIMARY CONTROL SURFACES.

**CAUTION:** IF THERE IS ANY POSSIBILITY THAT AIRCRAFT HAS BEEN SUBJECTED TO WINDS IN EXCESS OF 75 MPH (65 KNOTS), AND AIRCRAFT HAS NOT BEEN HEADED INTO WIND OR WIND DIRECTION CHANGED DURING PARKING, PERFORM VISUAL AND PHYSICAL INSPECTIONS (MOVING THE SURFACES BY HAND) OF ALL FLIGHT CONTROLS AND AN OPERATIONAL CHECK OF THESE SYSTEMS.

(1) Position aircraft on a level surface.

(2) If possible, aircraft should be spaced a sufficient distance apart to provide adequate clearance for maintenance, servicing, and fire lanes.

(3) If possible, maintain fire lanes between each double row and block of aircraft, a width slightly greater than the wing span of the parked aircraft.

(4) The direction in which aircraft are to be parked will be determined by ease of maintenance and servicing, and not by the direction of the prevailing wind.

(5) Center nosewheel.

(6) Chock main landing gear wheels.

(7) Connect aircraft static grounding cables.

(8) Install landing gear safety lockpins in main and nose landing gears.

(9) Moor aircraft, if necessary. (PAGEBLOCK 10-20-00/201)

B. If the aircraft is parked in an area of ice, or frozen snow, do one of the following steps to prevent the tires from freezing to the ground during a freeze condition.

(1) Put a mat under the tires.

(2) Put a layer of coarse sand under the tires.

(3) Put some other applicable material under the tires.

## 4. Storage Material Replacement

A. Some materials used in aircraft storage procedures require periodic inspection and replacement.

**Table 202 Storage Material Replacement**

| MATERIAL | REPLACEMENT FREQUENCY |
|---|---|
| Paper, abrasion-resistant (DPM 5783) | Replace every 4 weeks |
| Adhesive Tape (DPM 871) | Replace every 2 months |
| Aluminized Mylar (DPM 5942) | Replace every year |

## 5. Aircraft Preservation Procedures

A. Aircraft Exterior

**Table 203**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| 1. | Protect pitot tubes, temperature probes, static ports, and static plates. Use designated covers or polyethylene film secured with masking film to insure water cannot become entrapped. | Initial Storage |

Table 203 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **CAUTION:** DO NOT SEAL DRAIN OPENINGS. | | | |
| 2. | Cover openings, air scoops, exhausts, etc., in fuselage. Use polyethylene film secured with masking film. For Pitot/Static openings, (PAGEBLOCK 10-10-00/201). | | Initial Storage |
| 3. | Protect exterior portions of windshields, windows, lights, and all other exposed glass or acrylic. Use the following materials as practical: | | Initial Storage |
| | A. | Aluminized mylar masks. Preferable for windows and windshields. | |
| | B. | Abrasion-resistant paper. | |
| | C. | Aluminum foil attached with cloth-backed adhesive tape. | |
| | D. | Polyethylene sheet attached with cloth-backed adhesive tape. | |
| 4. | Check aircraft exterior fuselage, wings, and empennage for signs of corrosion, unprotected aluminum, scratches, unprotected rivets and fasteners. | | Initial Storage |
| | A. | Protect areas as required. Apply solvent removable protective coating. | Strip and replace coating every 6 months |
| 5. | Lubricate aircraft completely. (PAGEBLOCK 12-21-01/301) (PAGEBLOCK 12-21-02/301) (PAGEBLOCK 12-21-03/301) (LANDING GEAR - LUBRICATION, PAGEBLOCK 12-21-04/301) (PAGEBLOCK 12-21-05/301) | | Initial Storage (Repeat annually) |
| | A. | Lubricate jack pads. Use grease lubricant. | |
| **WARNING:** CORROSION PREVENTATIVE IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN CORROSION PREVENTATIVE IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET CORROSION PREVENTATIVE IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| 6. | Protect landing gear and shock struts. Use corrosion preventive solvent cutback. | | Initial Storage (Repeat each 90 days) |

Table 203 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** PETROLEUM-BASE HYDRAULIC FLUID IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN PETROLEUM-BASE HYDRAULIC FLUID IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET PETROLEUM-BASE HYDRAULIC FLUID IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS OR MIST. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | A. | Protect shock strut pistons by coating exposed portions with hydraulic fluid. | |
| | B. | Wipe exposed actuating rods and pistons using Skydrol hydraulic fluid. | |
| | C. | Wrap exposed portions of pistons and struts with greaseproof, waterproof paper, or polyethylene film. Secure with masking film. | |
| NOTE: If aircraft is to be moved to a permanent place of storage, this item may be deferred until final parking. | | | |
| 7. | Move the flaps and slats to the up position, ailerons, and spoilers to the faired position. Secure the elevators and rudder in the neutral position. | | Initial Storage |

Table 203 (Continued)

| STEP | | ITEM | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** PETROLEUM-BASE HYDRAULIC FLUID IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN PETROLEUM-BASE HYDRAULIC FLUID IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET PETROLEUM-BASE HYDRAULIC FLUID IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS OR MIST. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | A. | Coat exposed surfaces of actuating rods and cylinders with Skydrol hydraulic fluid and wrap with greaseproof, waterproof paper. Secure with masking film. | |
| | B. | Use masking film to seal minor control surface gaps. Use polyethylene film secured with masking film for larger openings. | |
| 8. | Close all control surface access doors and covers. | | Initial Storage |
| | A. | L.H. Wing Leading Edge (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) | |
| | B. | L.H. Wing Trailing Edge (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) | |
| | C. | R.H. Wing Leading Edge (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) | |
| | D. | R.H. Wing Trailing Edge (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) | |
| | E. | Vertical Stabilizer (PAGEBLOCK 06-23-00/001) | |
| | F. | Horizontal Stabilizer (PAGEBLOCK 06-23-00/001) | |

**Table 203 (Continued)**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| NOTE: Make sure all bushings, bearings, and control cables are properly protected. | | |

