

07

**LIFTING AND
SHORING**

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LIFTING AND SHORING

DESCRIPTION AND OPERATION

1. GENERAL

Lifting the aircraft is accomplished by using jacks placed at the 3 lifting points provided – refer to 07-10-00.

Each of these 3 points can accommodate :

- either a jack rest centering cup with "concave contact area" for a ball-head jack, dia. 0.98" in. (25 mm).
- or a jack rest centering cup with "convex contact area" for a concave head jack.

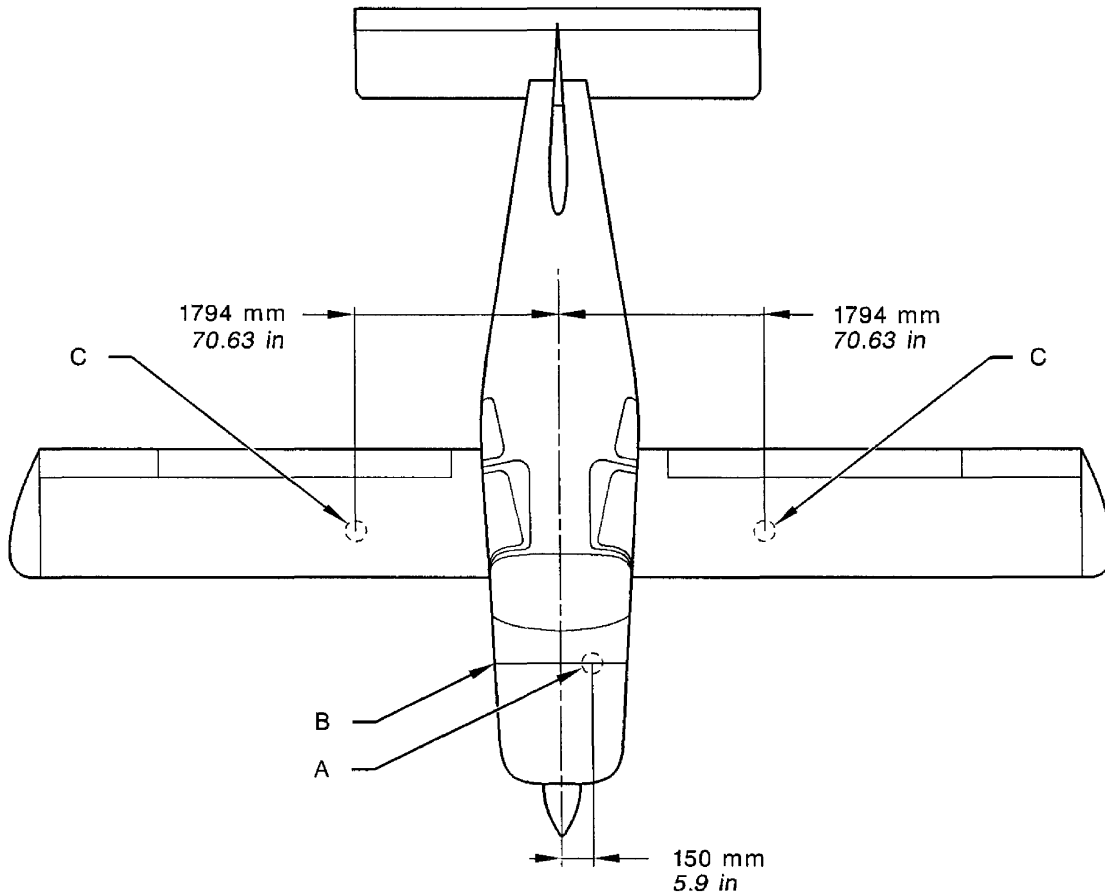
Hoisting device is necessary for hoisting – refer to 07-20-00.

2. LOCATION (Figure 1)

3 lifting points are provided on the aircraft :

- 1 point under each wing (outboard side of main gear leg) at 70.63 in. (1794 mm) from aircraft centerline.
- 1 forward point located on the firewall at 5.9 in. (150 mm) from aircraft centerline.

- A - FWD lifting point
- B - Firewall
- C - Rear lifting point



I4071000AAAYZ4000

Lifting - Identification and location of components
Figure 1

JACKING

MAINTENANCE PRACTICES

1. SERVICING - JACKING

A. Tools and consumable materials

- 3 hydraulic jacks
- 3 jack point fittings
- Padded support

B. Jacking procedure

CAUTION : PRIOR TO LIFTING THE AIRCRAFT, MAKE SURE NO OBSTACLE CAN DISTURB THE LIFTING OPERATION. THE LOCATION SELECTED FOR JACKING MUST BE SHELTERED FROM THE WIND AND PREFERABLY INSIDE A HANGAR.

