MAINT	RII/INSP

Execution / Start Date:	
End Date:	

Nr.	Hardtime	Task	Spec.	Related Documents	MAINT	RII/INSP
1.			REI	DFW B707–24–002 rev 22/05/2007 MM–B707 32–31–0/5 rev 15/05/65 MM–B707 34–17–0/501 rev 31/03/2002		

Check:

Zones:

Access:

NRC YES ❍ NO ❍ IF YES, NUMBER(S): . . . . . .

1. GENERAL INFORMATION:

CAUTION: Keep work area, wires & electrical bundles clean of metal particles or contamination when you use tools. Unwanted material metal particles or contamination caught in wire bundles can cause damage to the bundles. Damaged wire bundles can cause sparks or other electrical damage.

NOTE: 1. Obey all warnings & cautions given in specific manual sections.
2. Refer to Boeing SWPM 20–10–11 & 20–10–12 for wire installations procedures.

2. WORK INSTRUCTION:

1. Remove electrical power from airplane. Use independent power source for work lights.

2. Gain access to P7 circuit breaker panel. (Ref. AMM 25–4–41)

3. Perform wiring modification as shown in figure 1.

4. Close P7 circuit breaker panel. (Ref. AMM 25–4–41)

5. Perform functional test of altitude alerter.

A. Prepare to Test Altitude Alerting System

1. To prevent damage to equipment & instruments, check following precautions before applying pressures to pitot static system.
   a) Apply or release vacuum or pressure at rate of climb or descent less than 3000 feet per minute for static system & 300 knots per minute for pitot system between test points. (Appropriate gauge saver restrictors should be used.)
   At each test point, pressure should be reduced slowly to desired level without overshoot.
   b) Pressure in pitot lines should always be greater than or equal to pressure in static lines. Differential pressure should never exceed 10.00 inches of mercury or fall below zero .
   c) Absolute pressure applied to static system should never exceed ambient absolute pressure when any instrument is connected to static system.
   d) Do not change setting of static source selector valve while vacuum is on static system. Check that selector valve remains in NORMAL position unless test procedures specify otherwise.
   e) Check that pitot static probe heaters remain off during tests.
   f) Inspect each pitot static probe head both before & after these tests for evidence of damage to circular leading edge of its barrel.
   g) Do not apply pressure in excess of 31 inches of mercury absolutet to static lines.

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CAUTION: IF THE ABOVE PROCEDURES ARE NOT OBSERVED, EQUIPMENT & INSTRUMENTS WILL BE DAMAGED.

2. Connect static source to Captain's static source.

3. Provide electrical power.

B. Test Altitude Alerting System.

1. Open the following circuit breakers on panel P5:
   a) ALT ALERT 28V DC.
   b) Kifis control unit (FO's Air Data) 115V AC.

2. Check that altitude select control warning flags is in view.

3. Set barometric scale setting on the captain's altimeter to 29.92 inches of mercury (or 1013 millibars); & altitude select control to 1013 mb.

4. Close circuit breakers opened in step 1.
   Check that failure warning flags in altitude select control is not in view.

5. Set altitude select control to 10,000 feet.

6. Apply a pressure equivalent to 8,000 feet to captain's static system.

7. Slowly decrease pressure t o approach 10,000 feet.

8. Check that aural alerting unit sounds for 1 to 2 seconds & altitude alert annunciators come on STEADY at 9,000 ± 150 feet & annunciators go off at 9,500 ± 150 feet as indicated on captain's altimeter.

9. Further decrease static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 10,500 ± 150 feet as indicated on captain's altimeter.

10. Slowly decrease static pressure beyond 11,500 feet as indicated on captain's altimeter. Check that annunciators remain flashing.

11. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on steady at 11.000 ± 150 feet & annunciators go off at 10,500 ± 150 feet as indicated on captain's altimeter.

12. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 9,500 ± 150 feet as indicated on captain's altimeter & remain flashing at 9,000 ± 150 feet.

13. Slowly increase static pressure beyond 8,000 feet as indicated on captain's altimeter. Check that annunciators remain flashing.

14. Slowly decrease pressure to approach 10,000 feet.

15. Check that aural alerting unit sounds for 1 to 2 seconds & altitude alert annunciators come on steady at 9000 ± 150 feet & annunciators go off at 9500 ± 150 feet as indicated on captain's altimeter.

16. Further decrease static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 10,500 ± 150 feet as indicated on captain's altimeter.

17. Press ALARM LIGHT on control altitude select. Check that annunciators come on steady & go **FLASHING AGAIN** at 11,000 ± 150 feet as indicated on captain's altimeter.

