

Attachment 2

Service Check



CARD NO.: B767-2B ✓

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B767 SERVICE CHECK - SIGN-OFF RECORD

REV. NO.: 59
DATE: 02-26-08

NOTE: The Sign-Off Section of the Service Check (Form B767-2B) is a signature record and contains general information only. The Description Section on Form B767-2A MUST be used to accomplish the Service Check.

AIRCRAFT NO.	STATION	LOG PAGE NO.	WORK ORDER NO.	DATE	TOTAL SIGN-OFF PAGES: 12
799AX	SFO SFO	34887-01	2008 799	06-28-08	

GENERAL DESCRIPTION AND OPERATION

NOTE: The Sign-off Section of all Line Maintenance Checks is a signature record and contains general information only. The Detailed Instructions section MUST be used to accomplish all Line Maintenance Checks.

- Remove the yellow "Maintenance in Work" placard from F/O's seat back pocket and place in front of throttle levers. Remove placard and re-stow after check is complete.
- Utilize GSE as much as possible to decrease APU operation.
- Communicate with flight crew on arrival for any servicing or special requirements. Check aircraft Log Book for pilot reports.
- Complete B767 Daily EICAS Non-Normal Fault Message Retrieval Form (B767-60).
- Enter all discrepancies and corrective actions in Aircraft Log Book (M-1A).
- Record all non-airworthy and non-safety items that are found during the check on the Non-Routine Work Sheet (M-17).
- If any errors are identified with a Line Maintenance Check, submit a Maintenance Programs Revision Request (MPRR) per GMM Chap. 1, Section 01.03, and forward to Maintenance Programs.
- Any material referenced in the text or tables of the Line Maintenance Checks may be substituted in accordance with the Consumable Material Equivalents List located in Chapter 20, B767 Maintenance Manual. This bullet item does not apply to AD related tasks.
- This check includes CF6-80A and JT9D-7R4 engine types. Depending on installation, N/A engine tasks that do not apply.

CERTIFICATION OF AIRWORTHINESS

All signoff pages of the check have been received, action taken where necessary, and initialed properly. Aircraft Log-book properly noted GMM Chapter 1, Section 04.03. Forward all sign-off sheets and attach M-17 forms to Aircraft Records, ILN.

Service Check Completed.


A & P Technician (signature)



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DATE: 02-26-08

AIRCRAFT NO.	STATION	LOG PAGE NO.	WORK ORDER NO.	DATE
799AX	5FO	34 887-81	2008 759	06-28-08

Mechanic's Initials	Job Description FLIGHT COMPARTMENT
	NOTE: Unserviceable emergency equipment must be replaced before flight.
1.	1. If the aircraft has sat statically, the main engines have not been operated, and less than 72 hours have elapsed since the last full Service Check, perform the 72 hour reduced service check and N/A the remainder of Service Check. If the aircraft has moved, the main engines have been operated, or 72 hours have elapsed since the last full Service Check, N/A this step and accomplish remainder of Service Check. In either case, document accomplishment of Service Check with a log book entry.
2.	2. Perform an EICAS maintenance message read-out and record in Aircraft Logbook.
3.	3. Check LT, CTR, and RT hydraulic fluid quantities using EICAS status display.
4.	4. Check operation and illumination of all flight compartment lights.
	NOTE: Ensure each indicator has 2 functional lamps. Re-lamp as necessary.
	CAUTION: DO NOT KEEP THE EMERGENCY LIGHTS ON FOR MORE THAN 1 MINUTE. EXTENDED OPERATION WILL REDUCE THE CHARGE ON THE BATTERIES AND MAY RESULT IN DAMAGE.
5.	5. Perform a general visual inspection of flight compartment, including windows, for general condition, cleanliness, and security.
6.	6. Check flight compartment items for presence, condition, and safeties (if required). (Ref. Figure 13, Sheet 1 and Sheet 2.)
7.	7. Perform readout of the Maintenance Control Display Panel (MCDP) (applicable for Saturday or Sunday, once per week, maintenance visits only).
8.	8. Perform APU Health Check (applicable for Saturday or Sunday, once per week, maintenance visits only).
9.	9. Check that listed manuals, forms, and certificates are onboard the aircraft and in serviceable condition.
10.	10. Inspect aluminum tape on cargo compartment side of the cockpit door for condition and security. (Ref. Figure 12.) (Ref. AMM 11-35-02.)
11.	11. Test engine, APU, cargo squibs on squib test control panel.
12.	12. TCAS self-test. A. Perform TCAS self-test (COLLINS). B. Perform TCAS self-test (HONEYWELL).



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<u>AIRCRAFT NO.</u>	<u>DATE</u>	
799AX	02-28-08	

<u>Mechanic's Initials</u>	<u>Job Description</u>
	<u>SUPERNUMERARY COMPARTMENT (SF MOD ONLY)</u>
13	13. Visually check supernumerary's area ceiling and reading lights for cleanliness, condition, and security of installation (SF Only).
14	14. Check portable oxygen bottles.
15	15. Check emergency equipment in supernumerary area (Ref. Figure 13, Sheet 2 of 2).
16	16. Perform general visual inspection of lavatory.



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DATE: 02-26-08

AIRCRAFT NO.	DATE	
799AX	06-28-09	

Mechanic's Initials	Job Description <u>UPPER CARGO COMPARTMENT</u>	
	NOTE: Unserviceable emergency equipment must be replaced before flight or placed on deferral if allowable (Ref. MEL).	
	17.	Check sidewall lining, ceiling panels, and lights.
	18.	Check cargo net shackle box (PC Only).
	19.	Clean and vacuum cabin interior.
	20.	Check condition of floor, seat tracks, and anti-slip tape.
	21.	Check internal markings for condition/legibility.
	22.	Compartment lighting.
	23.	Check the cargo barrier net/attach fittings/attach hooks and forward/aft restraint fittings (PC Only).
	24.	Perform a general visual inspection of the cargo net for security (SF only).
	25.	Check fwd door (L1) escape slide for condition and security (PC Only).
	NOTE: Debris in or behind sill fittings can prevent the arming of the evacuation system.	
	26.	Weight and Balance Computer.
	27.	Portable Oxygen Bottle (2 ea. installed in galley and near weight and balance computer) (PC Only).
	28.	Perform general visual inspection of lavatory (PC Only).
	29.	Spare Container Locks: 1 fixed P/N A06708-1 (PC Only).



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<u>AIRCRAFT NO.</u>	<u>DATE</u>	

<u>Mechanic's Initials</u>	<u>Job Description</u> <u>UPPER CARGO COMPARTMENT</u>	
	30	30. Check that all access doors/panels are closed/secured.
	31	31. Operate forward (L1/R1) door and latching mechanism. Ensure smooth operation without restriction.
	32	32. Check coat closet for general condition, cleanliness, and damage (PC Only).
	33	33. Check that all volumes of the B767 Wiring Diagram Manual are present and in serviceable condition in manual storage bin. Check manual storage bin for general condition.
	34	34. Check center and side cargo rails for in-service limits (PC only).
		NOTE: In service limits may exceed repairable limits (Ref. SRM Supplement 53-00-53). Rails which are in this category must be replaced at next scheduled C-Check.
	35	35. Check sill guard for condition (PC only).
	36	36. Check forward cargo guide rails and attach fittings (PC only).



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<u>AIRCRAFT NO.</u>	<u>DATE</u>	
799AX	06-28-08	

<u>Mechanic's Initials</u>	<u>Job Description</u>
	<u>LOWER CARGO COMPARTMENT</u>
	NOTE: Damage must be repaired prior to further flight, except as authorized in specific aircraft Minimum Equipment List (MEL).
37	37. Check cargo door for operation, door stops, and seals for security and evidence of damage (ETOPS).
38	38. Check cargo compartments for general condition and evidence of damage (ETOPS).
	NOTE: All tears, holes, or damage penetrations through cargo compartment ceiling, sidewall, shrouds, contour panels, and door liners must be repaired prior to further flight except as authorized in specific aircraft Minimum Equipment List (MEL).
39	39. Check condition and cleanliness of interior lining, thresholds, door barriers, restraining equipment/nets/stanchions, and doors (ETOPS).
40	40. Check that all blow-out panels are in place (ETOPS).
41	41. Check operation of cargo compartment lights. Replace bulbs as necessary.
42	42. Check drain holes are unobstructed.
43	43. Remove all foreign matter from cargo compartment door jambs.
44	44. Check fwd and aft cargo compartments, center and side cargo rails for in-service limits (PC only, except 84227-XX configuration).



