STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 54-002-02-1

AIRLINE CARD NO.

SKILL	WORK ARI	EA	REL	LATED TASK			INTERVAL			PHASE	MPD REV		C CARD ISION
AIRPL	STRUT 1					4C				14848	013	MAY '	10/97
FUNCT	IONAL	ENGI	NE 1 9	STRUT DR	AIN LEA	K TEST		STRUCTURAL	ILLUSTRATION	REFERENCE	AF AIRPLAN	PLICABILI	ITY ENGINE
											ALL		4000
	ZONES							ACCESS PAN	IELS				
430				416BR 511ST	432AL	434AL	434AR	436AL	436AR	437BL	437BR	511P	Т

MECH INSP

### FUNCTIONALLY CHECK THE ENGINE 1 STRUT DRAINS.

54-51-00-2D

MPD ITEM NUMBER

### 1. Forward Drain Tube - Leak Check (T1)

### A. General

(1) This task gives the instructions on how to do a leak check (T1) of the forward drain tube on the engine strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl

FUNCTIONAL ENGINE 1 STRUT DRAIN LEAK TEST

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SAS BOEING TASK CARD

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- (8) AMM 71-71-00/601, Engine Vents and Drains
- (9) AMM 78-31-00/201, Thrust Reverser System
- Access D.
  - (1) Location Zone
    - 410 Power Plant (Left Engine)
    - 420 Power Plant (Right Engine)
    - 430 Nacelle Strut (Left Engine)
    - 440 Nacelle Strut (Right Engine)
  - (2) Access Panel

432AL Nacelle Strut Fwd Torque Box - Engine 1 442AL Nacelle Strut Fwd Torque Box - Engine 2

- Prepare for the Forward Drain Tube Leak Check (T1)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE WARNING: FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

**EFFECTIVITY** FUNCTIONAL ENGINE 1 STRUT DRAIN LEAK TEST

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OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST WARNING: REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- Remove these access panels (AMM 54-53-01/401): (7)
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161, above the systems raceway.

MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND CAUTION: UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (8) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the midspar top surface and the midspar forward drain inlet.
- Do the Forward Drain Tube Leak Check (T1) (Figure 201)
  - (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
  - (2) With a funnel and hose, apply water through access door 432AL/442AL at NSTA 161, and onto the midspar upper surface as follows:
    - (a) Apply 254 to 258 fluid ounces (7510 to 7630 ml) of water in 3.5 to 4.5 minutes.

This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 4 minutes.

- (3) Make sure you see no water leaks as follows:
  - (a) Make sure you see no water leaks at the tube connections.
  - After three minutes, make sure that a minimum of 236 fluid ounces (6980 ml) of water collects in the container.

**EFFECTIVITY** 

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ENGINE 1 STRUT DRAIN LEAK TEST

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- (4) If you found water leaks during the test, do these steps:
  - (a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
  - (b) If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
  - (c) After you repair the leak, do the applicable leak test again.
- (5) If you did not collect the correct quantity of water, and cannot find leaks, do these steps:
  - (a) Do the task to remove the blockage of the applicable strut drain (AMM 71-71-00/601).
  - (b) After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.
- G. If you will not do more leak checks at this time, put the airplane back to its usual condition.
  - CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.
  - (1) Make sure you remove all unwanted materials from the strut compartments.
  - (2) Install these access panels (AMM 54-53-01/401):
    - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
  - (3) Close the left and right thrust reversers (AMM 78-31-00/201).
  - (4) Close the left and right core cowl panels (AMM 71-11-06/201).

EFFECTIVITY

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ENGINE 1 STRUT DRAIN LEAK TEST

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- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

### 2. <u>Midspar Structure - Leak Check (S1)</u>

### A. General

(1) This task gives the instructions on how to do a leak check (S1) of the midspar structure on the engine strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
- (6) AMM 71-11-04/201, Panels Fan Cowl

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- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 71-71-00/601, Engine Vents and Drains
- (9) AMM 78-31-00/201, Thrust Reverser System
- D. Access
  - (1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

(2) Access Panel

432AL Nacelle Strut Fwd Torque Box - Engine 1

434AL Strut Pressure Relief Door (left) - Engine 1

436AL Strut Engine Mount Door (left) - Engine 1

436AR Strut Engine Mount Door (right) - Engine 1

436BL Strut Aft Dry Bay Door (left) - Engine 1

436BR Strut Aft Dry Bay Door (right) - Engine 1

442AL Nacelle Strut Fwd Torque Box - Engine 2

444AL Strut Pressure Relief Door (left) - Engine 2

446AL Strut Engine Mount Door (left) - Engine 2

446AR Strut Engine Mount Door (right) - Engine 2

446BL Strut Aft Dry Bay Door (left) - Engine 2

446BR Strut Aft Dry Bay Door (right) - Engine 2

- E. Prepare for the Midspar Structure Leak Check (S1)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE

FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP
CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL
MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP
CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

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WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- (7) Remove or open these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
- (8) Disconnect the raceway drain fitting from the drain line immediately below the raceway.
  - (a) Install a cap or plug into the raceway drain fitting.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

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- (9) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the midspar top surface and the midspar forward drain inlet.
- Do the Midspar Structure Leak Check (S1) (Figure 201) F.
  - (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
  - With a funnel and hose, apply water over the top surface of the midspar as follows:
    - (a) Apply 254 to 258 fluid ounces (7510 to 7630 ml) of water in 3.5 to 4.5 minutes.

NOTE: This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 4 minutes.

- (b) Make sure you fully wet the midspar top surface (between the midspar drain and NSTA 234), and all system penetrations into the midspar forward compartment.
- Make sure you see no water leaks as follows:
  - (a) Make sure you see no water leaks at the midspar lower surface.
  - Make sure there is no water leakage from the left and right dry bay condensate drain tubes.
  - (c) Make sure there is no leakage through NSTA 234 strut to wing vapor barrier wire bundle and tubing penetrations, or through the strut to wing vapor barrier structure.

NOTE: For access to the aft side of the strut to wing vapor barrier, open the aft fairing doors.

- (d) Make sure there is no water leakage near the midspar forward drain fitting.
- After three minutes, make sure that a minimum of 236 fluid ounces (6980 ml) of water collects in the container.
- (4) Look for leaks from the raceway drain as follows:
  - (a) Put a small empty container below the raceway drain fitting.

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			(b)	Remove the cap or plug from the raceway drain fitting, and let the water drain into the container.
			(c)	Measure the water that leaked from the raceway drain into the container.
			(d)	A maximum of 4 ounces (120 ml) of water is permitted.
				NOTE: It is permitted for 2 ounces (60 ml) of water to leak into the strut system raceway compartment for each gallon (128 ounces) of applied water. If 2 gallons (256 ounces or 7630 ml) are applied, 4 ounces (120 ml) of water leakage is permitted.
			(e)	Connect the raceway drain fitting to the drain line immediately below the raceway.
			(f)	Make sure there is no puddling of water in the strut area.
				NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.
		(5)	If yo	ou found water leaks during the test, do these steps:
			(a)	If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
			(b)	If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
			(c)	After you repair the leak, do the applicable leak test again.
		(6)		ou did not collect the correct quantity of water, and cannot leaks, do these steps:
			(a)	Do the task to remove the blockage of the applicable strut drain (AMM $71-71-00/601$ ).
			(b)	After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.

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G. If you will not do more leak checks at this time, put the airplane back

to its usual condition.

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CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

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ENGINE 1 STRUT DRAIN LEAK TEST

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- (7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).
- Forward Upper Spar Structure Leak Check (S2)
  - General Α.
    - (1) This task gives the instructions on how to do a leak check (S2) of the forward upper spar structure on the engine strut.
  - Equipment
    - (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
    - (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
    - (3) Funnel long necked
  - C. References
    - (1) AMM 08-21-00/201, Leveling
    - AMM 20-10-09/801, Flareless Tubing Assembly
    - AMM 27-81-00/201, Leading Edge Slat System
    - (4) AMM 51-31-01/201, Seals and Sealing
    - (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
    - (6) AMM 71-11-04/201, Panels - Fan Cowl
    - (7) AMM 71-11-06/201, Panels Core Cowl
    - (8) AMM 71-71-00/601, Engine Vents and Drains
    - (9) AMM 78-31-00/201, Thrust Reverser System
  - Access

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(1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

(2) Access Panel

431CT Fwd Fairing Pressure Relief Door - Engine 1

432AL Nacelle Strut Fwd Torque Box - Engine 1

434AL Strut Pressure Relief Door (left) - Engine 1

436AL Strut Engine Mount Door (left) - Engine 1

436AR Strut Engine Mount Door (right) - Engine 1

436BL Strut Aft Dry Bay Door (left) - Engine 1

436BR Strut Aft Dry Bay Door (right) - Engine 1

441CT Fwd Fairing Pressure Relief Door - Engine 2

442AL Nacelle Strut Fwd Torque Box - Engine 2

444AL Strut Pressure Relief Door (left) - Engine 2

446AL Strut Engine Mount Door (left) - Engine 2

446AR Strut Engine Mount Door (right) - Engine 2

446BL Strut Aft Dry Bay Door (left) - Engine 2

446BR Strut Aft Dry Bay Door (right) - Engine 2

- E. Prepare for the Forward Upper Spar Structure Leak Check (S2)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE

FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

**EQUIPMENT.** 

(2) Do the deactivatin procedure for the leading edge slats

(AMM 27-81-00/201).

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE

THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST

REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Do the deactivation procedure for the thrust reverser for ground

maintenance (AMM 78-31-00/201).

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ENGINE 1 STRUT DRAIN LEAK TEST

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			(4)	0pen	the left and right fan cowl panels (AMM 71-11-04/201).
			(5)	0pen	the left and right core cowl panels (AMM 71-11-06/201).
			<u>WARN</u>	<u>ING</u> :	OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
			(6)	0pen	the left and right thrust reversers (AMM 78-31-00/201).
			(7)	Remov	ve or open these access panels (AMM 54-53-01/401):
				(a)	Access panel 432AL/442AL on the left side of the strut at NSTA 161.
				(b)	Access panel 434AL/444AL on the left side of the strut at NSTA 207.
				(c)	Access panels $436AL/436AR/446AL/446AR$ on the left and right sides of the strut at NSTA 217.
				(d)	Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
				(e)	Access panel 431CT/441CT on the forward fairing.
			CAUT	ION:	MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.
			(8)	fast	sure you remove all unwanted materials (spilled sealant, eners, tie wires, etc.) from the upper spar surfaces and the spar forward drain inlet.
		F.	Do t	he For	rward Upper Spar Structure - Leak Test (S2) (Figure 201)
			(1)		an empty container below the strut forward drain outlet A 154, NWL 61).
			(2)		a funnel and hose, apply water to the top surface of the

forward upper spar as follows:

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(a) Apply 128 fluid ounces (1 gallon or 3785 ml) of water, in 1.5 to 2.5 minutes.

NOTE: This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 2 minutes.

- (b) Make sure you fully wet the forward upper spar surface (between NSTA 144 and NSTA 192), and all system penetrations into the forward upper spar compartment.
- (3) Make sure you see no water leaks as follows:
  - (a) After three minutes, make sure that a minimum of 115 fluid ounces (3400 ml) of water collects in the container.
  - (b) Make sure there is no puddling of water in the strut area.

NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.

- (4) If you found water leaks during the test, do these steps:
  - (a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
  - If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
  - (c) After you repair the leak, do the applicable leak test again.
- If you do not collect the correct quantity of water, and cannot find leaks, do these steps:
  - (a) Do the task to remove the blockage from the applicable strut drain (AMM 71-71-00/601).
  - After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.
- If you will not do more leak checks at this time, put the airplane back to its usual condition.

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

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AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

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SAS FOR TASK CARD

MECH INSP

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

### 4. Aft Upper Spar Structure - Leak Check (S3)

#### A. General

(1) This task gives the instructions on how to do a leak check (S3) of the aft upper spar structure on the strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 71-71-00/601, Engine Vents and Drains

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(9) AMM 78-31-00/201, Thrust Reverser System

### D. Access

(1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

### (2) Access Panels

432AL Nacelle Strut Fwd Torque Box (left) - Engine 1 434AL Strut Pressure Relief Door (left) - Engine 1 436AL Strut Engine Mount Door (left) - Engine 1 436AR Strut Engine Mount Door (right) - Engine 1 436BL Strut Aft Dry Bay Door (left) - Engine 1 436BR Strut Aft Dry Bay Door (right) - Engine 1 442AL Nacelle Strut Fwd Torque Box (left) - Engine 2 444AL Strut Pressure Relief Door (left) - Engine 2 446AL Strut Engine Mount Door (left) - Engine 2 446AR Strut Engine Mount Door (right) - Engine 2 446BL Strut Aft Dry Bay Door (left) - Engine 2 446BR Strut Aft Dry Bay Door (right) - Engine 2 511PT Wing Leading Edge Cover - Engine 1 611PT Wing Leading Edge Cover - Engine 2

- E. Prepare for the Aft Upper Spar Structure Leak Check (S3)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE WARNING: FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE WARNING: THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST

REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- (7) Remove or open these access doors and panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.
  - (f) Access panel 511PT/611PT on the wing leading edge.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (8) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the aft upper spar surface between NSTA 192 and NSTA 234.
- F. Do the Aft Upper Spar Structure Leak Check (S3) (Figure 201)

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EFFECTIVITY	FUNCTIONAL	ENGINE 1 STRUT DRAIN LEAK TEST
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- (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
- With a funnel and hose, apply water to the aft upper spar surface as follows:
  - (a) Apply 1 gallon (128 fl oz or 3785 ml) of water, in 1.5 to 2.5 minutes.

NOTE: This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 2 minutes.

- Make sure you fully wet the aft upper spar surface (between NSTA 192 and NSTA 234), and all system penetrations into the aft upper spar compartment.
- (3) Make sure you see no water leaks as follows:
  - After three minutes, make sure that a minimum of 115 fluid ounces (3400 ml) of water collects in the container.
  - (b) Make sure there is no puddling of water in the strut area.

NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.

- (4) If you found water leaks during the test, do these steps:
  - (a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
  - If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
  - (c) After you repair the leak, do the applicable leak test again.
- If you did not collect the correct quantity of water, and cannot find leaks, do these steps:
  - Do the task to remove the blockage from the applicable strut drain (AMM 71-71-00/601).
  - (b) After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

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MECH INSP

G. If you will not do more leak checks at this time, put the airplane back to its usual condition.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.
  - (f) Access panel 511PT/611PT on the wing leading edge.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

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ENGINE 1 STRUT DRAIN LEAK TEST

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TASK CARD

MECH INSP

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

### Aft Fairing Structure - Leak Check (S4)

#### A. General

(1) This task gives the instructions on how to do a leak check (S4) of the aft fairing structure on the engine strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 78-31-00/201, Thrust Reverser System

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### D. Access

- (1) Location Zone
  - 410, Power Plant (Left Engine)
  - 420, Power Plant (Right Engine)
  - 430, Nacelle Strut (Left Engine)
  - 440, Nacelle Strut (Right Engine)
- (2) Access Panel

436AL Strut Engine Mount Door (left) - Engine 1 436AR Strut Engine Mount Door (right) - Engine 1 436BL Strut Aft Dry Bay Door (left) - Engine 1 436BR Strut Aft Dry Bay Door (right) - Engine 1 437BL Aft Fairing Access Door (left) - Engine 1 437BR Aft Fairing Access Door (right) - Engine 1 446AL Strut Engine Mount Door (left) - Engine 2 446AR Strut Engine Mount Door (right) - Engine 2 446BL Strut Aft Dry Bay Door (left) - Engine 2 446BR Strut Aft Dry Bay Door (right) - Engine 2 447BL Aft Fairing Access Door (left) - Engine 2 447BR Aft Fairing Access Door (right) - Engine 2

- E. Prepare for the Aft Fairing Structure Leak Check (S4)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE WARNING: THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

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- (4) Remove or open these access panels (AMM 54-53-01/401):
  - (a) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (b) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (c) Access panels 437BL/437BR/447BL/447BR on the left and right sides of the aft fairing.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (5) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the aft fairing pan surface (Between the aft bulkhead at NSTA 234 and NSTA 318).
- F. Do the Aft Fairing Structure Leak Check (S4) (Figure 201)
  - (1) Put an empty container below the forward outlet of the aft fairing drain line at NSTA 307.
  - (2) With a funnel and hose, apply water to the aft fairing structure as follows:
    - (a) Apply water for a minimum of two minutes at a minimum rate of 1 gallon per minute.
    - (b) Make sure you fully wet the aft surface of the aft bulkhead at NSTA 234, and the top surface of the aft fairing pan between NSTA 234 and NSTA 280.
  - (3) Make sure you see no water leaks as follows:
    - (a) Make sure that no water flows through the dry bay condensate drains just forward of the aft bulkhead at NSTA 234.
    - (b) Make sure there is no leakage through the aft fairing pan.

EFFECTIVITY

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ENGINE 1 STRUT DRAIN LEAK TEST

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TASK CARD

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(c) Make sure there is no puddling of water in the aft fairing area.

NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.

- (4) Put an empty container below the aft outlet of the aft fairing drain line at NSTA 318.
- (5) With a funnel and hose, apply water to the aft fairing structure as follows:
  - (a) Apply water for a minimum of one minute at a minimum rate of 1 gallon per minute.
  - (b) Make sure you fully wet the top surface of the aft fairing pan between NSTA 280 and NSTA 318.
- (6) If you found water leaks during the test, do these steps:
  - (a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
  - (b) If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
  - (c) After you repair the leak, do the applicable leak test again.
- G. If you will not do more leak checks at this time, put the airplane back to its usual condition.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panels 346AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

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	(b) Access panels 436BL/436BR/446BL/446BR on the left and sides of the strut at NSTA 230.	right
	(c) Access panels 437BL/437BR/447BL/447BR on the left and sides of the aft fairing.	right
	(3) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	
	WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE F CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLA MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR D EQUIPMENT.	LAP PS WILL THE FLAP
	(4) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).	
	NSP	(b) Access panels 436BL/436BR/446BL/446BR on the left and sides of the strut at NSTA 230.  (c) Access panels 437BL/437BR/447BL/447BR on the left and sides of the aft fairing.  (3) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).  WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE F CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLA MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DEQUIPMENT.

**EFFECTIVITY** 

FUNCTIONAL

ENGINE 1 STRUT DRAIN LEAK TEST

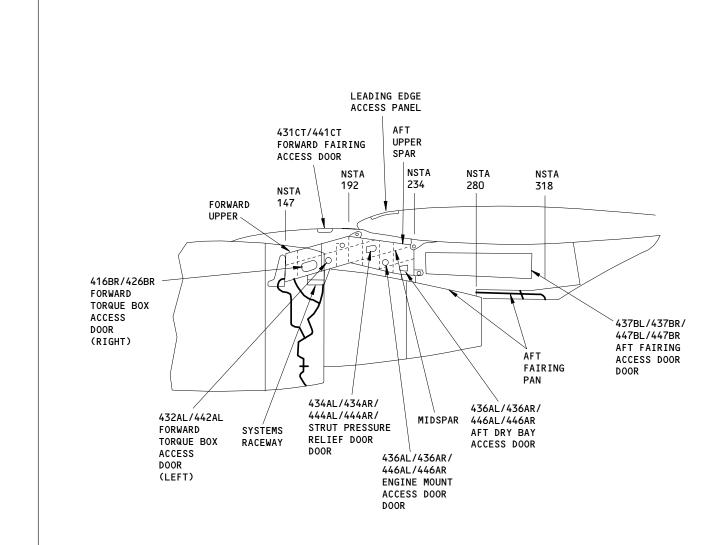
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Strut Drain Access
Figure 201 (Sheet 1)

FUNCTIONAL ENGINE 1 STRUT DRAIN LEAK TEST

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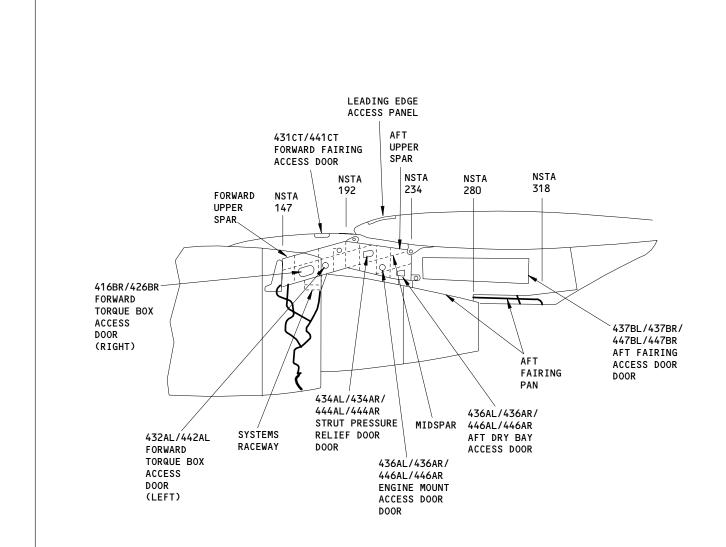
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Strut Drain Access Figure 201 (Sheet 2)

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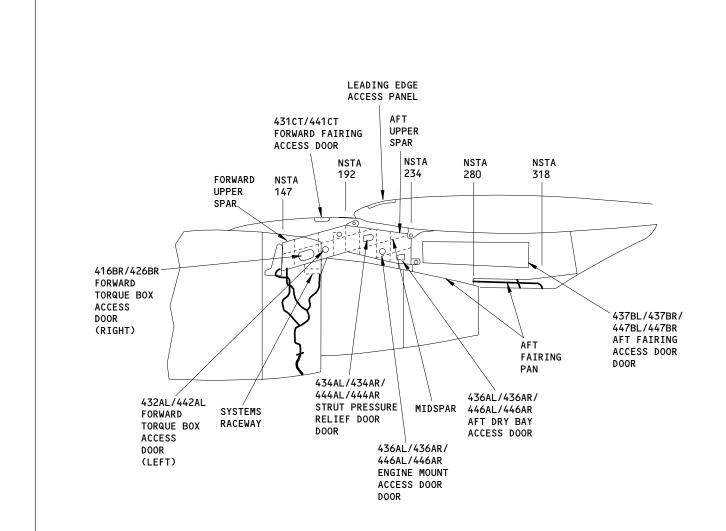
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Strut Drain Access Figure 201 (Sheet 3)

**EFFECTIVITY FUNCTIONAL** 54-51-00-2D

ENGINE 1 STRUT DRAIN LEAK TEST

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STATION	
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INTERVAL

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ZONES ACCESS PANELS

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RELATED TASK

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### FUNCTIONALLY CHECK THE ENGINE 2 STRUT DRAINS.

54-51-00-2D

MPD ITEM NUMBER

### Forward Drain Tube - Leak Check (T1)

### A. General

(1) This task gives the instructions on how to do a leak check (T1) of the forward drain tube on the engine strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl

FUNCTIONAL ENGINE 2 STRUT DRAIN LEAK TEST

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- (8) AMM 71-71-00/601, Engine Vents and Drains
- (9) AMM 78-31-00/201, Thrust Reverser System
- D. Access
  - (1) Location Zone
    - 410 Power Plant (Left Engine)
    - 420 Power Plant (Right Engine)
    - 430 Nacelle Strut (Left Engine)
    - 440 Nacelle Strut (Right Engine)
  - (2) Access Panel

432AL Nacelle Strut Fwd Torque Box - Engine 1 442AL Nacelle Strut Fwd Torque Box - Engine 2

- E. Prepare for the Forward Drain Tube Leak Check (T1)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

FUNCTIONAL ENGINE 2 STRUT DRAIN LEAK TEST

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OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST WARNING: REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- Remove these access panels (AMM 54-53-01/401): (7)
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161, above the systems raceway.

MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND CAUTION: UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (8) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the midspar top surface and the midspar forward drain inlet.
- Do the Forward Drain Tube Leak Check (T1) (Figure 201)
  - (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
  - (2) With a funnel and hose, apply water through access door 432AL/442AL at NSTA 161, and onto the midspar upper surface as follows:
    - (a) Apply 254 to 258 fluid ounces (7510 to 7630 ml) of water in 3.5 to 4.5 minutes.

This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 4 minutes.

- Make sure you see no water leaks as follows:
  - (a) Make sure you see no water leaks at the tube connections.
  - After three minutes, make sure that a minimum of 236 fluid ounces (6980 ml) of water collects in the container.

**EFFECTIVITY** ENGINE 2 STRUT DRAIN LEAK TEST FUNCTIONAL

54-51-00-2D

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			(4) If y	) If you found water leaks during the test, do these steps:				
			(a)	If the leak is from a tube, do the procedure to repair the tube (AMM $20-10-09/801$ ).				
			(b)	If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).				
			(c)	After you repair the leak, do the applicable leak test again.				
			-	you did not collect the correct quantity of water, and cannot d leaks, do these steps:				
			(a)	Do the task to remove the blockage of the applicable strut drain (AMM 71-71-00/601).				
			(b)	After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.				
		G.	•	ill not do more leak checks at this time, put the airplane back sual condition.				
			CAUTION:	MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.				
				e sure you remove all unwanted materials from the strut partments.				
			(2) Inst	tall these access panels (AMM 54-53-01/401):				
			(a)	Access panel 432AL/442AL on the left side of the strut at NSTA 161.				
			WARNING:	OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.				
			(3) Clos	se the left and right thrust reversers (AMM 78-31-00/201).				
			(4) Clos	se the left and right core cowl panels (AMM 71-11-06/201).				

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- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

### 2. <u>Midspar Structure - Leak Check (S1)</u>

### A. General

(1) This task gives the instructions on how to do a leak check (S1) of the midspar structure on the engine strut.

### B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
- (6) AMM 71-11-04/201, Panels Fan Cowl

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- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 71-71-00/601, Engine Vents and Drains
- (9) AMM 78-31-00/201, Thrust Reverser System
- D. Access
  - (1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

(2) Access Panel

432AL Nacelle Strut Fwd Torque Box - Engine 1

434AL Strut Pressure Relief Door (left) - Engine 1

436AL Strut Engine Mount Door (left) - Engine 1

436AR Strut Engine Mount Door (right) - Engine 1

436BL Strut Aft Dry Bay Door (left) - Engine 1

436BR Strut Aft Dry Bay Door (right) - Engine 1

442AL Nacelle Strut Fwd Torque Box - Engine 2

444AL Strut Pressure Relief Door (left) - Engine 2

446AL Strut Engine Mount Door (left) - Engine 2

446AR Strut Engine Mount Door (right) - Engine 2

446BL Strut Aft Dry Bay Door (left) - Engine 2

446BR Strut Aft Dry Bay Door (right) - Engine 2

- E. Prepare for the Midspar Structure Leak Check (S1)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE

FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP
CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL
MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP
CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

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WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- (7) Remove or open these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
- (8) Disconnect the raceway drain fitting from the drain line immediately below the raceway.
  - (a) Install a cap or plug into the raceway drain fitting.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

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- (9) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the midspar top surface and the midspar forward drain inlet.
- F. Do the Midspar Structure Leak Check (S1) (Figure 201)
  - (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
  - (2) With a funnel and hose, apply water over the top surface of the midspar as follows:
    - (a) Apply 254 to 258 fluid ounces (7510 to 7630 ml) of water in 3.5 to 4.5 minutes.

NOTE: This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 4 minutes.

- (b) Make sure you fully wet the midspar top surface (between the midspar drain and NSTA 234), and all system penetrations into the midspar forward compartment.
- (3) Make sure you see no water leaks as follows:
  - (a) Make sure you see no water leaks at the midspar lower surface.
  - (b) Make sure there is no water leakage from the left and right dry bay condensate drain tubes.
  - (c) Make sure there is no leakage through NSTA 234 strut to wing vapor barrier wire bundle and tubing penetrations, or through the strut to wing vapor barrier structure.

NOTE: For access to the aft side of the strut to wing vapor barrier, open the aft fairing doors.

- (d) Make sure there is no water leakage near the midspar forward drain fitting.
- (e) After three minutes, make sure that a minimum of 236 fluid ounces (6980 ml) of water collects in the container.
- (4) Look for leaks from the raceway drain as follows:
  - (a) Put a small empty container below the raceway drain fitting.

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				(b)	Remove the cap or plug from the raceway drain fitting, and let the water drain into the container.
				(c)	Measure the water that leaked from the raceway drain into the container.
				(d)	A maximum of 4 ounces (120 ml) of water is permitted.
					NOTE: It is permitted for 2 ounces (60 ml) of water to leak into the strut system raceway compartment for each gallon (128 ounces) of applied water. If 2 gallons (256 ounces or 7630 ml) are applied, 4 ounces (120 ml) of water leakage is permitted.
				(e)	Connect the raceway drain fitting to the drain line immediately below the raceway.
				(f)	Make sure there is no puddling of water in the strut area.
					NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.
			(5)	If y	ou found water leaks during the test, do these steps:
				(a)	If the leak is from a tube, do the procedure to repair the tube (AMM $20-10-09/801$ ).
				(b)	If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
				(c)	After you repair the leak, do the applicable leak test again.
			(6)	-	ou did not collect the correct quantity of water, and cannot leaks, do these steps:
				(a)	Do the task to remove the blockage of the applicable strut drain (AMM 71-71-00/601).
				(b)	After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.
		G.			ll not do more leak checks at this time, put the airplane back ual condition.

4

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MECH INSP

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

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- (7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).
- Forward Upper Spar Structure Leak Check (S2)
  - A. General
    - (1) This task gives the instructions on how to do a leak check (S2) of the forward upper spar structure on the engine strut.
  - Equipment
    - (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
    - (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
    - (3) Funnel long necked
  - References C.
    - (1) AMM 08-21-00/201, Leveling
    - (2) AMM 20-10-09/801, Flareless Tubing Assembly
    - AMM 27-81-00/201, Leading Edge Slat System
    - (4) AMM 51-31-01/201, Seals and Sealing
    - (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
    - (6) AMM 71-11-04/201, Panels Fan Cowl
    - (7) AMM 71-11-06/201, Panels Core Cowl
    - (8) AMM 71-71-00/601, Engine Vents and Drains
    - (9) AMM 78-31-00/201, Thrust Reverser System
  - Access

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(1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

(2) Access Panel

431CT Fwd Fairing Pressure Relief Door - Engine 1

432AL Nacelle Strut Fwd Torque Box - Engine 1

434AL Strut Pressure Relief Door (left) - Engine 1

436AL Strut Engine Mount Door (left) - Engine 1

436AR Strut Engine Mount Door (right) - Engine 1

436BL Strut Aft Dry Bay Door (left) - Engine 1

436BR Strut Aft Dry Bay Door (right) - Engine 1

441CT Fwd Fairing Pressure Relief Door - Engine 2

442AL Nacelle Strut Fwd Torque Box - Engine 2

444AL Strut Pressure Relief Door (left) - Engine 2

446AL Strut Engine Mount Door (left) - Engine 2

446AR Strut Engine Mount Door (right) - Engine 2

446BL Strut Aft Dry Bay Door (left) - Engine 2

446BR Strut Aft Dry Bay Door (right) - Engine 2

- E. Prepare for the Forward Upper Spar Structure Leak Check (S2)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE

FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

(2) Do the deactivatin procedure for the leading edge slats

(AMM 27-81-00/201).

DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE WARNING:

THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST

REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Do the deactivation procedure for the thrust reverser for ground

maintenance (AMM 78-31-00/201).

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- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- (7) Remove or open these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (8) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the upper spar surfaces and the upper spar forward drain inlet.
- F. Do the Forward Upper Spar Structure Leak Test (S2) (Figure 201)
  - (1) Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
  - (2) With a funnel and hose, apply water to the top surface of the forward upper spar as follows:

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			1	(a) Apply 128 to 2.5 min	fluid ounces (1 gallon or 3785 ml) of wat	er, in 1.5
					s is approximately 64 fluid ounces (1/2 g 0 ml) per minute for 2 minutes.	allon or
			(	NSTA 144 a	you fully wet the forward upper spar surf and NSTA 192), and all system penetrations oper spar compartment.	
			(3) 1	Make sure you s	ee no water leaks as follows:	
			(		e minutes, make sure that a minimum of 11 .00 ml) of water collects in the container	
				(b) Make sure	there is no puddling of water in the stru	it area.
					dling is defined as more than 0.5 fluid on water in a continuous pool.	ounce (15 ml)
			(4)	If you found wa	ter leaks during the test, do these steps	:
			(	(a) If the lea (AMM 20-10	uk is from a tube, do the procedure to rep 0-09/801).	air the tube
			(		ok is from a seal, do the procedure to sea area of the leak (AMM 51-31-01/201).	l the
				(c) After you	repair the leak, do the applicable leak t	est again.
				If you do not o Leaks, do these	collect the correct quantity of water, and steps:	cannot find
			(		k to remove the blockage from the applica $71-71-00/601$ ).	ble strut
			(	•	remove the blockage in the tube, do the l l you collect the correct quantity of wat	
		G.		u will not do m s usual conditi	ore leak checks at this time, put the air on.	plane back

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TASK CARD

MECH INSP

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

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WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

# 4. Aft Upper Spar Structure - Leak Check (S3)

# A. General

(1) This task gives the instructions on how to do a leak check (S3) of the aft upper spar structure on the strut.

## B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 71-71-00/601, Engine Vents and Drains

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(9) AMM 78-31-00/201, Thrust Reverser System

## D. Access

(1) Location Zone

410 Power Plant (Left Engine)

420 Power Plant (Right Engine)

430 Nacelle Strut (Left Engine)

440 Nacelle Strut (Right Engine)

## (2) Access Panels

432AL Nacelle Strut Fwd Torque Box (left) - Engine 1
434AL Strut Pressure Relief Door (left) - Engine 1
436AL Strut Engine Mount Door (left) - Engine 1
436AR Strut Engine Mount Door (right) - Engine 1
436BL Strut Aft Dry Bay Door (left) - Engine 1
436BR Strut Aft Dry Bay Door (right) - Engine 1
442AL Nacelle Strut Fwd Torque Box (left) - Engine 2
444AL Strut Pressure Relief Door (left) - Engine 2
446AL Strut Engine Mount Door (left) - Engine 2
446BL Strut Aft Dry Bay Door (right) - Engine 2
446BL Strut Aft Dry Bay Door (left) - Engine 2
511PT Wing Leading Edge Cover - Engine 1
611PT Wing Leading Edge Cover - Engine 2

- E. Prepare for the Aft Upper Spar Structure Leak Check (S3)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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- (3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (4) Open the left and right fan cowl panels (AMM 71-11-04/201).
- (5) Open the left and right core cowl panels (AMM 71-11-06/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (6) Open the left and right thrust reversers (AMM 78-31-00/201).
- (7) Remove or open these access doors and panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.
  - (f) Access panel 511PT/611PT on the wing leading edge.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (8) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the aft upper spar surface between NSTA 192 and NSTA 234.
- F. Do the Aft Upper Spar Structure Leak Check (S3) (Figure 201)

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		(1)	Put an empty container below the strut forward drain outlet (NSTA 154, NWL 61).
		(2)	With a funnel and hose, apply water to the aft upper spar surface as follows:
			(a) Apply 1 gallon (128 fl oz or 3785 ml) of water, in 1.5 to 2.5 minutes.
			NOTE: This is approximately 64 fluid ounces (1/2 gallon or 1900 ml) per minute for 2 minutes.
			(b) Make sure you fully wet the aft upper spar surface (between NSTA 192 and NSTA 234), and all system penetrations into the aft upper spar compartment.
		(3)	Make sure you see no water leaks as follows:
			(a) After three minutes, make sure that a minimum of 115 fluid ounces (3400 ml) of water collects in the container.
			(b) Make sure there is no puddling of water in the strut area.
			NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.
		(4)	If you found water leaks during the test, do these steps:
			(a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
			(b) If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
			(c) After you repair the leak, do the applicable leak test again.
		(5)	If you did not collect the correct quantity of water, and cannot find leaks, do these steps:
			(a) Do the task to remove the blockage from the applicable strut drain (AMM 71-71-00/601).
			(b) After you remove the blockage in the tube, do the leak test again until you collect the correct quantity of water.

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G. If you will not do more leak checks at this time, put the airplane back to its usual condition.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (1) Make sure you remove all unwanted materials from the strut compartments.
- (2) Install or close these access panels (AMM 54-53-01/401):
  - (a) Access panel 432AL/442AL on the left side of the strut at NSTA 161.
  - (b) Access panel 434AL/444AL on the left side of the strut at NSTA 207.
  - (c) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (d) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (e) Access panel 431CT/441CT on the forward fairing.
  - (f) Access panel 511PT/611PT on the wing leading edge.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Close the left and right thrust reversers (AMM 78-31-00/201).
- (4) Close the left and right core cowl panels (AMM 71-11-06/201).
- (5) Close the left and right fan cowl panels (AMM 71-11-04/201).
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

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WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

(7) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).

# Aft Fairing Structure - Leak Check (S4)

#### A. General

(1) This task gives the instructions on how to do a leak check (S4) of the aft fairing structure on the engine strut.

## B. Equipment

- (1) Water source low pressure, can spray up to 2 quarts (1.9 liters) per minute
- (2) Container 5 gallon (19 liter) capacity, can collect and measure water to within 1 fluid ounce (30 ml) (measure can be done in smaller containers)
- (3) Funnel long necked

### C. References

- (1) AMM 08-21-00/201, Leveling
- (2) AMM 20-10-09/801, Flareless Tubing Assembly
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 51-31-01/201, Seals and Sealing
- (5) AMM 54-53-01/401, Strut Pressure Relief and Access Doors.
- (6) AMM 71-11-04/201, Panels Fan Cowl
- (7) AMM 71-11-06/201, Panels Core Cowl
- (8) AMM 78-31-00/201, Thrust Reverser System

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## D. Access

- (1) Location Zone
  - 410, Power Plant (Left Engine)
    - 420, Power Plant (Right Engine)
    - 430, Nacelle Strut (Left Engine)
  - 440, Nacelle Strut (Right Engine)
- (2) Access Panel

436AL Strut Engine Mount Door (left) - Engine 1 436AR Strut Engine Mount Door (right) - Engine 1 436BL Strut Aft Dry Bay Door (left) - Engine 1 436BR Strut Aft Dry Bay Door (right) - Engine 1 437BL Aft Fairing Access Door (left) - Engine 1 437BR Aft Fairing Access Door (right) - Engine 1 446AL Strut Engine Mount Door (left) - Engine 2 446AR Strut Engine Mount Door (right) - Engine 2 446BL Strut Aft Dry Bay Door (left) - Engine 2 446BR Strut Aft Dry Bay Door (right) - Engine 2 447BL Aft Fairing Access Door (left) - Engine 2 447BR Aft Fairing Access Door (right) - Engine 2

- E. Prepare for the Aft Fairing Structure Leak Check (S4)
  - (1) Level the airplane to a maximum of one-half degree (AMM 08-21-00/201).

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Do the deactivation procedure for the leading edge slats (AMM 27-81-00/201).

DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE WARNING: THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

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- (4) Remove or open these access panels (AMM 54-53-01/401):
  - (a) Access panels 436AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.
  - (b) Access panels 436BL/436BR/446BL/446BR on the left and right sides of the strut at NSTA 230.
  - (c) Access panels 437BL/437BR/447BL/447BR on the left and right sides of the aft fairing.

CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.

- (5) Make sure you remove all unwanted materials (spilled sealant, fasteners, tie wires, etc.) from the aft fairing pan surface (Between the aft bulkhead at NSTA 234 and NSTA 318).
- F. Do the Aft Fairing Structure Leak Check (S4) (Figure 201)
  - (1) Put an empty container below the forward outlet of the aft fairing drain line at NSTA 307.
  - (2) With a funnel and hose, apply water to the aft fairing structure as follows:
    - (a) Apply water for a minimum of two minutes at a minimum rate of 1 gallon per minute.
    - (b) Make sure you fully wet the aft surface of the aft bulkhead at NSTA 234, and the top surface of the aft fairing pan between NSTA 234 and NSTA 280.
  - (3) Make sure you see no water leaks as follows:
    - (a) Make sure that no water flows through the dry bay condensate drains just forward of the aft bulkhead at NSTA 234.
    - (b) Make sure there is no leakage through the aft fairing pan.

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(c) Make sure there is no puddling of water in the aft fairing area.

NOTE: Puddling is defined as more than 0.5 fluid ounce (15 ml) of water in a continuous pool.

- (4) Put an empty container below the aft outlet of the aft fairing drain line at NSTA 318.
- (5) With a funnel and hose, apply water to the aft fairing structure as follows:
  - (a) Apply water for a minimum of one minute at a minimum rate of 1 gallon per minute.
  - (b) Make sure you fully wet the top surface of the aft fairing pan between NSTA 280 and NSTA 318.
- (6) If you found water leaks during the test, do these steps:
  - (a) If the leak is from a tube, do the procedure to repair the tube (AMM 20-10-09/801).
  - (b) If the leak is from a seal, do the procedure to seal the applicable area of the leak (AMM 51-31-01/201).
  - (c) After you repair the leak, do the applicable leak test again.
- G. If you will not do more leak checks at this time, put the airplane back to its usual condition.
  - CAUTION: MAKE SURE YOU KEEP THE STRUT AREA CLEAN. LOOSE TOOLS AND UNWANTED MATERIALS IN THE STRUT COMPARTMENTS CAN PREVENT THE REMOVAL OF THE FLUIDS THROUGH THE STRUT DRAINS. IF YOU DO NOT REMOVE THE UNWANTED MATERIALS, YOU CAN CAUSE DAMAGE TO THE STRUT.
  - (1) Make sure you remove all unwanted materials from the strut compartments.
  - (2) Install or close these access panels (AMM 54-53-01/401):
    - (a) Access panels 346AL/436AR/446AL/446AR on the left and right sides of the strut at NSTA 217.

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	(b) Access panels 436BL/436BR/446BL/446BR on the left an sides of the strut at NSTA 230.	ıd right
	(c) Access panels 437BL/437BR/447BL/447BR on the left an sides of the aft fairing.	nd right
	(3) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	
	WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF TH FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR EQUIPMENT.	FLAP APS WILL THE FLAP
	(4) Do the activation procedure for the leading edge slats (AMM 27-81-00/201).	

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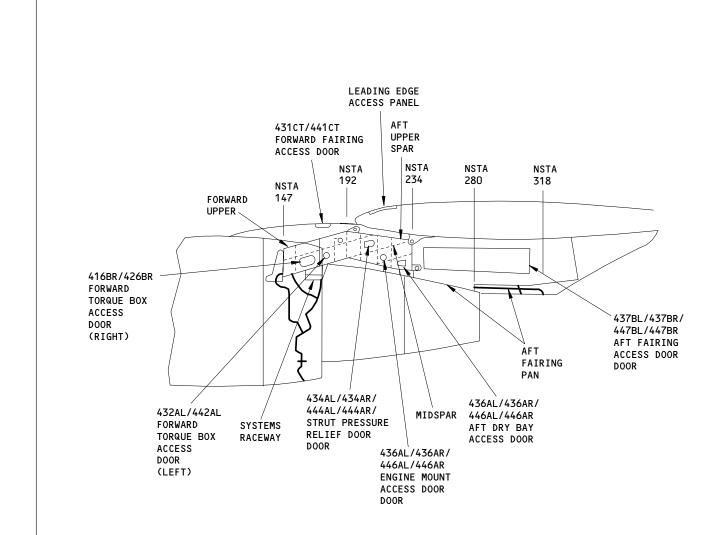
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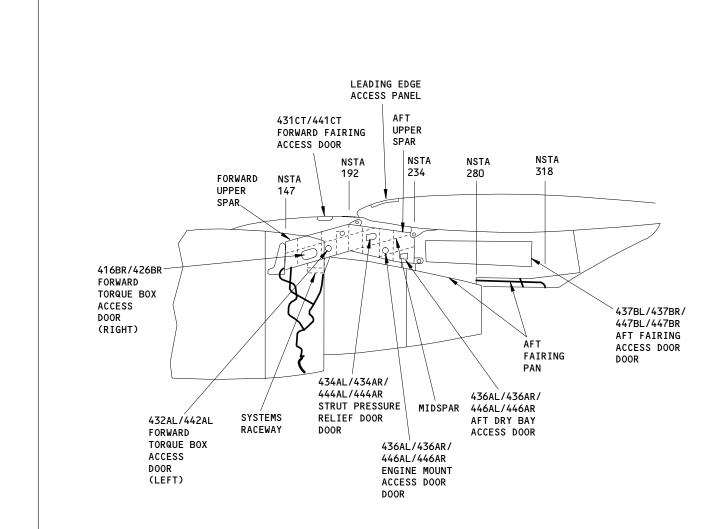


Strut Drain Access Figure 201 (Sheet 1)

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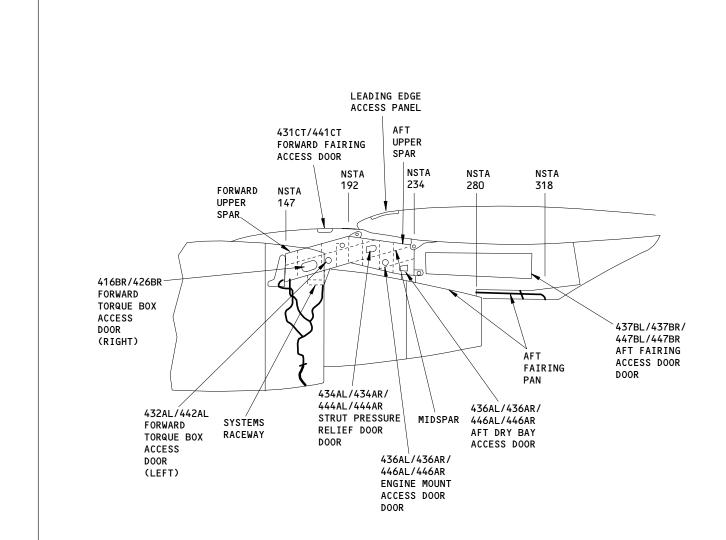
Strut Drain Access Figure 201 (Sheet 2)

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Strut Drain Access Figure 201 (Sheet 3)

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