18. Slowly decrease static pressure beyond 11,500 feet as indicated on captain's altimeter. Check that annunciators remain **FLASHING**.

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19. Slowly increase static pressure. Check that aural alerting, unit sounds for 1 to 2 seconds & annunciators come on **STEADY** at 11,000 ± 150 feet & annunciators go off at 10,500 ± 150 feet as indicated on captain's altimeter.

20. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 9,500 ± 150 feet as indicated on captain's altimeter.

C. Restore Air Data & Pitot Static Systems to NORMAL.

1. Slowly release pitot static pressure.

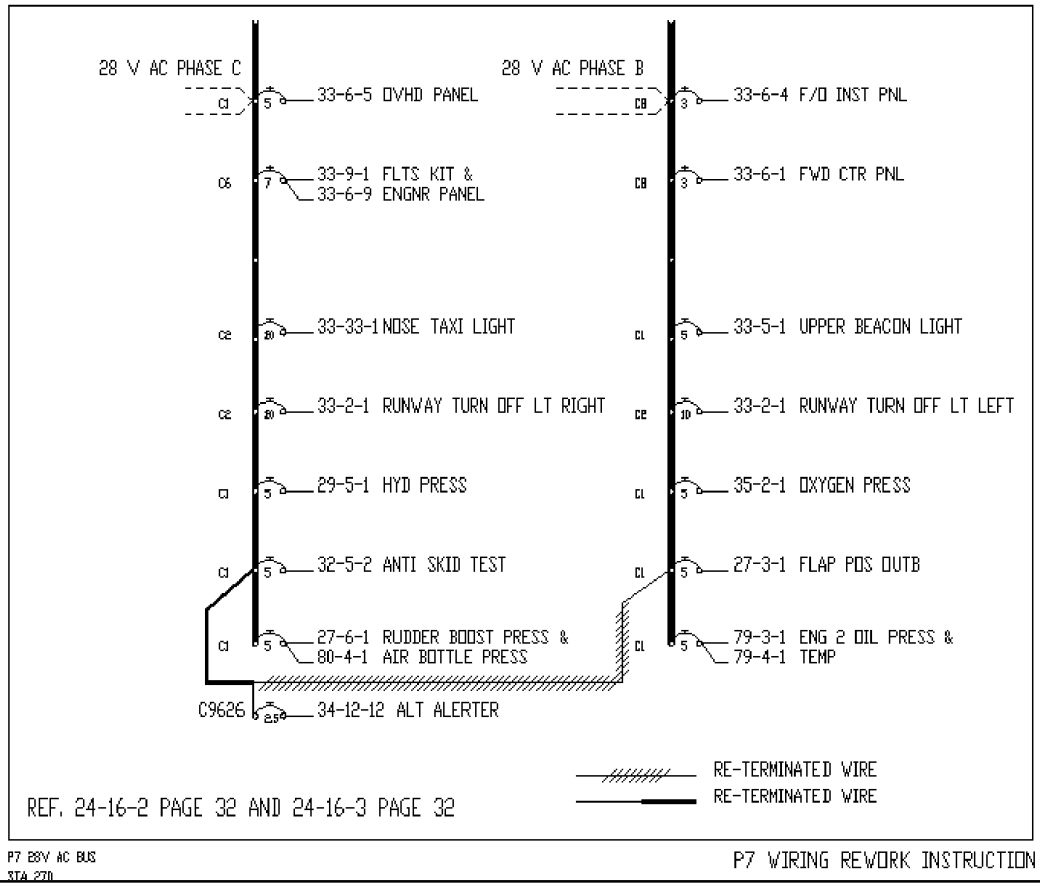
2. Disconnect pitot & static test equipment & remove all seals on static ports.

3. If no longer required, remove electrical power.

6. Operate anti skid test circuit using test switch on P13 overhead panel & verify normal system behaviour.

The antiskid test circuit provides a means of checking the condition of the antiskid system when the airplane is on the ground or in flight. A test switch is on pilot's overhead panel (P13), adjacent to the antiskid indicators. The switch is normally off & has momentary "OUTBD" & "INBD" positions. Movement of the switch to the test positions causes the indicators to operate if the system is operating normally.

FIGURE 1 _ WIRE MODIFICATION LX-N19997



MAINT	RII/INSP

ENGINEERING INSTRUCTION

EI-Number:	DFW B707-24-002	Rev.:	Date:
Component / Equipment Type:			

Accomplishment Report

Note:
Please send this Accomplishment Report to ESEC and attach it to the CDRL30 (DLM Report) if applicable.