- 1) Make sure the grounding cable is connected to the aircraft.
- 2) Install a jack and, if necessary, a jack point fitting beneath each lifting point.
- 3) Bring the jacks into contact with the jacking points and ensure that the jack cylinders are vertical.
- 4) Remove the wheel chocks or release the parking brake.
- 5) Simultaneously raise the three jacks and keep the safety nut of each jack close to its locking position.

**NOTE : - Be careful to maintain the aircraft level when raising the jacks.
- Clear the tires off the ground just enough to accomplish the maintenance procedure.**

CAUTION : TO AVOID DAMAGING THE STRUCTURE, THE SUPPORT MUST PERFECTLY FIT THE FUSELAGE PROFILE AND HAVE PADDED BEARING AREAS.

CAUTION : PAY SPECIAL ATTENTION TO THE ANTI-SPIN FINS.

- 6) Install a padded support beneath the fuselage at Frame C7 or C8.

C. Reconditioning

- 1) Remove the padded support.

CAUTION : PRIOR TO LOWERING THE JACKS, MAKE SURE THAT NO OBSTACLE CAN DISTURB THE AIRCRAFT LOWERING OPERATION.

- 2) Unscrew the safety nuts of the jacks and simultaneously lower the three jacks.
- 3) Remove the jacks and if installed, the jack point fittings.
- 4) Install the wheel chocks or apply the parking brake.
- 5) Make sure all the tools and materials are removed and the work area is clean and free from debris.

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HOISTING

MAINTENANCE PRACTICES

1. SERVICING - HOISTING

A. Tools and consumable materials

- 2 wing padded supports, P / N TB10 99000911
- 1 padded support for Frame C0
- 1 padded support for Frame C6
- Hoisting device comprising :
 - . 1 strap, P / N TB10 99000117
 - . 2 slings equipped with removable snap hooks [resistance 1650 lbs (750 kg)], P / N TB10 99000116
 - . 1 gantry, P / N TB10 99000900

B. Hoisting procedure for the fuselage equipped with the power plant (Figure 201)

CAUTION : IT IS STRICTLY FORBIDDEN TO HOIST THE AIRCRAFT ASSEMBLY (FUSELAGE + WINGS) WITH FUSELAGE HANDLING TOOL P / N TB10 99000900 (RISKS OF IRREVERSIBLE DEFORMATION). ONLY THE POWER PLANT + FUSELAGE + STABILIZERS ASSEMBLY MAY BE HOISTED WITH THIS TOOL.

CAUTION : IN ORDER TO MINIMIZE LOADS ON THE STRUCTURE DURING HOISTING, THE WEIGHT OF THE AIRCRAFT MUST BE REDUCED AS MUCH AS POSSIBLE BY UNLOADING BAGGAGE AND FREIGHT BEFORE UNDERTAKING THE HOISTING OPERATION.

- 1) Position the gantry above the fuselage.
- 2) Remove engine cowling 121 - refer to 71-10-01.
- 3) Position both padded supports under the wings at ribs.

CAUTION : TO AVOID DAMAGING THE STRUCTURE, THE SUPPORTS MUST PERFECTLY FIT THE FUSELAGE PROFILE AND HAVE PADDED BEARING AREAS.

- 4) Position the two padded supports for Frame C0 and Frame C6 in the fuselage rest area.
- 5) Position the hoisting device strap under Frame C7.

CAUTION : DO NOT USE THE VIBRATION ISOLATORS AS HOISTING POINTS.

DO NOT USE THE BARS OF THE ENGINE MOUNT AS HOISTING POINTS.

DO NOT USE THE HOOKS LOCATED ON THE UPPER SECTION OF THE ENGINE AS HOISTING POINTS.

- 6) Attach the 2 slings at the engine mount upper spools, in the plane of the vertical bar of the engine mount crown - see Detail A.
- 7) Separate the wings from the fuselage - refer to 57-00-00.

WARNING : DO NOT CIRCULATE OR STAND BELOW THE LOAD DURING THE HOISTING OPERATION UNTIL THE PADDED SUPPORTS HAVE BEEN POSITIONED UNDER THE FUSELAGE.

CAUTION : PRIOR TO HOISTING THE FUSELAGE, MAKE SURE NO OBSTACLE CAN DISTURB THE HOISTING OPERATION. THE LOCATION SELECTED FOR HOISTING MUST BE SHELTERED FROM THE WIND AND PREFERABLY INSIDE A HANGAR. HOIST THE FUSELAGE SMOOTHLY.

CAUTION : PAY SPECIAL ATTENTION TO THE ANTI-SPIN FINNS.

8) Hoist the fuselage to the desired height and install it on both padded supports.

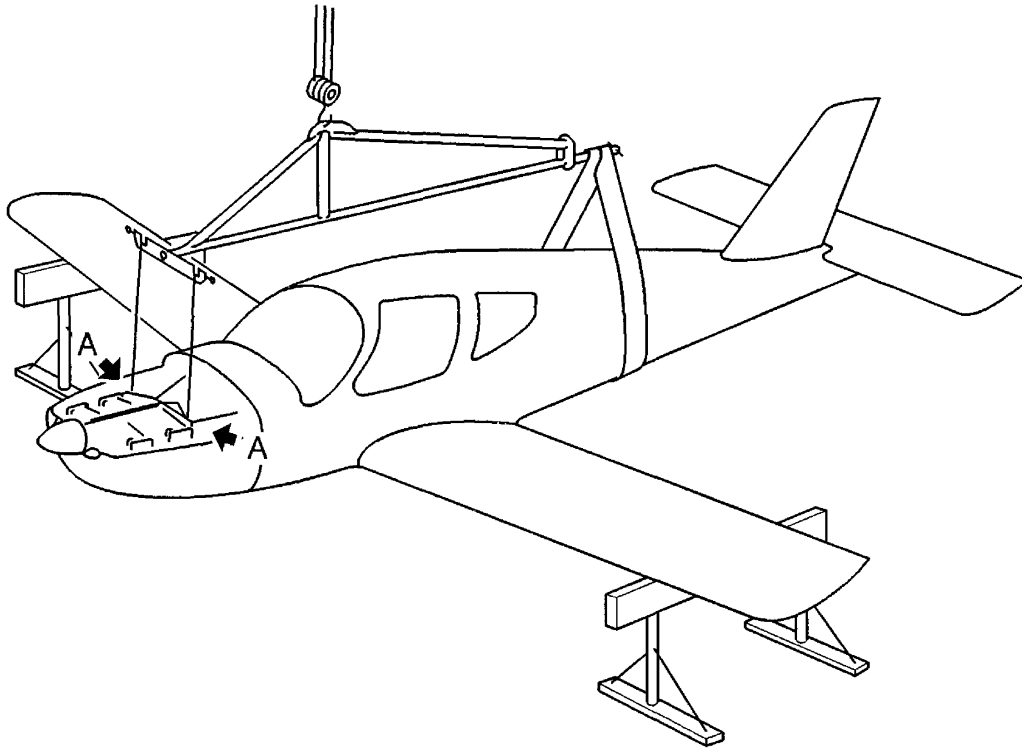
NOTE : Ensure the fuselage remains level during hoisting.

C. Reconditioning

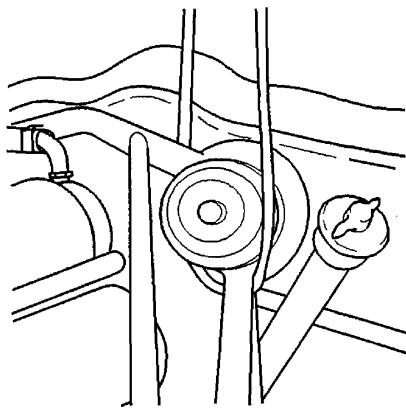
WARNING : DO NOT CIRCULATE OR STAND BELOW THE LOAD DURING THE HOISTING OPERATION UNTIL THE FUSELAGE HAS BEEN INSTALLED ON THE WINGS.

CAUTION : PRIOR TO HOISTING THE FUSELAGE, MAKE SURE NO OBSTACLE CAN DISTURB THE HOISTING OPERATION. HOIST THE FUSELAGE SMOOTHLY.

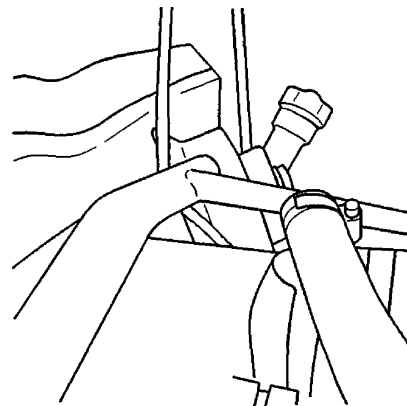
- 1) Hoist the fuselage to the desired height, bring it above the wings and slowly lower the fuselage to position it on the wings.
- 2) Assemble the fuselage and the wings - refer to 57-00-00.
- 3) Remove the hoisting device and clear the gantry.
- 4) Remove both padded supports under the wings.
- 5) Make sure all the tools and materials are removed and the work area is clean and free from debris.
- 6) Install engine cowling 121 - refer to 71-10-01.



A



AV - FWD

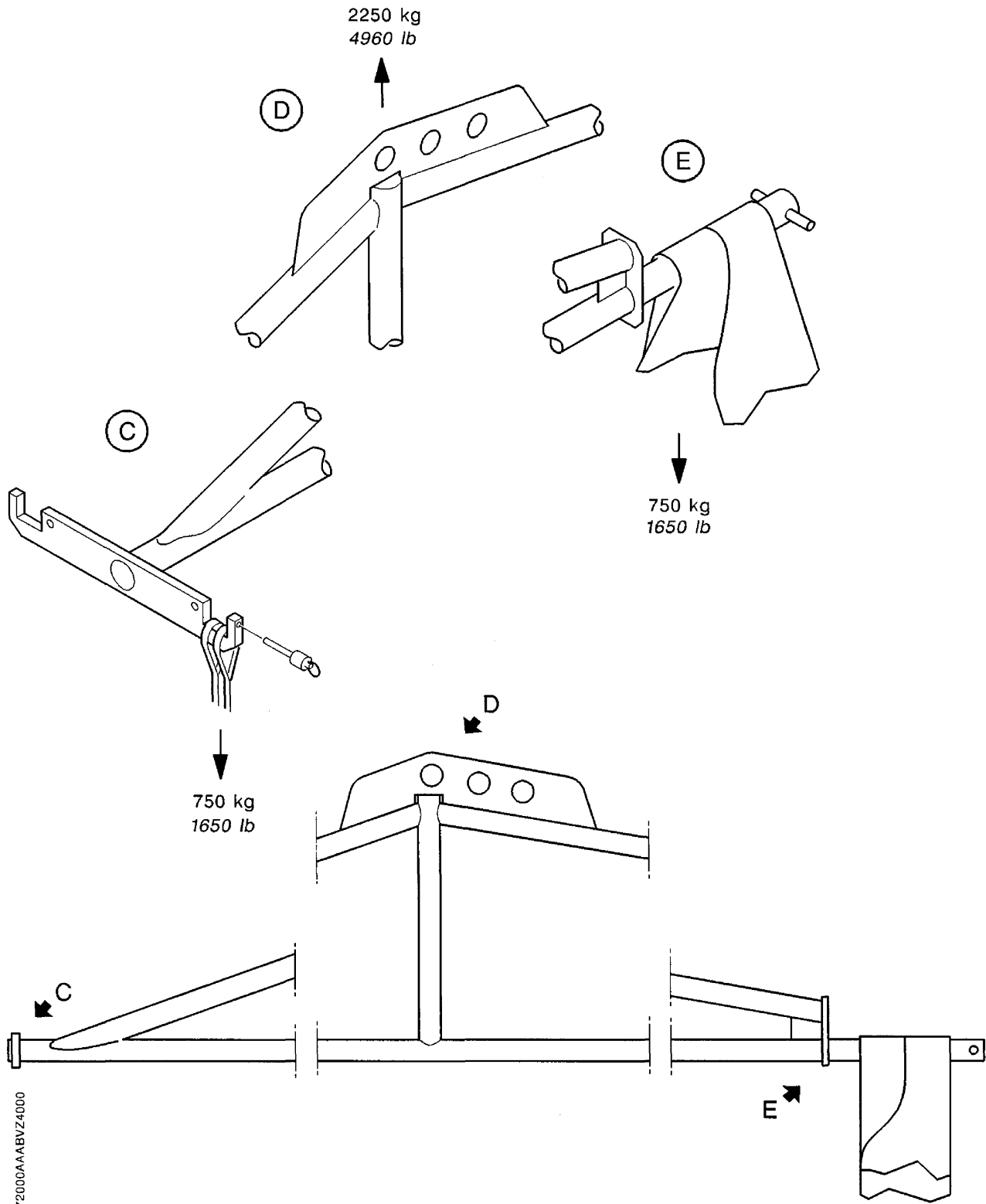


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Hoisting
Figure 201 (1/2)

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Hoisting
Figure 201 (2/2)

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