B. Aircraft Engines - General Preservation Procedures

**Table 204**

| STEP | | ITEM | WHEN PERFORMED |
|---|---|---|---|
| 1. | | Preserve aircraft engines | Initial Storage |
| NOTE: The following procedures apply to short term and long term aircraft storage. | | | |
| NOTE: Bagged desiccant may be placed in plastic tubes. | | | |
| NOTE: Do not allow desiccant bags to come in contact with engine, APU, or surrounding structure. Place desiccant bags on racks, polyethylene film, waterproof, or vaporproof barrier material. | | | |
| | A. | Attach humidity indicators so they are visible from outside, but are covered to prevent fading by sunlight. | |
| **WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | B. | Clean areas of tape installation using P-D-680 solvent. Be careful not to remove protective coating. | |

**Table 204 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** CORROSION PREVENTIVE (FINGERPRINT REMOVER) IS AN AGENT THAT IS FLAMMABLE, POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN CORROSION PREVENTIVE (FINGERPRINT REMOVER) IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET CORROSION PREVENTIVE (FINGERPRINT REMOVER) IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | (1) | Remove fingerprint residue using fingerprint remover. | |
| NOTE: Do not use chlorinated solvents. | | | |
| **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | | |
| | (2) | After preservation and installation of desiccant, seal all engine and APU compartment openings with designated closures, polyethylene film and/or tape. | |
| | (3) | Tag cockpit controls with date and method of aircraft preservation. | |

C. Engine Storage Less Than 7 Days

**Table 205**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| 1. | Engines may be left in an inactive status with no preservation protective requirements provided: | | Initial Storage |
| | A. | Engine inlet and exhaust covers are installed. | |

**Table 205 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | B. | Humidity is not excessively high. | |
| | C. | Engines are not subjected to extreme temperature changes which would produce condensation. | |

D. Engine Storage 7 to 28 Days

**Table 206**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| | **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | |
| 1. | Place approximately 26 pounds (11.79 kg) of desiccant in engine inlet and exhaust. | Initial Storage |
| NOTE: Desiccant may be placed in plastic tubes. | | |
| NOTE: Do not allow desiccant bags to come in contact with engine or surrounding structure. Place bags on racks, polyethylene film, barrier material or equivalent. | | |
| 2. | Install a humidity indicator plug in engine intake and exhaust covers. Install indicator card into indicator plug. Humidity indicators are to be visible from outside, but covered to prevent fading by sunlight. | Initial Storage |

**Table 206 (Continued)**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| **WARNING:** | DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | |
| **WARNING:** | REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | |
| 3. | Install engine intake and exhaust covers. Cap, or plug all engine openings. (PARKING - MAINTENANCE PRACTICES, PAGEBLOCK 10-10-00/201) | Initial Storage |
| NOTE: | Clean areas of tape installation using P-D-680 solvent, being careful not to remove protective coating and remove any fingerprint residue using finger- print remover. | |
| NOTE: | Do not use chlorinated solvents. | |
| 4. | Tag power control levers (throttle levers) and oil filler caps. Note date and preservation method used. | Initial Storage |
| 5. | Check the preserved engine. | Every 14 days if aircraft is stored outside. Every 30 days if aircraft is stored inside. |
| NOTE: | If the relative humidity, as indicated by the humidity indicators, is 40% or less, no further action is necessary. If the relative humidity exceeds 40%, the engine including fuel and oil systems, should be depreserved and represerved. | |
| NOTE: | The only required depreservation for engines in this category is removal of all engine closures, plugs or caps, and desiccant bags from the engine prior to starting. | |

E. Engine Storage 28 to 90 Days

**Table 207**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| NOTE: | Engine oil system does not require preservation when storage is for a period of 90 days, or less. | |
| 1. | Engine fuel system preservation. | Initial Storage |

Table 207 (Continued)

| STEP | | ITEM | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** JET FUELS A AND A-1 (JP-5 FUEL) ARE AGENTS THAT ARE, FLAMMABLE, EXPLOSIVE, POISONOUS AND IRRITANTS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN JET FUELS A AND A-1 (JP-5 FUEL) ARE USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET JET FUELS A AND A-1 (JP-5 FUEL)IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | A. | Disconnect fuel-in supply at inlet pad of fuel pump and connect a supply of filtered (10 micron filter is recommended) jet engine oil (MIL-L-6081, Grade 1010, or equivalent) at an inlet pressure of 5 to 25 psi and a minimum temperature of 60°F to the fuel pump. | |
| NOTE: Extreme care should be taken to prevent foreign material from entering the engine oil system. | | | |
| | B. | Remove fuel pressurizing and dump valve strainer and cover at rear of pressurizing and dump valve. (FUEL PRESSURIZING AND DUMP VALVE - MAINTENANCE PRACTICES, PAGEBLOCK 73-13-05/201) | |
| | C. | Install PWA 12386 adapter on pressurizing and dump valve in place of the cover. | |
| | D. | Attach a standard hose from the adapter to a suitable container having a minimum capacity of six gallons. | |
| | E. | Open ignition circuit breaker to de-energize the engine ignition system. | |
| | F. | With the ignition switch "OFF" and the fuel shut-off valves "OPEN", move the fuel control lever (throttle lever) to the full "OPEN" position. | |
| | G. | Motor the engine with the starter at a minimum N2 speed of 1600 rpm until at least two gallons of oil are discharged from the pressurizing and dump valve strainer cavity. During the motoring period, move the throttle lever from "OPEN" to "CLOSED" to "OPEN" to purge the bypass system. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | |
| 2. | | Sundstrand Constant Speed Drive preservation | Initial Storage |

Table 207 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | A. | Remove the magnetic drain plug and the reservoir drain plug located on the bottom of the CSD. (CONSTANT SPEED DRIVE (CSD) TRANSMISSION - SERVICING, PAGEBLOCK 12-12-02/301) | |
| | B. | Check magnetic drain plug for contamination. | |
| **WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | C. | Remove filters, check filter condition, clean with P-D-680 solvent, and reinstall filters. | |
| NOTE: Do not use chlorinated solvents. | | | |
| | D. | With the drain plug removed, pour new oil into the constant speed drive until the oil pours out of the drain. | |
| | E. | Close and safety with lockwire the magnetic drain plug and the reservoir drain plug. (CONSTANT SPEED DRIVE (CSD) TRANSMISSION - SERVICING, PAGEBLOCK 12-12-02/301) (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201) | |
| | F. | Fill the constant speed drive with oil. (CONSTANT SPEED DRIVE (CSD) TRANSMISSION - SERVICING, PAGEBLOCK 12-12-02/301) | |
| 3. | Pneumatic starter preservation. | | Initial Storage |
| | A. | Remove the drain plug and allow oil to drain. (ENGINE PNEUMATIC STARTER - SERVICING, PAGEBLOCK 12-12-05/301) | |
| | B. | When the oil has drained, reinstall the plug. | |
| | C. | Remove oil filler cap from starter. | |
| | D. | Pour 100 cc (3.4 fluid ounces) of MIL-L-7808 or MIL-L-23699 oil into starter. | |
| | E. | Install oil filler cap. | |

**Table 207 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | F. | Motor engine to lubricate internal components of constant speed drive and engine starter. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | |
| | G. | Remove oil drain plug from starter. | |
| | H. | Drain oil from starter. | |
| | I. | When the oil has drained reinstall the drain plug and safety with lockwire. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201) | |
| | J. | Wipe external surface of starter. | |
| | K. | Attach warning tag to starter to indicate starter oil has been drained. | |
| 4. | Tag the cockpit throttle levers and the engine oil filler caps noting the date and preservation method used. | | Initial Storage |
| 5. | Attach a humidity indicator plug and indicator card to the engine intake and exhaust covers. | | Initial Storage |
| NOTE: Attach humidity indicators as to be visible from the outside, but covered to prevent fading by sunlight. | | | |
| **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | | |
| 6. | Place approximately 26 pounds (11.79 kg) of desiccant in engine inlet and exhaust. | | Initial Storage |
| 7. | Install engine intake and exhaust covers. (PAGEBLOCK 10-10-00/001) | | Initial Storage |
| NOTE: If engine intake and exhaust covers contain pneumatic tubes, inflate tubes to 2 psi with compressed air. | | | |
| 8. | Check the preserved engines. | | Every 14 days if aircraft is stored outside. Every 30 days if aircraft is stored inside. |
| NOTE: If the relative humidity, as indicated by the humidity indicators, is 40% or less, no further action is necessary. If the relative humidity exceeds 40%, the engine, including fuel and oil systems should be depreserved and reserved. | | | |

F. Engine Storage More Than 90 Days

**Table 208**

| STEP | | ITEM | WHEN PERFORMED |
|---|---|---|---|
| 1. | | Start and operate engine for five minutes at 75 percent maximum continuous operation. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | Initial Storage |
| 2. | | Shutdown engine. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | Initial Storage |
| 3. | | Engine Fuel System preservation | Initial Storage |
| **WARNING:** JET FUELS A AND A-1 (JP-5 FUEL) ARE AGENTS THAT ARE, FLAMMABLE, EXPLOSIVE, POISONOUS AND IRRITANTS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN JET FUELS A AND A-1 (JP-5 FUEL) ARE USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET JET FUELS A AND A-1 (JP-5 FUEL)IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| **CAUTION:** EXTREME CARE SHOULD BE TAKEN TO PREVENT FOREIGN MATERIAL FROM BEING DRAWN INTO THE ENGINE FUEL SYSTEM. | | | |
| | A. | Disconnect fuel-in supply at inlet pad of fuel pump and connect a supply of filtered flushing oil at an inlet pressure of 5 to 25 psi and a minimum temperature of 60°F. | |
| NOTE: Equipment should be provided with suitable filters or strainers of no coarser mesh than used in the engine. A 10 micron filter is recommended for this purpose. | | | |
| NOTE: Filtered flushing oil should be a light mineral based oil equivalent to MIL-L-6081, Grade 1010 which is mixable with fuel and test fluids and compatible with fuel system materials. | | | |
| | B. | Remove pressurizing and dump valve strainer and cover at rear of pressurizing and dump valve. (FUEL PRESSURIZING AND DUMP VALVE - MAINTENANCE PRACTICES, PAGEBLOCK 73-13-05/201) | |

**Table 208 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | C. | Install PWA-12386 adapter on pressurizing and dump valve in place of the cover. | |
| | D. | Attach a standard hose from the adapter to a suitable container having a minimum capacity of six gallons. | |
| | E. | Open ignition circuit breaker to de-energize the engine ignition system. | |
| | F. | With the ignition switch OFF and the fuel shutoff valves OPEN, move the fuel control lever to the full OPEN position. | |
| **WARNING:** JET ENGINE OIL LUBRICANT (GRADE 1010) IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN JET ENGINE OIL LUBRICANT IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET JET ENGINE OIL LUBRICANT IN THE EYES, ON SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | G. | Motor the engine with the starter at a minimum N2 speed of 1600 rpm until at least two gallons of oil are discharged from the pressurizing and dump valve filter cavity. During the motoring period, the power control lever should be moved from OPEN to CLOSED to OPEN to purge the bypass system. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | |
| | H. | Replace the pressurizing and dump valve filter cover using new O-rings and connect the fuel supply line. (FUEL PRESSURIZING AND DUMP VALVE - MAINTENANCE PRACTICES, PAGEBLOCK 73-13-05/201) | |
| | I. | The power control lever should be tagged as to the preservative method used and date of preservation. | |
| 4. | Drain engine oil system. | | Initial Storage |
| | A. | Open the drain on the bottom of the oil tank and remove the drain plug from the bottom of the main accessory gearbox. Drain oil into suitable containers. (ENGINE OIL SYSTEM - SERVICING, PAGEBLOCK 12-12-04/301) | |
| NOTE: Plug and connector may be removed from standpipe outlet to facilitate draining, and to drain CSD cavity. | | | |

**Table 208 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | B. | With the drains open, motor the engine with the starter to 1600 minimum rpm. This allows the scavenge pumps to clear the engine. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | Initial Storage |
| NOTE: Engine clearing is indicated by cessation of steady stream of oil from drains. Engine will have only limited lubrication. Engine motoring time should be restricted to the minimum necessary to accomplish draining. | | | |
| **WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| 5. | Remove the oil filter element. Rinse the filter element in P-D-680 solvent. (ENGINE MAIN OIL FILTER - MAINTENANCE PRACTICES, PAGEBLOCK 79-20-06/201 Config 1) | | Initial Storage |
| 6. | Allow the engine oil to drain to a slow drip for approximately one-half hour. | | Initial Storage |
| 7. | Install the oil filter and close the previously opened engine oil drains. (ENGINE MAIN OIL FILTER - MAINTENANCE PRACTICES, PAGEBLOCK 79-20-06/201 Config 1) | | Initial Storage |
| 8. | Fill the engine oil tank to the operating level with engine oil. (ENGINE OIL SYSTEM - SERVICING, PAGEBLOCK 12-12-04/301) | | Initial Storage |
| 9. | Motor the engine with the starter. After oil pressure, N1 rpm, and N2 rpm are indicated, discontinue motoring operation. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | | Initial Storage |
| 10. | Open the drain on the bottom of the oil tank and remove the drain plug from the bottom of the main accessory gearbox. Drain oil in suitable containers. (ENGINE OIL SYSTEM - SERVICING, PAGEBLOCK 12-12-04/301) | | Initial Storage |
| NOTE: Plug and connector may be removed from standpipe outlet to facilitate draining and to drain CSD cavity. | | | |
| 11. | Close oil tank drain. Coat main gearbox drain plugs with new engine oil and reinstall connector with packing and drain plugs. Lockwire plugs. (LOCKWIRE SAFETYING - MAINTENANCE PRACTICES, PAGEBLOCK 20-10-18/201) | | Initial Storage |
| 12. | Remove cover plates from the pads of accessory drives upon which accessories are not installed and spray exposed surfaces with new engine oil. Reinstall cover plates. | | Initial Storage |
| 13. | Tag oil filler caps, indicating date of oil system preservation. | | Initial Storage |

**Table 208 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| 14. | Pneumatic starter preservation | | Initial Storage |
| | A. | Remove the drain plug. When the oil has drained, reinstall the drain plug. (ENGINE PNEUMATIC STARTER - SERVICING, PAGEBLOCK 12-12-05/301) | |
| | B. | Open the starter oil fill plug. (ENGINE PNEUMATIC STARTER - SERVICING, PAGEBLOCK 12-12-05/301) | |
| | C. | Pour 100 cc (approximately 3.4 fluid ounces) of MIL-L-7808 or MIL-L-23699 oil into starter. (ENGINE PNEUMATIC STARTER - SERVICING, PAGEBLOCK 12-12-05/301) | |
| | D. | Close the starter oil fill plug. (ENGINE PNEUMATIC STARTER - SERVICING, PAGEBLOCK 12-12-05/301) | |
| | E. | Motor the engine to lubricate internal components of the starter. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 8 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 7 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 71-00-00/501 Config 5) | |
| | F. | Remove the drain plug. When the oil has drained, reinstall the drain plug. | |
| | G. | Wipe clean external surface of the starter. | |
| | H. | Attach a warning tag to the starter to indicate it has been drained of oil. | |
| 15. | Sundstrand Constant Speed Drive preservation. | | Initial Storage |
| | A. | Remove the magnetic drain plug and the reservoir drain plug located on the bottom of the CSD. When the oil has drained, close the open drains. (CONSTANT SPEED DRIVE (CSD) TRANSMISSION - SERVICING, PAGEBLOCK 12-12-02/301) | |

Table 208 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | B. | Remove filters, inspect, clean with P-D-680 solvent, and reinstall. (PAGEBLOCK 24-10-02/201) | Do not use chlorinated solvents |
| | C. | Fill the unit with the specified engine lubricating oil. (CONSTANT SPEED DRIVE (CSD) TRANSMISSION - SERVICING, PAGEBLOCK 12-12-02/301) | |
| **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | | |
| 16. | Install 26 pounds (11.79 kg) of desiccant in the engine compartment. | | Initial Storage |
| 17. | Install 13 pounds (5.90 kg) of desiccant in the engine inlet. | | Initial Storage |
| 18. | Install 13 pounds (5.90 kg) of desiccant in the engine exhaust. | | Initial Storage |
| 19. | Plugs, caps, covers, or screens should be installed over all openings to prohibit entrance of foreign material and accumulation of moisture. | | Initial Storage |
| 20. | Using an airtight moisture barrier or other suitable covers, cover the air inlet and exhaust end of the engine compartment. | | Initial Storage |
| 21. | Install a humidity indicator in the engine inlet and exhaust. Inspection windows at each end should be provided through which the indicators will be visible. | | Initial Storage |

**Table 208 (Continued)**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| 22. | Check the preserved engine. | Every 14 days if aircraft is stored outside. Every 30 days if aircraft is stored inside. |
| NOTE: If the relative humidity, as indicated on the humidity cards is 40% or less, no further action is required. If humidity indicator on desiccant bags indicates 40%, or higher, entire engine system, including fuel and oil systems should be depreserved and represerved. | | |

G. APU Storage Up to 180 Days

**Table 209**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| NOTE: The following procedures apply to both the GTCP85 and GTCP36-280 series APUs unless otherwise noted. | | | |
| 1. | Operate the APU at no-load, governed speed for at least 5 minutes. | | Initial Storage |
| 2. | Shut down APU, and complete preservation procedures while APU is hot. | | Initial Storage |
| | **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | |
| 3. | Place the required number of 16-unit size desiccant bags in the APU. | | Initial Storage |
| | A. | 4 bags just inside the aircraft APU inlet. | |
| | B. | 4 bags just inside the aircraft APU exhaust. | |
| | C. | 4 bags inside the APU compartment. | |
| 4. | Install a humidity indicator plug in the APU inlet and exhaust covers or install, behind a clear view opening in the inlet and exhaust covers, a humidity indicator card. | | Initial Storage |
| 5. | Install the APU inlet and exhaust covers. (PAGEBLOCK 10-10-00/201) | | Initial Storage |
| 6. | Cap, plug, or seal, as applicable, all openings leading into the interior of the APU and the APU compartment. | | Initial Storage |

Table 209 (Continued)

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| **WARNING:** DRY CLEANING SOLVENT IS AN AGENT THAT IS FLAMMABLE, POISONOUS, AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN DRY CLEANING SOLVENT IS USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET DRY CLEANING SOLVENT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | |
| | A. Clean areas of tape installation using P-D-680 solvent, being careful not to remove protective coating. Remove any fingerprint residue using fingerprint remover. | |
| NOTE: Do not use chlorinated solvents. | | |
| 7. | Tag the APU master switch noting all pertinent preservation data. | Initial Storage |
| 8. | Check the preserved APU. | Periodically |
| NOTE: If the relative humidity is 40% or less, no further action is necessary. If the humidity indications are higher than 40%, replace the desiccant and the indicator cards, or humidity indicator plugs. | | |
| NOTE: The only required depreservation for the APU preserved under this method is removal of all closures, caps, humidity indicator plugs, and desiccant from the APU prior to starting. | | |
| **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | |

H. APU Storage 180 to 365 Days

Table 210

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| NOTE: After 365 days in storage the APU must be removed from the aircraft and stored in a sealed container. | | |

**Table 210 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| NOTE: The following procedures apply to both the GTCP85 and GTCP36-280 series APUs unless otherwise noted. | | | |
| 1. | Operate APU at least 5 minutes at no-load governed speed. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 3 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 2) | | Initial Storage |
| 2. | Shut down APU, and complete preservation while APU is hot. | | Initial Storage |
| **WARNING:** JET FUELS A AND A-1 (JP-5 FUEL) ARE AGENTS THAT ARE, FLAMMABLE, EXPLOSIVE, POISONOUS AND IRRITANTS. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN JET FUELS A AND A-1 (JP-5 FUEL) ARE USED.<br>• GAS/AIR MIXTURES MORE THAN THE LOWER EXPLOSIVE LIMIT (LEL) CAN CAUSE AN EXPLOSION IF HIGH HEAT, SPARKS, OR FLAMES SUPPLY IGNITION.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET JET FUELS A AND A-1 (JP-5 FUEL)IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** JET ENGINE OIL LUBRICANT (GRADE 1010) IS AN AGENT THAT IS POISONOUS AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN JET ENGINE OIL LUBRICANT IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET JET ENGINE OIL LUBRICANT IN THE EYES, ON SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| 3. | On the GTCP85 series APU perform the following: | | Initial Storage |
| | A. | Disconnect aircraft to APU fuel line. and stow line. | Cap |
| | B. | Remove APU low pressure fuel line between fuel control unit and ground check-out panel. | |
| | C. | Disconnect fuel line at fuel atomizer. | |
| | D. | Connect overboard drain line to fuel line, and direct drain line into a container. | |

Table 210 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **CAUTION:** EXTREME CARE SHOULD BE TAKEN TO PREVENT FOREIGN MATERIAL FROM BEING DRAWN INTO THE ENGINE FUEL SYSTEM. | | | |
| 4. | On the GTCP36-280 series APU perform the following steps: | | Initial Storage |
| | A. | Disconnect fuel flow divider at fuel inlet connection. | |
| | B. | Disconnect primary fuel manifold and let fuel drain overboard. | |
| | C. | Connect fuel flow divider line. | |
| **CAUTION:** COMPRESSOR INLET MUST NOT BE SPRAYED WITH PRESERVATIVE OIL AT ANY TIME OR SMOKE AND FUMES WILL ENTER BLEED AIR SYSTEM ON ENGINE START. | | | |
| 5. | Connect a source of preservation oil (MIL-L-6081, Grade 1010) to fuel inlet of fuel control, and supply at an inlet pressure of 5 to 25 psi and a minimum temperature of 60°F. | | Initial Storage |
| 6. | Disconnect the ignition unit primary lead. (PAGEBLOCK 49-40-02/201) | | Initial Storage |
| **CAUTION:** ON GTCP85 SERIES DO NOT EXCEED STARTER DUTY CYCLE OF 1 MINUTE ON, 4 MINUTES OFF. | | | |
| **CAUTION:** ON GTCP36-280 SERIES DO NOT OPERATE STARTER MORE THAN STARTER MOTOR DUTY CYCLE OF THREE STARTS, FOLLOWED BY A COOLING PERIOD OF 60 MINUTES. ALLOW COOLING PERIOD OF 60 SECONDS BETWEEN START ATTEMPTS. | | | |
| 7. | Push the Master Switch to START, and motor the APU until at least one gallon of oil is discharged into the container, and then release the Master Switch. (GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 1 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 3 or GENERAL - ADJUSTMENT/TEST, PAGEBLOCK 49-00-00/501 Config 2) | | Initial Storage |
| 8. | Reconnect primary and secondary fuel manifold lines, fuel inlet line, ignition primary lead, and APU fuel shutoff valve connector. | | Initial Storage |
| **WARNING:** USE THE HAZARDOUS MATERIAL WARNINGS GIVEN BELOW FOR THE STEPS THAT FOLLOW.<br>THE HAZARDOUS MATERIAL WARNINGS ARE LISTED AFTER THE INTRODUCTION SECTION IN THE FRONT OF THE AMM.<br>Hazardous Material Warnings<br>HAZMAT 1403, DESSICANT/ACTIVATED/BAGGED (DPM 5265)<br>HAZMAT 1000, REFER TO MSDS | | | |
| 9. | Place the required number of 16-unit size desiccant bags in the APU. | | Initial Storage |
| | A. | 4 bags just inside the aircraft APU inlet. | |

**Table 210 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | B. | 4 bags just inside the aircraft APU exhaust. | |
| | C. | 4 bags inside the APU compartment. | |
| NOTE: Do not allow desiccant bags to come in contact with engine, APU, or surrounding structure. | | | |
| 10. | Install a humidity indicator plug in the intake and exhaust covers or install, behind a clear view opening in the intake and exhaust covers, a humidity indicator card. | | Initial Storage |
| 11. | Install the intake and exhaust covers. Cap, plug, or seal, as applicable, all openings leading into the interior of the APU and APU compartment. | | Initial Storage |
| 12. | Tag the Master Switch, noting all pertinent preservation data. | | Initial Storage |
| 13. | Check the preserved engine. | | Periodically |
| NOTE: If the relative humidity is 40% or less, no further action is necessary. If the humidity indications are higher than 40%, replace the desiccant and the indicator cards, or humidity indicator plugs. | | | |
| NOTE: The only required depreservation for the APU preserved under this method is removal of all closures, caps, humidity plugs, and desiccant from the APU prior to starting. | | | |

I. Aircraft Interior

**Table 211**

| STEP | ITEM | WHEN PERFORMED |
|---|---|---|
| 1. | Protect floors and carpets. | Initial Storage |
| 2. | Cover all cockpit and passenger seats with protective covers. | Initial Storage |
| 3. | Remove all storage and emergency batteries. (PAGEBLOCK 24-30-01/401) | Initial Storage |
| 4. | Drain potable water systems and allow to air dry. Take necessary precautions to prevent contamination. (POTABLE WATER SUPPLY SYSTEM - SERVICING, PAGEBLOCK 12-14-01/301) | Initial Storage |
| 5. | Drain and flush toilets and waste systems and leave dry. Label as inoperative and prop open lavatory doors. (WASTE DISPOSAL SYSTEM - SERVICING, PAGEBLOCK 12-14-02/301) | Initial Storage |
| 6. | Check portable fire extinguishers for serviceable condition and replace as required. (PAGEBLOCK 26-20-05/201) | Initial Storage |

**Table 211 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** | FUMES FROM FUEL OR SOLVENTS MUST NOT BE IN OR NEAR THE WORK AREA. IF THE FUMES MIX WITH OXYGEN GAS, THEY CAN IGNITE. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. | | |
| **WARNING:** | PUT A CAP ON ALL OPEN CONNECTIONS. THIS WILL KEEP DIRT OR GREASE OUT OF THE OXYGEN SYSTEM. DIRT OR GREASE IN THE OXYGEN SYSTEM CAN CAUSE A FIRE OR AN EXPLOSION. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT. | | |
| **WARNING:** | MAKE SURE YOUR HANDS, TOOLS, EQUIPMENT, AND CLOTHING USED IN THE WORK AREA DOES NOT HAVE DIRT, OIL, OR GREASE ON THEM. DO NOT LET THIS CONTAMINATION GO INTO THE OXYGEN SYSTEM. IF THIS CONTAMINATION MIXES WITH OXYGEN GAS, THEY CAN IGNITE. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. | | |
| **WARNING:** | IF CLOTHING IS EXPOSED TO OXYGEN GAS, DO NOT GO NEAR FLAMES, SPARKS OR OTHER SOURCES OF HIGH HEAT FOR A MINIMUM OF 20 MINUTES. OXYGEN GOES INTO THE CLOTHING AND CAUSES IT TO BECOME A FLAMMABLE MATERIAL. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. | | |
| 7. | Disengage cylinder supplied oxygen systems. | | Initial Storage |
| | A. | Cylinder shutoff valves closed and system bled to atmospheric pressure. | |
| | B. | Remove oxygen supply cylinders and cap openings. | |
| | C. | Remove emergency cylinders. | |
| | D. | Remove any components, such as regulators, on which the service life will expire before, or shortly after, the system is to be reactivated. | |
| | E. | Place crew oxygen masks in plastic bags and seal the bags. | |
| 8. | Remove captain's and first officer's clocks and, if installed, any boom mikes. | | Initial Storage |
| 9. | Close window shades. | | Initial Storage |

J. Final Operations

**Table 212**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| 1. | Landing Gear Shock Struts | | Initial Storage |
| | A. | Check all landing gear shock struts for discrepancies. Repair any discrepancies found during this check. | |
| | B. | Deflate the landing gear shock struts. Attach a warning tag to each deflated strut. This is an optional procedure and is not mandatory. (MAIN GEAR STRUT - SERVICING, PAGEBLOCK 32-11-02/301) | |

Table 212 (Continued)

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| **WARNING:** PETROLEUM-BASE HYDRAULIC FLUID IS AN AGENT THAT IS FLAMMABLE AND AN IRRITANT. MAKE SURE ALL PERSONS OBEY ALL OF THE PRECAUTIONS WHEN PETROLEUM-BASE HYDRAULIC FLUID IS USED.<br>• DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>• USE IN AN AREA OPEN TO THE AIR.<br>• CLOSE THE CONTAINER WHEN NOT USED.<br>• DO NOT GET PETROLEUM-BASE HYDRAULIC FLUID IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>• DO NOT BREATHE THE GAS OR MIST. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | C. | Wipe exposed portion of pistons with a clean wiper dampened with hydraulic fluid or corrosion preventive compound. | |
| 2. | Bleed accumulators, piston and diaphragm type | | Initial Storage |
| **CAUTION:** WHEN ACCUMULATORS ARE AT ZERO PRESSURE, BRAKE AND OTHER HYDRAULIC SYSTEMS WILL BE INOPERABLE. | | | |
| | A. | Relieve pressure on the gas side of the accumulator to zero gage pressure. | |
| NOTE: Bleeding of accumulators is an option, and is not mandatory. | | | |
| | | | If accumulators are not bled, check pressure every 7 days. |
| | B. | Replace fill cap. | |
| | C. | Tag systems and appropriate handles in cockpit denoting lack of hydraulic power. | |
| 3. | Clean tires and remove any foreign objects. | | Initial Storage |
| 4. | Check and record, tire inflation pressure. (TIRE PRESSURE - SERVICING, PAGEBLOCK 12-16-01/301) | | Initial Storage and Weekly |
| 5. | Drain fuel sumps to remove any residual water from the fuel tanks. (PRESSURE REFUELING - SERVICING, PAGEBLOCK 12-11-07/301) | | (See fuel sump drainage chart) |

**Table 212 (Continued)**

| STEP | ITEM | | WHEN PERFORMED |
|---|---|---|---|
| | A. | A minimum of four hours and a maximum of 48 hours settling time shall be allowed after engine shutdown or fuel transfer, and the water shall be drained from each fuel tank and fuel bag sump area. A minimum of one gallon of fuel shall be drained from each sump to ensure complete water removal. | |
| | B. | The quantity of water removed from each sump shall be determined and recorded. The next tank draining shall be scheduled as specified in the table below using the largest water quantity recorded. | |
| | C. | Microbiological sampling is required: | When the aircraft will exceed 30 days in storage. |
| | Last Drain Time | QUANTITY OF WATER REMOVED (From any drain point on aircraft) | Next Drain Time |
| | Initial and 7 days. | More than 4 fl. oz. (1/4 pint)<br>Less than 4 fl. oz. | 7 Days<br>30 Days |
| | 30 Days | More than 4 fl. oz.<br>Less than 4 fl. oz. | 7 Days<br>60 Days |
| | 60 Days | More than 4 fl. oz.<br>Less than 4 fl. oz. | 30 Days<br>60 Days |
| 6. | Install tire covers made of polyethylene sheet secured with adhesive tape. | | Initial Storage |
| 7. | Rotate the wheels a distance sufficient to change completely area of tire contact with the ground (footprint area). | | Every 14 days |
| NOTE: This is necessary to prevent flat spots on the aircraft tires. | | | |
| | A. | If practical, rotate the wheels three (3) or more turns to redistribute lubricant before establishing a new ground point. | |
| | B. | Make certain that aircraft ground cables, and all mooring devices are reinstalled after aircraft movement. | |
| 8. | Check aircraft to make certain that all projections, such as antennas, windshield wipers, etc., not covered specifically in previous items, that could be subject to damage from being hit or weathering, are protected or enclosed with polyethylene sheet and tape. | | Initial Storage |
| 9. | Cover wheel wells and other miscellaneous openings not previously covered with polyethylene film secured with adhesive tape. | | Initial Storage |
| 10. | Close fuselage entrance and access doors. Apply decals as required. | | Initial Storage |
| 11. | Check the aircraft to make sure of the integrity of all protective devices, and to make certain that periodic checks, and/or procedures have been performed at the proper intervals as required. | | Daily (Unless otherwise noted) |
| NOTE: Any discrepancy that would reduce protection or preservation shall be shall be corrected immediately. | | | |
| 12. | After rainy weather, check aircraft for water entrapment inside the structure. Make certain that any trapped water is drained or wiped dry. Ventilate the wet area until completely dry. | | After rainy weather |
| 13. | Make certain there is not unauthorized entry, work, or component removals made during the storage period. | | Daily |

K. Inspections and Procedures

**Table 213**

| STEP | | ITEM | WHEN PERFORMED |
|---|---|---|---|
| 1. | | The following are routine inspection requirements to be performed during aircraft storage period at the intervals listed. | |
| NOTE: Depending on the type and duration of storage not all of the inspections are required. | | | |
| | A. | General aircraft condition | Daily |
| | B. | Ventilation | Daily by convection. If temperature is over 90°F use fan. |
| | C. | Tire inflation | Weekly |
| | D. | Tire rotation | Every 14 days |
| | E. | Mooring | Weekly. Also as soon as practical after winds of 35 knots (40 mph). |
| | F. | Fuel sump drain | At storage, then 7 days later. (See chart at item 81). |
| | G. | Engine and APU humidity check | Every 14 days if aircraft is stored outside. Every 30 days if aircraft is stored inside. |
| | H. | APU run or represervation | Every 28 days. Represervation required after 120 days of storage. |
| | I. | Window, windshield and light protection | Daily. Replace protective devices as required. |
| | J. | Inspection report | Weekly |
| | K. | Strut represervation | After 90 days |
| | L. | Accumulator Pressure check | Weekly |
| | M. | Check covers, caps, plugs, screens or seals installed at initial storage. | Daily |
| | N. | Electrical grounding | Daily |
| | O. | Corrosion | Daily |
| | P. | Fuel, oil, or hydraulic fluid leaks | Daily |
| | Q. | Polyethylene film and tape integrity. | Daily |

## AIRCRAFT DEPRESERVATION - MAINTENANCE PRACTICES

### 1. General

A. This section shows, in chart form, those items required to remove an aircraft from storage. These procedures apply regardless of which option was originally used to place the aircraft in storage.

### 2. Equipment and Materials

NOTE: It is possible that some materials in the Equipment and Materials List cannot be used for some or all of their necessary applications. Before you use the materials, make sure the types, quantities, and applications of the materials necessary are legally permitted in your location. All persons must obey all applicable federal, state, local, and provincial laws and regulations when it is necessary to work with these materials.

NOTE: Equivalent substitutes may be used in place of the following items:

**Table 201**

| Name and Number | Manufacturer |
|---|---|
| Lockpin, main landing gear (2), 2916700-1 | Douglas Aircraft Co. |
| Lockpin, nose landing gear (1), 2916700-501 | Douglas Aircraft Co. |
| Static grounding cable terminals, TGR or SDP | Appleton Elect. Co. |
| Wheel chocks | Locally manufactured |
| Cover, APU cooling air exit, 5100172 | Texstar Plastics |
| Cover, engine inlet, 510-1235 | Texstar Plastics |
| Cover, engine exhaust, 510-1236 | Texstar Plastics |
| Cover, dorsal ram air and inlet, 5100163 | Texstar Plastics |
| Cover, air conditioning exhaust (left), 5100164 | Texstar Plastics |
| Cover, air conditioning exhaust (right), 5100174 | Texstar Plastics |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| Cover, pitot tube, nose, 2916748 | Douglas Aircraft Co. |
| Cover, tail section louver (left), 5100197 | Texstar Plastics |
| Cover, tail section louver (right), 5100196 | Texstar Plastics |
| Cover, pitot tube stabilizer, 4916783 | Douglas Aircraft Co. |
| Desiccant, activated, bagged DPM 5265 | |
| Film, polyethylene DPM 661 | |
| Film, masking DPM 5517 | |
| Tape, plastic coated, waterproof DPM 2344 | |
| Tape, adhesive DPM 871 | |
| Foam, polyethylene DPM 3098 | |
| Material, cushioning DPM 3196-1 | |
| 1,1,1 trichloroethane DPM 5792 | |
| Masks, aluminized mylar DPM 5942 | |
| Paper, abrasion-resistant DPM 5783 | |
| Foil, aluminum DPM 659 | |

Table 201 (Continued)

| Name and Number | Manufacturer |
|---|---|
| Tape, adhesive,<br>cloth-backed<br>DPM 871 | |

## 3. Aircraft Depreservation Procedures

Table 202

| Step | ITEM | | REFERENCE |
|---|---|---|---|
| GENERAL PROCEDURES | | | |
| 1. | Remove protective coverings from wheel well openings, wheels, and struts. | | |
| NOTE: Record any discrepancies such as corrosion, or tape etchings. | | | |
| 2. | Inflate, and service as required, landing gear, struts, and shock struts. | | (MAIN GEAR STRUT - SERVICING, PAGEBLOCK 32-11-02/301) |
| 3. | Check tire pressure, and inflate tires as necessary. | | (TIRE PRESSURE - SERVICING, PAGEBLOCK 12-16-01/301) |
| 4. | Remove protective coverings from: | | |
| | A. | Windshields | |
| | B. | Cabin windows | |
| | C. | Anti collision lights landing lights, and navigation lights | |
| | D. | All glass or acrylic items | |
| 5. | Move aircraft, if required. | | (PAGEBLOCK 09-12-00/201) |
| 6. | Park aircraft, if required. | | (PAGEBLOCK 10-10-00/201) |
| AIRCRAFT INTERIORS | | | |
| 7. | Disinfect, deodorize, and fill toilet and waste system. | | (WASTE DISPOSAL SYSTEM - SERVICING, PAGEBLOCK 12-14-02/301) |
| 8. | Service Potable Water System. | | (POTABLE WATER SUPPLY SYSTEM - SERVICING, PAGEBLOCK 12-14-01/301) |
| 9. | Install storage batteries removed when aircraft was placed in storage. | | (PAGEBLOCK 24-30-01/401) |
| NOTE: Allow 24 hours to recharge batteries on aircraft power before use. Tag appropriate cockpit switches. | | | |
| 10. | Install emergency oxygen cylinders removed when aircraft was placed in storage. | | (CREW OXYGEN CYLINDER AND SUPPLY PRESSURE REGULATOR - MAINTENANCE PRACTICES, PAGEBLOCK 35-10-01/201 Config 1 or CREW OXYGEN CYLINDER AND SUPPLY PRESSURE REGULATOR - MAINTENANCE PRACTICES, PAGEBLOCK 35-10-01/201 Config 2 or CREW OXYGEN CYLINDER AND SUPPLY PRESSURE REGULATOR - MAINTENANCE PRACTICES, PAGEBLOCK 35-10-01/201 Config 3) |

Table 202 (Continued)

| Step | ITEM | | REFERENCE |
|---|---|---|---|
| 11. | Check expiration dates on time controlled items such as fire extinguishers, evacuation slides, life vests, life rafts, etc. | | |
| | A. | Remove out-of-date, or shortly to become out-of-date items. | Refer to appropriate Maintenance Manual for the item which is to be replaced. |
| 12. | Install and activate cylinder supplied oxygen systems. | | (OXYGEN - CREW SYSTEM - SERVICING, PAGEBLOCK 12-15-01/301) |
| 13. | Install Captain's and First Officer's clocks, and boom mikes, if required. | | Refer to appropriate Maintenance Manual for the item which is to be installed. |
| AIRCRAFT EXTERIOR | | | |
| 14. | Remove protective coverings from pitot tubes, static ports, temperature probes, etc. | | (PAGEBLOCK 10-10-00/201) |
| 15. | Remove protective coverings from all openings such as air scoops, exhausts, drains, etc. | | (PAGEBLOCK 10-10-00/201) |
| 16. | Open access doors to the following control surfaces, actuating rods, cylinders, and dampers. Remove protective paper and tape. | | |
| | A. | L.H. Wing Leading Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | B. | L.H. Wing Trailing Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | C. | R.H. Wing Leading Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | D. | R.H. Wing Trailing Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | E. | L.H. Elevator | (PAGEBLOCK 06-23-00/001) |
| | F. | R.H. Elevator | (PAGEBLOCK 06-23-00/001) |
| 17. | Remove masking film, tape, polyethylene sheets, etc., from the following control surface gaps and openings: | | |
| | A. | L.H. Wing Leading Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |

**Table 202 (Continued)**

| Step | ITEM | | REFERENCE |
|---|---|---|---|
| | B. | L.H. Wing Trailing Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | C. | R.H. Wing Leading Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | D. | R.H. Wing Trailing Edge | (WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 1 or WING ZONES AND ACCESS DOORS - DESCRIPTION AND OPERATION, PAGEBLOCK 06-21-00/001 Config 2) |
| | E. | L.H. Elevator | (PAGEBLOCK 06-23-00/001) |
| | F. | R.H. Elevator | (PAGEBLOCK 06-23-00/001) |
| 18. | Ensure all control surfaces are free from obstruction. | | |
| NOTE: For aircraft lubrication procedures refer to the following, if required. (PAGEBLOCK 12-21-01/301), (PAGEBLOCK 12-21-02/301) (PAGEBLOCK 12-21-03/301) (LANDING GEAR - LUBRICATION, PAGEBLOCK 12-21-04/301) (PAGEBLOCK 12-21-05/301) | | | |
| 19. | Service accumulators are required. Remove cockpit tags. | | |
| 20. | Depreserve aircraft engines and APU. | | |
| NOTE: Depreservation procedures are the same regardless of which option was used for engine and APU preservation. | | | |
| | A. | Remove engine intake and exhaust covers, APU intake and exhaust covers. | (PAGEBLOCK 10-10-00/201) |

Table 202 (Continued)

| Step | ITEM | | REFERENCE |
|---|---|---|---|
| **WARNING:** BAGGED ACTIVATED DESSICANT IS AN AGENT THAT IS CARCINOGENIC. MAKE SURE ALL PERSONS OBEY THE PRECAUTIONS WHEN BAGGED ACTIVATED DESSICANT IS USED.<br>- DO NOT USE IN AREAS WHERE THERE IS HIGH HEAT, SPARKS, OR FLAMES.<br>- USE IN AN AREA OPEN TO THE AIR.<br>- CLOSE THE CONTAINER WHEN NOT USED.<br>- DO NOT GET BAGGED ACTIVATED DESSICANT IN THE EYES, ON THE SKIN, OR ON YOUR CLOTHES.<br>- DO NOT BREATHE THE DUST. | | | |
| **WARNING:** REFER TO THE APPLICABLE MANUFACTURER'S OR SUPPLIERS'S MSDS FOR:<br>• MORE PRECAUTIONARY DATA<br>• APPROVED SAFETY EQUIPMENT<br>• EMERGENCY MEDICAL AID.<br>TALK WITH THE LOCAL SAFETY DEPARTMENT OR AUTHORITIES FOR THE PROCEDURES TO DISCARD THESE HAZARDOUS AGENTS. | | | |
| | B. | Remove desiccant bags from engine and APU. | |
| | C. | Remove humidity indicators from engines and APU. | |
| | D. | Remove all plugs, caps, seals, tape, plastic film, etc., leading into the interior of the engines/APU and engine pod and APU compartment. | |
| | E. | Remove tags on cockpit controls. | |
| | F. | Make a record of any discrepancies found at this time (i.e. corrosion, loose fittings, leaks, etc.). | |
| | G. | Check condition of firex bottles. Remove and replace as required. | (PAGEBLOCK 26-20-05/201) |
| 21. | Do a test of the antiskid system. | | (PAGEBLOCK 32-43-00/201) |