Subject:

Model:

Accomplished at (Tailnumber):

Date of Accomplishment:

Description of Deviations:

Findings:

Carry Overs:

SOR Statements:

Executed/performed by:	SOR Engineering Representative:	SOR Quality Assurance:
Name:	Name:	Name:
Date:	Date:	Date:
SOR:		
Signature:	Signature:	Signature:

Nr.	Hardtime	Task	Spec.	Related Documents	MAINT	RII/INSP
2.			REI	DFW B707–24–002 rev 22/05/2007 MM–B707 32–31–0/5 rev 15/05/65 MM–B707 34–17–0/501 rev 31/03/2002		

Check:

Zones:

Access:

NRC YES ❍ NO ❍ IF YES, NUMBER(S): . . . . . .

1. GENERAL INFORMATION:

CAUTION: Keep work area, wires & electrical bundles clean of metal particles or contamination when you use tools. Unwanted material metal particles or contamination caught in wire bundles can cause damage to the bundles. Damaged wire bundles can cause sparks or other electrical damage.

NOTE: 1. Obey all warnings & cautions given in specific manual sections.
2. Refer to Boeing SWPM 20–10–11 & 20–10–12 for wire installations procedures.

2. WORK INSTRUCTION:

1. Remove electrical power from airplane. Use independent power source for work lights.

2. Gain access to P7 circuit breaker panel. (Ref. AMM 25–4–41)

3. Perform wiring modification as shown in figure 2.

4. Close P7 circuit breaker panel. (Ref. AMM 25–4–41)

5. Perform functional test of altitude alerter.

A. Prepare to Test Altitude Alerting System

1. To prevent damage to equipment & instruments, check following precautions before applying pressures to pitot static system.
   a) Apply or release vacuum or pressure at rate of climb or descent less than 3000 feet per minute for static system & 300 knots per minute for pitot system between test points. (Appropriate gauge saver restrictors should be used.)
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   e) Check that pitot static probe heaters remain off during tests.
   f) Inspect each pitot static probe head both before & after these tests for evidence of damage to circular leading edge of its barrel.
   g) Do not apply pressure in excess of 31 inches of mercury absolutet to static lines.

CAUTION: IF THE ABOVE PROCEDURES ARE NOT OBSERVED, EQUIPMENT & INSTRUMENTS WILL BE DAMAGED.

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2. Connect static source to Captain's static source.

3. Provide electrical power.

B. Test Altitude Alerting System.

1. Open the following circuit breakers on panel P5:
   a) ALT ALERT 28V DC.
   b) Kifis control unit (FO's Air Data) 115V AC.

2. Check that altitude select control warning flags is in view.

3. Set barometric scale setting on the captain's altimeter to 29.92 inches of mercury (or 1013 millibars); & altitude select control to 1013 mb.

4. Close circuit breakers opened in step 1.
   Check that failure warning flags in altitude select control is not in view.

5. Set altitude select control to 10,000 feet.

6. Apply a pressure equivalent to 8,000 feet to captain's static system.

7. Slowly decrease pressure t o approach 10,000 feet.

8. Check that aural alerting unit sounds for 1 to 2 seconds & altitude alert annunciators come on STEADY at 9,000 ± 150 feet & annunciators go off at 9,500 ± 150 feet as indicated on captain's altimeter.

9. Further decrease static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 10,500 ± 150 feet as indicated on captain's altimeter.

10. Slowly decrease static pressure beyond 11,500 feet as indicated on captain's altimeter. Check that annunciators remain flashing.

11. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on steady at 11.000 ± 150 feet & annunciators go off at 10,500 ± 150 feet as indicated on captain's altimeter.

12. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 9,500 ± 150 feet as indicated on captain's altimeter & remain flashing at 9,000 ± 150 feet.

13. Slowly increase static pressure beyond 8,000 feet as indicated on captain's altimeter. Check that annunciators remain flashing.

14. Slowly decrease pressure to approach 10,000 feet.

15. Check that aural alerting unit sounds for 1 to 2 seconds & altitude alert annunciators come on steady at 9000 ± 150 feet & annunciators go off at 9500 ± 150 feet as indicated on captain's altimeter.

16. Further decrease static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 10,500 ± 150 feet as indicated on captain's altimeter.

17. Press ALARM LIGHT on control altitude select. Check that annunciators come on steady & go **FLASHING AGAIN** at 11,000 ± 150 feet as indicated on captain's altimeter.

18. Slowly decrease static pressure beyond 11,500 feet as indicated on captain's altimeter. Check that annunciators remain **FLASHING**.

19. Slowly increase static pressure. Check that aural alerting, unit sounds for 1 to 2 seconds & annunciators come on **STEADY** at 11,000 ± 150 feet & annunciators go off at 10,500 ± 150 feet as indicated on captain's altimeter.