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DATE: 02-26-08

AIRCRAFT NO.	DATE
799AX	06-28-08

Job Description													
AIRCRAFT GENERAL													
45	45. Perform a general visual inspection (walk-around check) of the aircraft fuselage, wings, and empennage sections (viewed from ground level) (ETOPS).												
46	46. Check operation and illumination of exterior lights.												
47	47. Check all tires and wheels for wear, cuts, obvious damage, or broken tie bolts.												
48	48. Check tires for proper pressure using approved ABX tool.												
	NOTE: Required by AD 87-08-09. Service with dry nitrogen only. If dry nitrogen is not available for reinflation, refer to MM 12-15-03.												
	<table><tr><td></td><td>COLD</td><td>WARM</td><td>HOT</td></tr><tr><td>NOSE TIRES</td><td>145-150 PSI</td><td>151-160 PSI</td><td>161 PSI MIN</td></tr><tr><td>MAIN TIRES</td><td>185-190 PSI</td><td>191-200 PSI</td><td>201-205 PSI MIN</td></tr></table>		COLD	WARM	HOT	NOSE TIRES	145-150 PSI	151-160 PSI	161 PSI MIN	MAIN TIRES	185-190 PSI	191-200 PSI	201-205 PSI MIN
	COLD	WARM	HOT										
NOSE TIRES	145-150 PSI	151-160 PSI	161 PSI MIN										
MAIN TIRES	185-190 PSI	191-200 PSI	201-205 PSI MIN										
	WARNING: SERVICE TIRES USING APPROVED ABX TOOL. DO NOT USE AN UNREGULATED, HIGH PRESSURE NITROGEN SOURCE TO SERVICE TIRES. USE OF AN UNREGULATED, HIGH PRESSURE NITROGEN SOURCE COULD LEAD TO EXPLOSIVE TIRE FAILURE AND POSSIBLE INJURY.												
49	49. Check brakes for wear, evidence of leakage, and damage. C. Replace brake if end of fwd or aft wear indicator pins are 0.062 (1/16 inch) or less with brakes parked and hydraulic system pressurized (Ref. Fig. 4).												
	NOTE: Required by AD 91-18-10. Under no circumstances may an aircraft be dispatched with end of fwd or aft wear indicator pins below FLUSH with brakes parked (Ref. Figure 4). BRAKE WEAR PIN LIMITS ARE MORE RESTRICTIVE THAN THE AD. LIMITS ON THE BRAKE WEAR INDICATOR PINS ARE 1/16" WITH THE BRAKES PARKED (NOT FLUSH) (REF. FIGURE 4).												
50	50. Check NLG & MLG shock struts for general condition.												
51	51. With a clean cloth, apply a film of ROYCO "SSF" fluid to the exposed chrome surface of the shock strut pistons to remove any accumulated dirt or debris.												
52	52. Drain left and right wing center aux, main, and surge fuel tank sumps (after aircraft has been left on ground 1 hour or more).												
53	53. Check forward entry door surrounding skin (PC only).												
54	54. Check external power interrupt spare fuses on P34 panel (2 ea.).												



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DATE: 02-26-08

AIRCRAFT NO.	DATE
799AX	06-28-08

Mechanic's Initials	Job Description NO. 1 ENGINE AND PYLON CF6-80A SERIES
[Redacted]	55. Perform a general visual inspection (walk-around check) of the No. 1 engine. Check engine cowlings, engine inlet, fan rotor spinner, fan rotor blades, pylons, open blow-out doors, open latches, visible turbine blades, and exhaust area for obvious damage and fluid leaks.
	56. Service oil at No. 1 engine to maximum limits with turbo oil 2380 (ETOPS).
	Oil added in quarts: Eng. #1 <u>2</u>
	WARNING: ON GE CF6-80A ENGINES, SERVICING SHOULD BE ACCOMPLISHED WITHIN 30 MINUTES OF ENGINE SHUTDOWN. WAIT A MINIMUM OF 5 MINUTES AFTER ENGINE SHUTDOWN BEFORE REMOVING FILLER CAP.
	NOTE: If oil servicing does not occur within 30 minutes of shutdown, operate the engines until the RPM is stable (Ref. AMM 71-00-00/20).
	NOTE: Engine oil consumption is acceptable if consumption is not more than 0.55 U.S. quarts per hour (Ref. MM 71-00-00). If excessive amount of oil is added, notify Maintenance Control.
	57. Check No. 1 engine IDG oil level and filter pop-out indicators (ETOPS).
	Oil added in quarts: Eng. #1 IDG <u>5</u>
	CAUTION: DO NOT SERVICE IDG IF IDG IS DISCONNECTED. REFER TO FIM 24-20-00 FAULT ISOLATION AND CORRECT "DISCONNECT TRIP" BITE MESSAGE.
	CAUTION: DO NOT REMOVE OIL DRAIN HOSE FROM OVERFLOW DRAIN COUPLING UNTIL DRAINAGE SUBSIDES TO A SLOW DRIPPING CONDITION. FAILURE TO DRAIN THE IDG PROPERLY WILL RESULT IN AN OVERFILLED CONDITION AND CAUSE DAMAGE TO THE IDG.
58	58. Check No. 1 engine Master Chip Detector(s) (MCD) for metal.
	NOTE: When performing this maintenance it is critical that the tasks are not performed on multiple engines by the same mechanic at the same visit (dual exposure) unless a leak check is performed and documented.
	NOTE: If metal is found, attach findings to a completed Data Retrieval Form (Fig. 8) and route the form per GMM Chapter 1, Section 04.40D. Evaluate the metal per MM 79-00-00.



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AIRCRAFT NO.	DATE
799AX	06-28-08

Mechanic's Initials	Job Description NO. 2 ENGINE AND PYLON CF6-80A SERIES
	59. 59. Perform a general visual inspection (walk-around check) of the No. 2 engine. Check engine cowlings, engine inlet, fan rotor spinner, fan rotor blades, pylons, open blow-out doors, open latches, visible turbine blades, and exhaust area for obvious damage and fluid leaks.
	60. 60. Service oil at No. 2 engine to maximum limits with turbo oil 2380 (ETOPS). Oil added in quarts: Eng. #2 <u>1</u>
	WARNING: ON GE CF6-80A ENGINES, SERVICING SHOULD BE ACCOMPLISHED WITHIN 30 MINUTES OF ENGINE SHUTDOWN. WAIT A MINIMUM OF 5 MINUTES AFTER ENGINE SHUTDOWN BEFORE REMOVING FILLER CAP.
	NOTE: If oil servicing does not occur within 30 minutes of shutdown, operate the engines until the RPM is stable (Ref. AMM 71-00-00/20).
	NOTE: Engine oil consumption is acceptable if consumption is not more than 0.55 U.S. quarts per hour (Ref. MM 71-00-00). If excessive amount of oil is added, notify Maintenance Control.
	61. 61. Check No. 2 engine IDG oil level and filter pop-out indicators (ETOPS). Oil added in quarts: Eng. #2 IDG <u>0</u>
	CAUTION: DO NOT SERVICE IDG IF IDG IS DISCONNECTED. REFER TO FIM 24-20-00 FAULT ISOLATION AND CORRECT "DISCONNECT TRIP" BITE MESSAGE.
	CAUTION: DO NOT REMOVE OIL DRAIN HOSE FROM OVERFLOW DRAIN COUPLING UNTIL DRAINAGE SUBSIDES TO A SLOW DRIPPING CONDITION. FAILURE TO DRAIN THE IDG PROPERLY WILL RESULT IN AN OVERFILLED CONDITION AND CAUSE DAMAGE TO THE IDG.
	62. 62. Check No. 2 engine Master Chip Detector(s) (MCD) for metal.
	NOTE: When performing this maintenance it is critical that the tasks are not performed on multiple engines by the same mechanic at the same visit (dual exposure) unless a leak check is performed and documented.
NOTE: If metal is found, attach findings to a completed Data Retrieval Form (Fig. 8) and route the form per GMM Chapter 1, Section 04.40D. Evaluate the metal per MM 79-00-00.	



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Mechanic's Initials	Job Description <u>NO. 1 ENGINE AND PYLON</u> <u>JT9D-7R4 SERIES</u>
63	63. Perform a general visual inspection (walk-around check) of the No. 1 engine. Check engine cowlings, engine inlet, fan rotor spinner, fan rotor blades, pylons, open blow-out doors, open latches, visible turbine blades, and exhaust area for obvious damage and fluid leaks.
64	64. Service oil at No. 1 engine with 2380 engine oil (ETOPS). Oil added in quarts: Eng. #1 _____
	WARNING: WAIT A MINIMUM OF 5 MINUTES AFTER ENGINE SHUTDOWN BEFORE REMOVING FILLER CAP.
	NOTE: Servicing should be accomplished within 2 hours of engine shutdown.
	NOTE: If engine has been shut down for more than 2 hours, run engine at idle for 5 minutes. Shut down engine; wait a minimum of 5 minutes and a maximum of 2 hours.
	NOTE: Engine oil consumption is acceptable if consumption is not more than 0.5 U.S. quarts per hour (Ref. MM 71-00-00). If oil quantity added is 6 U.S. quarts or more, notify Maintenance Control.
65	65. Check No. 1 engine IDG oil levels and filter pop-out indicators (ETOPS). Oil added in quarts: Eng. #1 _____
	CAUTION: DO NOT SERVICE IDG IF IDG IS DISCONNECTED. REFER TO FIM 24-20-00 FAULT ISOLATION AND CORRECT "DISCONNECT TRIP" BITE MESSAGE.
	CAUTION: DO NOT REMOVE OIL DRAIN HOSE FROM OVERFLOW DRAIN COUPLING UNTIL DRAINAGE SUBSIDES TO A SLOW DRIPPING CONDITION. FAILURE TO DRAIN THE IDG PROPERLY WILL RESULT IN AN OVERFILLED CONDITION AND CAUSE DAMAGE TO THE IDG.



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AIRCRAFT NO.	DATE	

Mechanic's Initials	Job Description NO. 2 ENGINE AND PYLON JT9D-7R4 SERIES
66	66. Perform a general visual inspection (walk-around check) of the No. 2 engine. Check engine cowlings, engine inlet, fan rotor spinner, fan rotor blades, pylons, open blow-out doors, open latches, visible turbine blades, and exhaust area for obvious damage and fluid leaks.
67	67. Service oil at No. 2 engine with 2380 engine oil (ETOPS). Oil added in quarts: Eng. #2 _____
	WARNING: WAIT A MINIMUM OF 5 MINUTES AFTER ENGINE SHUTDOWN BEFORE REMOVING FILLER CAP.
	NOTE: Servicing should be accomplished within 2 hours of engine shutdown.
	NOTE: If engine has been shut down for more than 2 hours, run engine at idle for 5 minutes. Shut down engine; wait a minimum of 5 minutes and a maximum of 2 hours.
	NOTE: Engine oil consumption is acceptable if consumption is not more than 0.5 U.S. quarts per hour (Ref. MM 71-00-00). If oil quantity added is 6 U.S. quarts or more, notify Maintenance Control.
68	68. Check No. 2 engine IDG oil levels and filter pop-out indicators (ETOPS). Oil added in quarts: Eng. #2 _____
	CAUTION: DO NOT SERVICE IDG IF IDG IS DISCONNECTED. REFER TO FIM 24-20-00 FAULT ISOLATION AND CORRECT "DISCONNECT TRIP" BITE MESSAGE.
	CAUTION: DO NOT REMOVE OIL DRAIN HOSE FROM OVERFLOW DRAIN COUPLING UNTIL DRAINAGE SUBSIDES TO A SLOW DRIPPING CONDITION. FAILURE TO DRAIN THE IDG PROPERLY WILL RESULT IN AN OVERFILLED CONDITION AND CAUSE DAMAGE TO THE IDG.



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B767 SERVICE CHECK - SIGN-OFF RECORD

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DATE: 02-26-08

<u>AIRCRAFT NO.</u>	<u>DATE</u>	
799AX	06-28-08	

<u>Mechanic's Initials</u>		<u>Job Description</u>
		<u>AUXILIARY POWER UNIT (APU)</u>
69	69.	Perform a general visual inspection of the APU compartment (internal).
70	70.	Service (APU) oil to maximum limits with turbo oil 2380 (ETOPS).
		Oil added in quarts: APU <u>0</u>