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20. Slowly increase static pressure. Check that aural alerting unit sounds for 1 to 2 seconds & annunciators come on flashing at 9,500 ± 150 feet as indicated on captain's altimeter.		
C. Restore Air Data & Pitot Static Systems to NORMAL.		
1. Slowly release pitot static pressure.		
2. Disconnect pitot & static test equipment & remove all seals on static ports.		
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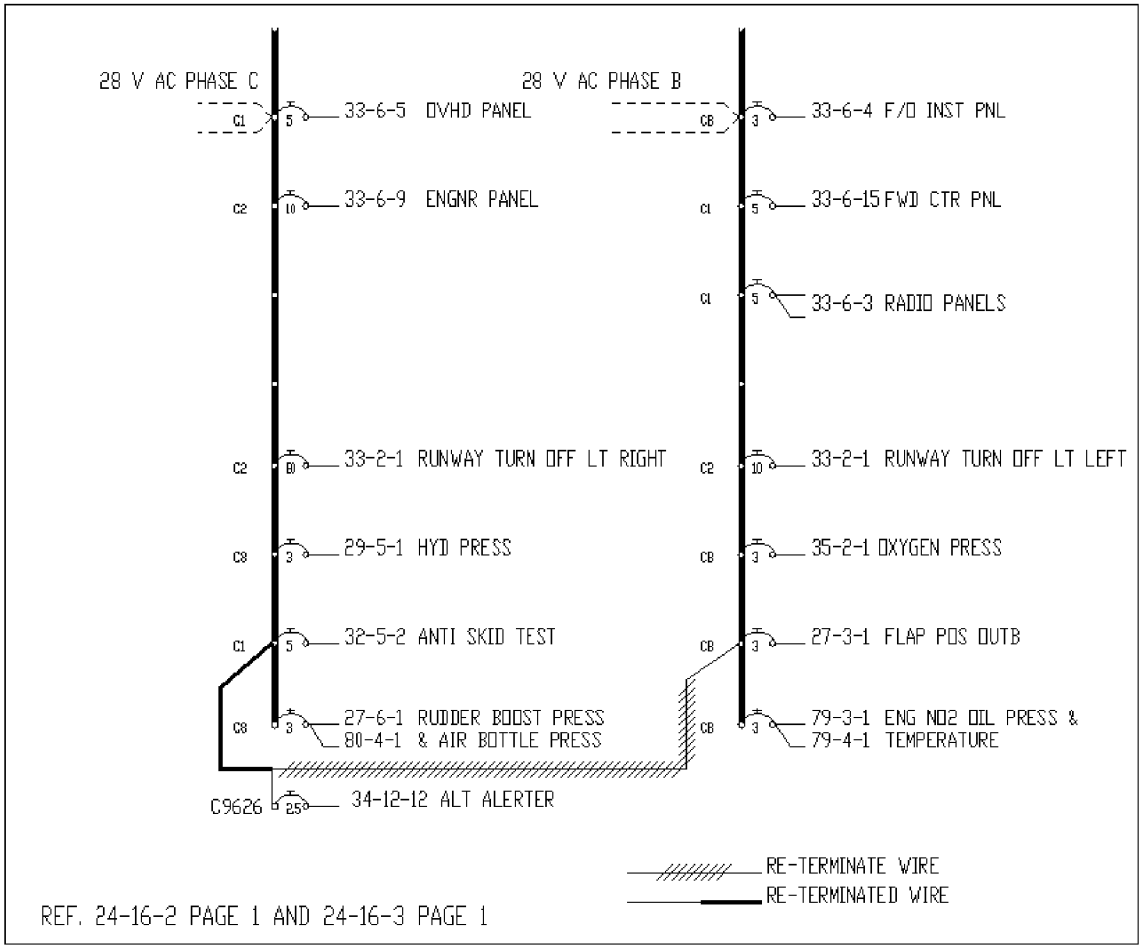
FIGURE 2 _ WIRE MODIFICATION LX-N20000 and LX-N20199



MAINT	RII/INSP

ENGINEERING INSTRUCTION

EI-Number:	DFW B707-24-002	Rev.:	Date:
Component / Equipment Type:			

Accomplishment Report

Note:
Please send this Accomplishment Report to ESEC and attach it to the CDRL30 (DLM Report) if applicable.

Subject:

Model:

Accomplished at (Tailnumber):

Date of Accomplishment:

Description of Deviations:

Findings:

Carry Overs:

SOR Statements:

Executed/performed by:	SOR Engineering Representative:	SOR Quality Assurance:
Name:	Name:	Name:
Date:	Date:	Date:
SOR:		
Signature:	Signature:	Signature: