

**LEARJET 40  
MAINTENANCE MANUAL**

**STORAGE - MAINTENANCE PRACTICES**

**1. General**

**CAUTION: MAKE SURE THAT THE AIRCRAFT IS IN AN AIRWORTHY CONDITION BEFORE STORAGE.**

**A. Aircraft Storage**

**NOTE:** The three types of storage are Flyable Storage (7 Days to 30 Days), Prolonged Storage (31 Days to 6 Months), and Indefinite Storage (More than 6 Months).

**NOTE:** The preferred storage is in a closed hangar. At a minimum, a closed hangar must supply basic protection from the elements, corrosion, microbial growth, and animal or insect contamination.

**NOTE:** Review and comply with the aircraft scheduled maintenance program and the FAA Airworthiness Directives. The focus is on date sensitive items.

(1) Get the necessary tools and equipment.

**NOTE:** You can use equivalent alternatives for these items.

NAME	PART NUMBER	MANUFACTURER	USE
TFE-731-20 Engine Light Maintenance Manual	72-03-06	Honeywell Aerospace Phoenix, AZ	Prepares the engines for storage
Fuel Anti-Icing Additive	Refer to the FAA Approved Airplane Flight Manual for approved anti-icing additive. Hi-Flash Point.	PPG Industries, Inc., Huntsville, AL	Prevents the freezing of fuel
Fuel Anti-Icing Additive (Alternate)	Refer to the FAA Approved Airplane Flight Manual for approved anti-icing additive. D-Ice.	Aviation Laboratories Houston, TX	Prevents the freezing of fuel
Fuel	Refer to the FAA Approved Airplane Flight Manual for approved anti-icing additive.	Commercially Available	Filling aircraft fuel tanks

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NAME	PART NUMBER	MANUFACTURER	USE
Biocidal Additive	Biobor JF or Kathon FP 1.5	Hammonds Houston, TX	Protects the system from microbial growth
Barrier Material Type I, Grade C, Class I	MIL-B-121	Commercially Available	Plugs the holes
Tape (Black)	471 (Alternate 472)	3M Company St. Paul, MN	Sealing
Wheel Chocks		Commercially Available	Blocks the aircraft
Tailstand	03-5809-0000	Learjet, Inc., Wichita, KS	Supports the aircraft tail
Hydraulic Fluid	MIL-H-5606G	Commercially Available	Service the aircraft
Cleaning Products (Exterior)		(Refer to 12-24-00.)	Cleans the aircraft exterior
Aircraft Protective Coverings		(Refer to 10-10-00.)	Protects the aircraft during storage
Pitot-Static Probe Covers	4514000002-003	Learjet, Inc., Wichita, KS	Covers the pitot-static probes
Dorsal Inlet Plug Assembly	4514000006-001	Learjet, Inc., Wichita, KS	Covers the dorsal inlet
Gust Locks		(Refer to 10-11-00.)	Protects the aircraft during storage
Cleaning Products (Interior)		(Refer to 12-25-00.)	Cleans the aircraft interior
Protective Seat Covers		Commercially Available	Protects the aircraft seats
Toilet Maintenance Manual	9600-1	Aircraft Technologies, Inc., San Antonio, TX	Prepares the toilet for storage
Corrosion Preventative Compound	MIL-PRF-16173, Grade 1 and 4	Commercially Available	Corrosion control
Preservative	Rust Veto 377	E.F. Houghton and Co., Valley Forge, PA	Preserves the axle

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- (2) Flyable Storage (7 Days to 30 Days)  
(a) Scheduled Maintenance Programs

NOTE: It is necessary to maintain scheduled maintenance programs for the duration of the storage time.

- 1) Chapter 5 Time Limits and Maintenance Checks.
- 2) FAA Airworthiness Directives.

<b>15-DAY INTERVAL TASKS NECESSARY DURING STORAGE (QUICK REFERENCE)</b>		
1	Drain the 11 drain valves of the fuel storage and distribution system.	<a href="#">(Refer to 28-00-01.)</a>
2	Make sure that the main and nose landing gear tires have the correct pressure.	<a href="#">(Refer to 12-10-04.)</a>
3	Power-on the display units (DU-870) for 2 hours.	<a href="#">(Refer to 31-60-01.)</a>

(b) Fuel System

NOTE: Before servicing the aircraft fuel system to capacity, consider fuel expansion and spillage.

- 1) Service the aircraft to the maximum limit with approved fuels and the anti-icing additive or biocidal additive. [\(Refer to 12-10-06.\)](#)
- 2) Cover the fuel vents with barrier material. Seal around the edges with tape. Make a 0.10 inch [0.254 cm] diameter hole in the barrier material to release pressure.
- 3) Drain the 11 drain valves of the fuel storage and distribution system. Repeat every 15 days. [\(Refer to 28-00-01.\)](#)
  - a) Collect the fuel in a suitable container.
  - b) Examine the drained fuel for water.

(c) Parking

- 1) Park the aircraft on a level surface (into the wind if not hangared). [\(Refer to 10-10-00 and 10-20-00.\)](#)
- 2) Install the chocks on the wheels of the main landing gear. [\(Refer to 10-10-00.\)](#)

NOTE: Do not set the parking brake.

- 3) Put the nose wheel in a straight forward position.
- 4) Install the tailstand.
- 5) Connect the grounding cables to the aircraft.

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### (d) Oxygen System

NOTE: For extended duration oxygen system installations, refer to the Learjet aircraft Customized Completion Manual (CCM).

- 1) Make sure that the oxygen cylinder shutoff/regulator valve is in the CLOSED position.

### (e) Flight Control System

- 1) Make sure that the flaps and the spoilers are retracted. (Refer to 27-50-00 and 27-60-00.)

### (f) Hydraulic System

- 1) Examine the hydraulic reservoir indicators through the hydraulic servicing panel (310JR). (Refer to 06-60-03.) Make sure that the fluid level is in limits.
  - a) If necessary, do the Fill the Hydraulic Reservoir. (Refer to 12-10-01.)

### (g) Fire Extinguisher System

NOTE: This procedure is applicable only to aircraft engine installations that are not compliant with Honeywell International Inc., periodic engine operation (run) or an engine motoring storage recommendation.

- 1) Examine the engine fire extinguisher containers for their pressure indications. Use the pressure-temperature table attached to the container to make sure that the pressure is in limits.

### (h) Nose Landing Gear and Bay

- 1) Make sure that the shock strut extension of the nose landing gear is in limits. (Refer to 12-10-02.)
- 2) Do a general visual inspection of the nose landing gear tire. (Refer to 05-10-00, 12-10-04 and the manufacturer Component Maintenance Manual (CMM).)
- 3) Make sure that the nose landing gear tire has the correct pressure and repeat every 15 days. (Refer to 12-10-04.)
- 4) Install a protective barrier on the wheel, strut, actuator, and wheel well area. Seal around the edges with tape.

### (i) Main Landing Gear and Bay

- 1) Make sure that the shock strut extensions of the left and right main landing gear are in limits. (Refer to 12-10-03.)
- 2) Do a general visual inspection of the left and right wheel/tire assemblies and carbon brakes for damage, contamination, and leakage. (Refer to 05-10-00, 12-10-04 and the manufacturer Component Maintenance Manual (CMM).)
- 3) Make sure that the main landing gear tires have the correct pressure and verify every 15 days. (Refer to 12-10-04.)
- 4) Remove the anti-skid wheel speed transducers on the main landing gear. (Refer to 32-41-10.)

**WARNING: DO NOT APPLY A PRESERVATIVE TO CARBON BRAKES.**

- 5) Apply preservative to the main wheel axle bores.

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- 6) Install the anti-skid wheel speed transducers on the main landing gear. (Refer to 32-41-10.)
- 7) Install a protective barrier on the wheels, brakes, struts, actuators, and wheel well areas. Seal around the edges with tape.
- (j) Electrical System
  - 1) Disconnect the leads or quick-disconnect connectors of the aircraft main batteries. (Refer to 24-31-01, 24-31-06 and Battery Manufacturer Instructions.)
  - 2) Disconnect the leads or quick-disconnect connectors of the aircraft emergency battery. (Refer to 24-32-01 and Battery Manufacturer Instructions.)
- (k) Display Units
  - 1) To prevent moisture buildup, power-on the display units (DU-870) for 2 hours every 15 days.
- (l) Aircraft Exterior
  - 1) Do a general visual inspection to make sure that the cabin emergency exit door is correctly installed. (Refer to 05-10-00.)

NOTE: It is not necessary to remove the emergency exit door or operate the door mechanism in order to do the general visual inspection.

- 2) Drain the toilet tank and clean with a disinfectant. (Refer to 38-30-01 and the Toilet Maintenance Manual 9600-1.)

NOTE: If the aircraft is kept in storage at 32 °F (0 °C) or temperatures below, refer to 12-10-08 and 12-10-09.

- 3) Make sure that all access doors and panels are closed and secured.
- 4) Make sure that all external water drain holes are open and free of blockages.
- 5) Drain the two water drain valves of the pitot-static probes.
  - a) Make sure that the drain valve poppet is flush with the external fuselage skin. (Refer to 34-11-02.)
- 6) Clean the radome. (Refer to 12-24-00.)

**CAUTION: MAKE SURE THAT YOU DO NOT SCRATCH OR GOUGE THE WINDSHIELD OR WINDOWS.**

- 7) Clean the external crew windshields. (Refer to 12-24-00.)
- 8) Clean the external cabin windows. (Refer to 12-24-00.)
- 9) Install all covers/plugs as necessary.
  - a) Pitot-static probe.
  - b) Air cycle machine (ACM).
  - c) Dorsal fin inlet.
  - d) Air conditioning inlet and exhaust.
  - e) Engine inlet and exhaust.
  - f) TAT probes.
  - g) Static vanes.

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(m) Aircraft Interior

(Cabin, Cabinets, Aft Lavatory, Baggage, and Other Storage or Maintenance Area)

- 1) If necessary, clean the aircraft interior. (Refer to 12-25-00.)
  - a) Clean the interior rugs and fabrics.
  - b) Clean the vinyl plastics.
  - c) Clean the metal surfaces.
  - d) Clean the acrylic windows.
  - e) Clean the leather.
- 2) Cover seats as necessary.
- 3) Install gust lock strap. (Refer to 10-11-00.)
- 4) Close the window shades.
- 5) Install the locking pin for the emergency exit door in the cabin. (Refer to 52-20-01.)
- 6) Drain all tanks that hold water based liquids.
- 7) Make sure that all food and drinks are removed from the aircraft.

(n) General and Closing Tasks

- 1) Close and lock the cabin door.
- 2) Write AIRCRAFT PREPARED FOR FLYABLE STORAGE (7 DAYS TO 30 DAYS) and the storage start DATE on a red tag. Put the red tag on the cabin door handle.
- 3) If the aircraft has exceeded the 30 day limitation, refer to Prolonged Storage (31 Days to 6 Months).

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### (3) Preparation For Flight After Flyable Storage (7 Days to 30 Days)

#### (a) Scheduled Maintenance Programs

NOTE: It is necessary to maintain scheduled maintenance programs for the duration of the storage time.

- 1) Chapter 5 Time Limits and Maintenance Checks.
- 2) FAA Airworthiness Directives.

#### (b) Aircraft Interior

(Cabin, Cabinets, Aft Lavatory, Baggage, and Other Storage or Maintenance Area)

- 1) Examine flight compartment and cabin portable hand-held fire extinguishers for the condition and date of manufacture. Follow the maintenance instructions on the fire extinguisher bottle to make sure that it has the correct operating pressure and weight.
- 2) If necessary, do the Fill Potable Water Tank (Aft Lavatory). ([Refer to 12-10-08.](#))
- 3) Open the window shades.
- 4) Uncover the seats as necessary.
- 5) If necessary, clean the aircraft interior. ([Refer to 12-25-00.](#))
  - a) Clean the interior rugs and fabrics.
  - b) Clean the vinyl plastics.
  - c) Clean the metal surfaces.
  - d) Clean the acrylic windows.
  - e) Clean the leather.
- 6) Make sure that all installations are in an airworthy condition. ([Refer to 05-10-00.](#))
- 7) Remove the locking pin for the emergency exit door in the cabin. ([Refer to 52-20-01.](#))
- 8) Remove gust lock strap. ([Refer to 10-11-00.](#))

#### (c) Aircraft Exterior

- 1) Remove all covers/plugs as necessary.
  - a) Pitot-static probe.
  - b) Air cycle machine (ACM).
  - c) Dorsal fin inlet.
  - d) Air conditioning inlet and exhaust.
  - e) Engine inlet and exhaust.
  - f) TAT probes.
  - g) Static vanes.
  - h) Remove protective barriers from main landing gear wheel assemblies.
- 2) If necessary, clean the aircraft exterior. ([Refer to 12-24-00.](#))
  - a) Do a general visual inspection for salt deposit indications and salt corrosion.
    - If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. ([Refer to 12-24-00.](#))
- 3) Drain the two water drain valves of the pitot-static probes.
  - a) Make sure that the drain valve poppet is flush with the external fuselage skin. ([Refer to 34-11-02.](#))
- 4) Make sure that all external water drain holes are open and free of blockages.

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**CAUTION: MAKE SURE THAT YOU DO NOT SCRATCH OR GOUGE THE WINDSHIELD OR WINDOWS.**

- 5) Clean the external crew windshields. (Refer to 12-24-00.)
  - 6) Clean the external cabin windows. (Refer to 12-24-00.)
  - 7) Clean the polished aluminum. (Refer to 12-24-00.)
  - 8) Clean the radome. (Refer to 12-24-00.)
  - 9) Do the Service Toilet Assembly. (Refer to 12-10-09.)
  - 10) Make sure that all access doors and panels are closed and secured.
  - 11) Do the Exterior Preflight Inspection. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures.)
    - a) Do not disconnect the aircraft grounding cable.
- (d) Doors
- 1) Do the Functional Test of the Lower and Upper Passenger/Crew Door Mechanisms. (Refer to 52-10-01.)
  - 2) Do the Operational Check of the Door Latch Assembly (Internal and External Handle Latching Mechanism). (Refer to 52-20-07.)
    - a) Visually inspect that the emergency exit door in the cabin is installed correctly and safe.
      - Make sure that no cabin entry door or emergency exit door pin annunciations come on as shown in the flight crew advisory system, the crew advisory system (CAS) or the crew warning panel (CWP).
- (e) Main Landing Gear and Bay
- 1) Do a general visual inspection of the main landing gear and the main landing gear bays for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
    - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
    - b) Make sure there is no water entrapment, corrosion, or animal-insect contamination.
  - 2) Make sure that the main landing gear tires have the correct pressure. (Refer to 12-10-04.)
  - 3) Make sure that the shock strut extensions of the left and right main landing gear are in limits shown on the wheel well placard.
    - a) If necessary, do the Main Gear Strut Inflation. (Refer to 12-10-03.)
  - 4) Examine the emergency/parking brake accumulator precharge. (Refer to 32-42-02.)
- (f) Nose Landing Gear and Bay
- 1) Do a general visual inspection of the nose landing gear and the nose landing gear bay for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
    - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
    - b) Make sure there is no water entrapment, corrosion, or animal-insect contamination.
  - 2) Make sure that the nose landing gear tire has the correct pressure. (Refer to 12-10-04.)
  - 3) Make sure that the shock strut extension of the nose landing gear is in limits shown on the wheel well placard.
    - a) If necessary, do the Nose Gear Shock Strut Inflation. (Refer to 12-10-02.)



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- (g) Electrical System
  - 1) Connect the main batteries to the aircraft.
  - 2) Connect (rack) all navigation and avionics emergency battery supply packs. (Refer to the applicable Component Maintenance Manual (CMM).)
- (h) Flight Control System
  - 1) Do a general visual inspection of all control surface skins, surrounding structures, linkages, and stops.
- (i) Fire Extinguisher System

NOTE: This procedure is applicable only to aircraft engine installations that are not compliant with Honeywell International Inc., periodic engine operation (run) or an engine motoring storage recommendation.

- 1) Examine the engine fire extinguisher containers for their pressure indications. Use the pressure-temperature table attached to the container to make sure that the pressure is in limits.
- (j) Hydraulic System
  - 1) Examine the hydraulic reservoir indicators through the hydraulic servicing panel (310JR). (Refer to 06-60-03.) Make sure that the fluid level is in limits.
    - a) If necessary, do the Fill the Hydraulic Reservoir. (Refer to 12-10-01.)
- (k) Oxygen System

NOTE: For extended duration oxygen system installations, refer to the Learjet aircraft Customized Completion Manual (CCM).

- 1) Make sure that the oxygen cylinder shutoff/regulator valve is in the ON position.
  - 2) Make sure that the oxygen cylinder pressure gauge and the engine indicating crew alerting system (EICAS) show indications that are equal to the Oxygen Cylinder Servicing Placard or the Oxygen Cylinder Charging Pressures Table.
    - a) If necessary, service the oxygen system. (Refer to 12-10-05.) Follow all warnings and cautions. (Refer to 35-00-00.)
- (l) Nose Avionics Bay
  - 1) Do a general visual inspection of the nose avionics bay. (Refer to 05-10-00.)
    - a) From the nose avionics bay, do a general visual inspection of the pressurization system primary and secondary outflow valves, static source fitting and related components. (Refer to 05-10-00, 21-30-01 and 21-30-02.)
    - b) Do a general visual inspection of the attitude heading reference unit (AHRS) mounting tray filter. Make sure that the fan filter is clean. (Refer to 05-10-00.)
- (m) Pitot-Static System
  - 1) Do a general visual inspection of the pitot-static system. (Refer to 05-10-00.)
  - 2) Do the Pitot-Static Probe Drain Hole Check. (Refer to 34-11-01.)

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### (n) Fuel System

- 1) Remove the barrier material and tape from the fuel vents.
- 2) Drain the 11 drain valves of the fuel storage and distribution system. (Refer to 28-00-01.)
  - a) Collect the fuel in a suitable container.
  - b) Examine the drained fluid for water, microbial growth, fuel additive separation, and contamination.

NOTE: If the anti-icing concentration is not in the minimum levels, defuel the aircraft and refuel with an approved fuel mixed in correct proportions with an approved anti-icing liquid. (Refer to the FAA Approved Airplane Flight Manual.)

- 3) Examine the aircraft for fuel leaks.

### (o) Flight Compartment

- 1) Do a system/equipment power-on sequence. (Refer to 24-00-00.) Make sure that the flight compartment equipment, avionics, and indicating systems operate correctly.
- 2) Do the System/Equipment Built-in Self-tests. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures, Before Starting Engines.)
- 3) Make sure that the flight compartment equipment is airworthy.
- 4) Do the Operational Check of Navigation System. (Refer to 34-00-00.)

### (p) Engines

- 1) Do a general visual inspection of the inlets and exhaust areas and external upper/lower sections of the left and right engines. (Refer to 05-10-00.)
- 2) Do the engine Oil Level Check. (Refer to 12-10-07.)
- 3) Do the Operational Check of the Electrical System Control. (Refer to 24-00-00.)
- 4) Operate the engines long enough to bring the oil temperature into the NORMAL range. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures.)
  - a) Make sure that the engine, thrust reverser, and flap systems operate normally. Stop the engines and do a general visual inspection for fluid leaks.
    - For aircraft engine items, contact a Honeywell International, Inc., regional field service engineer for assistance.

### (q) Air Conditioning and Auxiliary Heat System On aircraft with Keith Products R-134A installed

- 1) Do a general visual inspection of the compressor motor and exposed drive shaft for significant oil leakage.
  - a) If significant oil leakage is present, repair any leaks as necessary. (Refer to 21-50-00.)
  - b) Examine compressor oil level and service air conditioning system. (Refer to 12-10-12.)
- 2) Operate the system for a minimum of 5 minutes then examine system performance airflow temperature output. (Refer to 21-51-00.)

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- (r) Environmental Systems
  - 1) Do the Operational Check of the Cabin Pressurization System (engine run). ([Refer to 21-30-00.](#))
  - 2) Do the Operational Check of the Emergency Pressurization Valves (engine run). ([Refer to 21-31-01.](#))
  - 3) Do the Operational Check of the Bleed Air System (engine run). ([Refer to 36-10-00.](#))
- (s) Ice Detection and Anti-Ice Systems
  - 1) Do the Operational Check of the Wing/Stab Anti-Ice Switch. ([Refer to 30-10-00.](#))
  - 2) Do the Windshield Anti-Ice System Operational Check. ([Refer to 30-40-00.](#))
- (t) General and Closing Storage Tasks
  - 1) Make sure that all access panels, covers, plates, interior furnishings/paneling, and fairings are installed.
    - a) As necessary, install the tailstand.
    - b) Remove the red AIRCRAFT PREPARED FOR FLYABLE STORAGE (7 DAYS TO 30 DAYS) tag from the cabin door handle.

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(4) Prolonged Storage (31 Days to 6 Months)

(a) Scheduled Maintenance Programs

NOTE: It is necessary to maintain scheduled maintenance programs for the duration of the storage time.

1) Chapter 5 Time Limits and Maintenance Checks.

2) FAA Airworthiness Directives.

<b>15-DAY INTERVAL TASKS NECESSARY DURING STORAGE (QUICK REFERENCE)</b>		
1	Drain the 11 drain valves of the fuel storage and distribution system.	(Refer to 28-00-01.)
2	Make sure that the main and nose landing gear tires have the correct pressure.	(Refer to 12-10-04.)
3	Power-on the display units (DU-870) for 2 hours (if installed).	(Refer to 31-60-01.)

<b>30-DAY INTERVAL TASKS NECESSARY DURING STORAGE (QUICK REFERENCE)</b>		
1	Make sure that the shock strut extension of the nose landing gear is in limits.	(Refer to 12-10-02.)
2	Make sure that the shock strut extensions of the left and right main landing gear are in limits.	(Refer to 12-10-03.)
3	Apply a thin layer of hydraulic fluid to the chrome piston surfaces of the left and right main landing gear struts and actuator cylinders.	(Refer to 32-10-01.)
4	Examine desiccant for saturation.	(Refer to MIL-D-3464.)

<b>90-DAY INTERVAL TASKS NECESSARY DURING STORAGE (QUICK REFERENCE)</b>		
1	Do a general visual inspection of the flight control system for corrosion.	(Refer to 05-10-00, 27-50-01 and 27-50-06.)
2	Apply a thin layer of hydraulic fluid to the chrome piston surfaces of the nose landing gear strut and actuator cylinder.	(Refer to 32-20-01.)
3	Replace desiccant with new desiccant.	(Refer to MIL-D-3464.)

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### (b) Engines

- 1) Operate the engines long enough to bring the oil temperature into the NORMAL range. Refer to the TFE 731-20 Engine LMM and Honeywell Service Information Letter, Publication No. 731-108, Engine Preservation Procedures and Follow-Up Actions.

### (c) Air Conditioning and Auxiliary Heat System On aircraft with Keith Products R-134A installed

- 1) Operate the system for a minimum of 5 minutes then examine system performance and airflow temperature outputs. (Refer to 21-51-00.)

### (d) Fuel System

NOTE: Before servicing the aircraft fuel system to capacity, consider fuel expansion and spillage.

- 1) Service the aircraft to the maximum limit with approved fuels and the anti-icing additive or biocidal additive. (Refer to 12-10-06.)
- 2) Cover the fuel vents with barrier material. Seal around the edges with tape. Make a 0.10 inch [0.254 cm] diameter hole in the barrier material to release pressure.
- 3) Drain the 11 drain valves of the fuel storage and distribution system. Repeat every 15 days. (Refer to 28-00-01.)
  - a) Collect the fuel in a suitable container.
  - b) Examine the drained fuel for water.

### (e) Parking

- 1) Park the aircraft on a level surface (into the wind if not hangared). (Refer to 10-10-00 and 10-20-00.)
- 2) Install the chocks on the wheels of the main landing gear. (Refer to 10-10-00.)

NOTE: Do not set the parking brake.

- 3) Put the nose wheel in a straight forward position.
- 4) Install the tailstand.
- 5) Connect the grounding cables to the aircraft.

### (f) Oxygen System

NOTE: For extended duration oxygen system installations, refer to the Learjet aircraft Customized Completion Manual (CCM).

- 1) Make sure that the oxygen cylinder shutoff/regulator valve is in the CLOSED position.

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### (g) Flight Control System

- 1) Do a general visual inspection of the flight control system for corrosion and repeat every 90 days.
- 2) Apply corrosion-preventative compound (CPC) to the flap actuator, mounting bracket, actuator pivot joint, ball screws, and all other non-painted metal surfaces/components as necessary. (Refer to 05-10-00, 27-50-01 and 27-50-06.)

NOTE: Lubrication is not necessary for thermal sprayed nose and primary flap tracks.

- 3) Make sure that the flaps and the spoilers are retracted. (Refer to 27-50-00 and 27-60-00.)

### (h) Hydraulic System

- 1) Examine the hydraulic reservoir indicators through the hydraulic servicing panel (310JR). (Refer to 06-60-03.) Make sure that the fluid level is in limits.
  - a) If necessary, do the Fill the Hydraulic Reservoir. (Refer to 12-10-01.)

### (i) Fire Extinguisher System

NOTE: This procedure is applicable only to aircraft engine installations that are not compliant with Honeywell International Inc., periodic engine operation (run) or an engine motoring storage recommendation.

- 1) Examine the engine fire extinguisher containers for their pressure indications. Use the pressure-temperature table attached to the container to make sure that the pressure is in limits.

### (j) Nose Landing Gear and Bay

- 1) Do a general visual inspection of the nose landing gear and the nose landing gear bay for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
  - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
- 2) Make sure that the shock strut extension of the nose landing gear is in limits. Repeat every 30 days. (Refer to 12-10-02.)
- 3) Apply a thin layer of hydraulic fluid to the chrome piston surfaces of the nose landing gear strut and actuator cylinder. Repeat every 90 days.
- 4) Do a general visual inspection of the nose landing gear tire. (Refer to 05-10-00, 12-10-04 and the manufacturer Component Maintenance Manual (CMM).)
- 5) Make sure that the nose landing gear tire has the correct pressure and repeat every 15 days. (Refer to 12-10-04.)
- 6) Install a protective barrier on the wheel, strut, actuator, and wheel well area. Seal around the edges with tape.

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### (k) Main Landing Gear and Bay

- 1) Do a general visual inspection of the main landing gear and the main landing gear bays for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
  - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
- 2) Make sure that the shock strut extensions of the left and right main landing gear are in limits shown on the wheel well placard. Repeat every 30 days. (Refer to 12-10-03.)
- 3) Apply a thin layer of hydraulic fluid to the chrome piston surfaces of the left and right main landing gear struts and actuator cylinders. Repeat every 30 days.
- 4) Do a general visual inspection of the left and right wheel/tire assemblies and carbon brakes for damage, contamination, and leakage. (Refer to 05-10-00, 12-10-04) and the manufacturer Component Maintenance Manual (CMM).
- 5) Make sure that the main landing gear tires have the correct pressure and repeat every 15 days. (Refer to 12-10-04.)
- 6) Remove the anti-skid wheel speed transducers on the main landing gear. (Refer to 32-41-10.)

**WARNING: DO NOT APPLY A PRESERVATIVE TO CARBON BRAKES.**

- 7) Apply preservative to the main wheel axle bores.
- 8) Install the anti-skid wheel speed transducers on the main landing gear. (Refer to 32-41-10.)
- 9) Install a protective barrier on the wheels, brakes, struts, actuators, and wheel well areas. Seal around the edges with tape.

### (l) Electrical System

- 1) Disconnect the leads or quick-disconnect connectors of the aircraft main batteries and store. (Refer to 24-31-01, 24-31-06 and Battery Manufacturer Instructions.)
- 2) Disconnect the leads or quick-disconnect connectors of the aircraft emergency battery and store. (Refer to 24-32-01 and Battery Manufacturer Instructions.)
- 3) Clean any corrosive material from the battery installation areas. (Refer to 24-31-01, 24-31-06, 12-25-00, 24-32-01 and Battery Manufacturer Instructions.)
- 4) Disconnect (un-rack) all navigation and avionics emergency battery supply packs. (Refer to the applicable Component Maintenance Manual (CMM).)

### (m) Display Units

- 1) To prevent moisture buildup, power-on the display units (DU-870) for 2 hours every 15 days.
- 2) For aircraft that will not be in use for 30 days or more, remove the display units (DU-870) and store them in a dry and cool environment.

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### (n) Aircraft Exterior

- 1) Do a general visual inspection to make sure that the cabin emergency exit door is correctly installed. (Refer to 05-10-00.)

NOTE: It is not necessary to remove the emergency exit door or operate the door mechanism in order to do the general visual inspection.

- 2) Get access through the baggage compartment door (830AL) and clean the aft fuselage baggage bay area as necessary. (Refer to 06-60-07 and 12-25-00.)
- 3) Get access through the tailcone access door (840AR) and clean the lower tailcone area as necessary. (Refer to 06-60-07 and 12-25-00.)
- 4) Drain the toilet tank and clean with a disinfectant. (Refer to 38-30-01 and the Toilet Maintenance Manual 9600-1.)

NOTE: If the aircraft is kept in storage at 32 °F (0 °C) or temperatures below, refer to 12-10-08 and 12-10-09.

- 5) Make sure that all access doors and panels are closed and secured.
- 6) If necessary, clean the aircraft exterior. (Refer to 12-24-00.)
  - a) Do a general visual inspection for salt deposit indications and salt corrosion.
    - If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
- 7) Make sure that all external water drain holes are open and free of blockages.
- 8) Drain the two water drain valves of the pitot-static probes.
  - a) Make sure that the drain valve poppet is flush with the external fuselage skin. (Refer to 34-11-02.)
- 9) Clean the radome. (Refer to 12-24-00.)
- 10) Clean the polished aluminum. (Refer to 12-24-00.)

**CAUTION: MAKE SURE THAT YOU DO NOT SCRATCH OR GOUGE THE WINDSHIELD OR WINDOWS.**

- 11) Clean the external crew windshields. (Refer to 12-24-00.)
- 12) Clean the external cabin windows. (Refer to 12-24-00.)
- 13) Install all covers/plugs as necessary.
  - a) Pitot-static probe.
  - b) Air cycle machine (ACM).
  - c) Dorsal fin inlet.
  - d) Air conditioning inlet and exhaust.
  - e) Engine inlet and exhaust.
  - f) TAT probes.
  - g) Static vanes.
  - h) Protective barriers on main landing gear wheel assemblies.
  - i) Attach a protective cover on each of the crew windshields and seal edges with tape.
  - j) Attach a protective cover on each of the cabin windows and seal edges with tape.



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- (o) Aircraft Interior  
(Cabin, Cabinets, Aft Lavatory, Baggage, and Other Storage or Maintenance Area)
  - 1) If necessary, clean the aircraft interior. (Refer to 12-25-00.)
    - a) Clean the interior rugs and fabrics.
    - b) Clean the vinyl plastics.
    - c) Clean the metal surfaces.
    - d) Clean the acrylic windows.
    - e) Clean the leather.
  - 2) Cover seats as necessary.
  - 3) Install gust lock strap. (Refer to 10-11-00.)
  - 4) Close the window shades.
  - 5) Install the locking pin for the emergency exit door in the cabin. (Refer to 52-20-01.)
  - 6) Drain all tanks that hold water based liquids.
  - 7) Make sure that all food and drinks are removed from the aircraft.
- (p) Desiccants
  - 1) If necessary, use bagged desiccants to remove internal aircraft humidity when storage is in an area of high humidity. The desiccant properties are as follows.
    - a) The desiccants must agree with specification MIL-D-3464, Type II.
    - b) To calculate the internal aircraft quantity of desiccant, use 1.5 units of desiccant for each cubic foot of aircraft internal volume.
    - c) The desiccant must be of the type that changes color when soaked with moisture.
    - d) Examine the desiccant for saturation every 30 days or less. Replace the desiccant with new desiccant every 90 days. If new desiccant is not available, use the manufacturers instructions to dry existing desiccant.
- (q) General and Closing Tasks
  - 1) Close and lock the cabin door.
  - 2) Write AIRCRAFT PREPARED FOR PROLONGED STORAGE (31 DAYS TO 6 MONTHS) and the storage start DATE on a red tag. Put the red tag on the cabin door handle.
  - 3) If the aircraft has exceeded the 6 months limitation, refer to Indefinite Storage (More than 6 Months).

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### (5) Preparation For Flight After Prolonged Storage (31 Days to 6 Months)

#### (a) Scheduled Maintenance Programs

NOTE: It is necessary to maintain scheduled maintenance programs for the duration of the storage time.

- 1) Chapter 5 Time Limits and Maintenance Checks.
- 2) FAA Airworthiness Directives.

#### (b) Desiccants

- 1) Collect and remove all bagged desiccants from the aircraft.

#### (c) Cabin

- 1) Remove the cabin center floorboards.
  - a) Do a general visual inspection of the structures, components, control cables, and other installations that are below the floor. ([Refer to 05-10-00.](#))
- 2) Do a general visual inspection where the carbon fiber floorboard attaches to the seat track structure. ([Refer to 05-10-00.](#))
- 3) Install the cabin center floorboards.

#### (d) Aircraft Interior

(Cabin, Cabinets, Aft Lavatory, Baggage, and Other Storage or Maintenance Area)

- 1) Examine flight compartment and cabin portable hand-held fire extinguishers for the condition and date of manufacture. Follow the maintenance instructions on the fire extinguisher bottle to make sure that it has the correct operating pressure and weight.
- 2) If necessary, do the Fill Potable Water Tank (Aft Lavatory). ([Refer to 12-10-08.](#))
- 3) Open the window shades.
- 4) Uncover the seats as necessary.
- 5) If necessary, clean the aircraft interior. ([Refer to 12-25-00.](#))
  - a) Clean the interior rugs and fabrics.
  - b) Clean the vinyl plastics.
  - c) Clean the metal surfaces.
  - d) Clean the acrylic windows.
  - e) Clean the leather.
- 6) Make sure that all installations are in an airworthy condition. ([Refer to 05-10-00.](#))
- 7) Remove the locking pin for the emergency exit door in the cabin. ([Refer to 52-20-01.](#))
- 8) Remove gust lock strap. ([Refer to 10-11-00.](#))

#### (e) Aircraft Exterior

- 1) Remove all covers/plugs as necessary.
  - a) Pitot-static probe.
  - b) Air cycle machine (ACM).
  - c) Dorsal fin inlet.
  - d) Air conditioning inlet and exhaust.

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- e) Engine inlet and exhaust.
- f) TAT probes.
- g) Static vanes.
- h) Remove protective barriers from main landing gear wheel assemblies.
- i) Remove protective cover from each of the crew windshields.
- j) Remove protective cover from each of the cabin windows.
- 2) If necessary, clean the aircraft exterior. (Refer to 12-24-00.)
  - a) Do a general visual inspection for salt deposit indications and salt corrosion.
    - If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
- 3) Drain the two water drain valves of the pitot-static probes.
  - a) Make sure that the drain valve poppet is flush with the external fuselage skin. (Refer to 34-11-02.)
- 4) Make sure that all external water drain holes are open and free of blockages.

**CAUTION:      MAKE SURE THAT YOU DO NOT SCRATCH OR GOUGE THE WINDSHIELD OR WINDOWS.**

- 5) Clean the external crew windshields. (Refer to 12-24-00.)
  - 6) Clean the external cabin windows. (Refer to 12-24-00.)
  - 7) Clean the polished aluminum. (Refer to 12-24-00.)
  - 8) Clean the radome. (Refer to 12-24-00.)
  - 9) Get access through the tailcone access door (840AR) and clean the lower tailcone area as necessary. (Refer to 06-60-07 and 12-25-00.)
  - 10) Get access through the baggage compartment door (830AL) and clean the aft fuselage baggage bay area as necessary. (Refer to 06-60-07 and 12-25-00.)
  - 11) Do the Service Toilet Assembly. (Refer to 12-10-09.)
  - 12) Make sure that all access doors and panels are closed and secured.
  - 13) Do the Exterior Preflight Inspection. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures.)
    - a) Do not disconnect the aircraft grounding cable.
  - 14) Make sure that the wheel chocks are installed.
- (f) Doors
- 1) Do the Functional Test of the Lower and Upper Passenger/Crew Door Mechanisms. (Refer to 52-10-01.)
  - 2) Do the Operational Check of the Door Latch Assembly (Internal and External Handle Latching Mechanism). (Refer to 52-20-07.)
    - a) Visually inspect that the emergency exit door in the cabin is installed correctly and safe.
      - Make sure that no cabin entry door or emergency exit door pin annunciations come on as shown in the flight crew advisory system, the crew advisory system (CAS) or the crew warning panel (CWP).

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- (g) Aft Fuselage Baggage Bay
- 1) Clean baggage bay area. (Refer to 12-25-00.)
  - 2) Remove the following access panels.
    - a) Forward-facing bulkhead left and right side access panels (310LR and 310DL). (Refer to 06-60-03.)
      - If necessary, remove the forward center enclosure (ski box).
    - b) Overhead panels (310QR, 310RR, 310JL, and 310HL). (Refer to 06-60-03.)
    - c) Floor panel (310CC or 310DC). (Refer to 06-60-03.)
    - d) Left engine and right engine pylon lower panels (340EL, 340FL, 340ER, and 340FR). (Refer to 06-60-03.)
  - 3) Do a general visual inspection of the structures, components, control cables, and other installations. (Refer to 05-10-00.)
  - 4) Install access panels.
- (h) Empennage
- 1) On the forward lower empennage, remove the aft underbelly fairing (250CC). (Refer to 06-60-02.)
    - a) Do a general visual inspection of the equipment to make sure that they are correctly installed. (Refer to 05-10-00.)
  - 2) Do a general visual inspection of the equipment installed in the empennage maintenance bay. Get access through the tailcone access door (840AR). (Refer to 05-10-00 and 06-60-07.)
    - a) Do the inspection with the aircraft main batteries removed.
  - 3) On the middle empennage, remove one tailcone access panel (320CL or 320BR). (Refer to 06-60-03.)
    - a) The alternative access is to look aft through the maintenance bay.
- NOTE: Limited access is because of the optional equipment or the equipment installation differences.
- b) Do a general visual inspection. (Refer to 05-10-00.)
  - 4) On the empennage forward of FS 692, remove one upper aft tailcone access panel (320DL or 320CR). (Refer to 06-60-03.)
    - a) Do a general visual inspection. (Refer to 05-10-00.)
  - 5) On the empennage aft of FS 692, remove one rudder access panel (320EL or 320DR). (Refer to 06-60-03.)
    - a) Do a general visual inspection. (Refer to 05-10-00.)
  - 6) On top of the vertical stabilizer, remove one of the horizontal stabilizer gap fairings (330XL or 330WR). (Refer to 06-60-03.)
    - a) Do a general visual inspection. (Refer to 05-10-00.)

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### (i) Main Landing Gear and Bay

- 1) Do a general visual inspection of the main landing gear and the main landing gear bays for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
  - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
  - b) Make sure there is no water entrapment, corrosion, or animal-insect contamination.
- 2) Remove the main wheel/tire assemblies. (Refer to 32-40-02.)
- 3) Remove the brake assemblies. (Refer to 32-41-01.)
- 4) Do an internal and external inspection of the axles. (Refer to 32-10-01.)
- 5) Do a general visual inspection of the left and right wheel/tire assemblies and carbon brakes for damage, contamination, and leakage. (Refer to 05-10-00, 12-10-04 and the manufacturer Component Maintenance Manual (CMM).)
- 6) Clean, examine, and lubricate bearings. (Refer to 32-40-02 and 12-21-01.)
- 7) Install the main wheel brake assemblies. (Refer to 32-40-02 and 32-41-01.)
- 8) Install serviceable main wheel/tire assemblies on the main landing gear. (Refer to 32-40-02.)
- 9) Make sure that the main landing gear tires have the correct pressure. (Refer to 12-10-04.)
- 10) Make sure that the shock strut extensions of the left and right main landing gear are in limits shown on the wheel well placard.
  - a) If necessary, do the Main Gear Strut Inflation. (Refer to 12-10-03.)
- 11) Examine the emergency/parking brake accumulator precharge. (Refer to 32-42-02.)
- 12) Do the Functional Test of the Anti-Skid Brake System. (Refer to 32-41-00.)

### (j) Nose Landing Gear and Bay

- 1) Do a general visual inspection of the nose landing gear and the nose landing gear bay for salt deposit indications and corrosion caused by salt deposits. (Refer to 05-10-00.)
  - a) If salt contamination is present or suspected, do the Washing of the Exterior Surfaces for Salt Removal. (Refer to 12-24-00.)
  - b) Make sure there is no water entrapment, corrosion, or animal-insect contamination.
- 2) Remove the nose wheel/tire assembly. (Refer to 32-40-01.)
- 3) Do an internal and external inspection of the axle. (Refer to 32-40-01.)
- 4) Do a general visual inspection of the nose wheel/tire assembly for damage, contamination, and leakage. (Refer to 05-10-00, 12-10-04 and the manufacturer Component Maintenance Manual (CMM).)
- 5) Clean, examine, and lubricate bearings. (Refer to 32-40-01 and 12-21-01.)
- 6) Install serviceable nose wheel/tire assembly on the nose landing gear. (Refer to 32-40-01.)
- 7) Make sure that the nose landing gear tire has the correct pressure. (Refer to 12-10-04.)
- 8) Make sure that the shock strut extension of the nose landing gear is in limits shown on the wheel well placard.
  - a) If necessary, do the Nose Gear Strut Inflation. (Refer to 12-10-02.)

### (k) Display Units

- 1) If removed, install the display units (DU-870).

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- (l) Electrical System
  - 1) Main Aircraft Batteries.
    - a) Inspect, service, charge, and re-certify (if necessary) the batteries. (Refer to 12-22-00 and the battery manufacturer specifications.)
      - If applicable, do the Servicing, Preparing Battery (RG-443) for Service. (Refer to 12-23-00.)
    - b) Connect the batteries to the aircraft. (Refer to 24-31-01.)
  - 2) Make sure that emergency lighting and other related aircraft battery power supplies are in an airworthy condition. (Refer to 24-32-01.)
  - 3) Connect (rack) all navigation and avionics emergency battery supply packs. (Refer to the applicable Component Maintenance Manual (CMM).)
- (m) Landing Gear Testing
  - 1) Do the Operational Check of the Landing Gear. (Refer to 32-30-00.)
  - 2) Do the Functional Test of the Emergency Gear Extension. (Refer to 32-33-00.)
- (n) Lubrication
  - 1) Do the following lubrication procedures.
    - a) Landing Gear and Gear Door Actuator Component Lubrication. (Refer to 12-21-01.)
    - b) Door Hinge and Latching Component Lubrication. (Refer to 12-21-02.)
    - c) Flight Controls Scheduled Lubrication. (Refer to 12-21-03.)
    - d) Emergency/Park Brake Handle. (Refer to 12-27-00.)
- (o) Flight Control System
  - 1) Do a general visual inspection of all control surface skins, surrounding structures, linkages and stops.
  - 2) Do the Control Cable System Inspection. (Refer to 27-00-00.)
  - 3) Do the Operational Check of the Aileron Control System. (Refer to 27-10-00.)
  - 4) Do the Operational Check of the Aileron Trim Tab Control System. (Refer to 27-10-04.)
  - 5) Do the Operational Check of the Rudder Control System. (Refer to 27-20-00.)
  - 6) Do the Operational Check of the Elevator Control System. (Refer to 27-30-00.)
  - 7) Do the Operational Check of the Primary Pitch Trim System. (Refer to 27-40-00.)
  - 8) Do the Operational Check of the Flap System. (Refer to 27-50-00.)
  - 9) Do the Functional Test of the Spoiler System. (Refer to 27-60-00.)
  - 10) Do the Operational Check of the Secondary Pitch Trim System. (Refer to 27-40-00.)
  - 11) Do the Operational Check of the Roll Disconnect Switches. (Refer to 27-60-09.)
  - 12) Do the Functional Test of the Autopilot System. (Refer to 22-10-00.)
- (p) Fire Extinguisher System

NOTE: This procedure is applicable only to aircraft engine installations that are not compliant with Honeywell International Inc., periodic engine operation (run) or an engine motoring storage recommendation.

- 1) Examine the engine fire extinguisher containers for their pressure indications. Use the pressure-temperature table attached to the container to make sure that the pressure is in limits.

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### (q) Hydraulic System

- 1) Examine the hydraulic reservoir indicators through the hydraulic servicing panel (310JR). [\(Refer to 06-60-03.\)](#) Make sure that the fluid level is in limits.
  - a) If necessary, do the Fill the Hydraulic Reservoir. [\(Refer to 12-10-01.\)](#)

NOTE: If the total in-storage calendar days is 6 months or more, replace the hydraulic system main and auxiliary filter elements (4 total). (Refer to 29-10-03 and 29-20-02.)

### (r) Oxygen System

NOTE: For extended duration oxygen system installations, refer to the Learjet aircraft Customized Completion Manual (CCM).

- 1) Make sure that the oxygen cylinder shutoff/regulator valve is in the ON position.
- 2) Make sure that the oxygen cylinder pressure gauge and the engine indicating crew alerting system (EICAS) show indications that are equal to the Oxygen Cylinder Servicing Placard or the Oxygen Cylinder Charging Pressures Table.
  - a) If necessary, service the oxygen system. [\(Refer to 12-10-05.\)](#) Follow all warnings and cautions. [\(Refer to 35-00-00.\)](#)

### (s) Nose Avionics Bay

- 1) Remove nose avionics doors (130AL and 120AR). [\(Refer to 06-60-01.\)](#)
- 2) Do a general visual inspection of the nose avionics bay. [\(Refer to 05-10-00.\)](#)
  - a) From the nose avionics bay, do a general visual inspection of the pressurization system primary and secondary outflow valves, static source fitting and related components. [\(Refer to 05-10-00, 21-30-01 and 21-30-02.\)](#)
  - b) Do a general visual inspection of the attitude heading reference unit (AHRS) mounting tray filter. Make sure that the fan filter is clean. [\(Refer to 05-10-00.\)](#)
- 3) Install the nose avionics doors.

### (t) Pitot-Static System

- 1) Do a general visual inspection of the pitot-static system. [\(Refer to 05-10-00.\)](#)
- 2) Do the Pitot-Static Probe Drain Hole Check. [\(Refer to 34-11-01.\)](#)
- 3) Do the Operational Check of the Pitot-Static Heat System. [\(Refer to 30-30-00.\)](#)

### (u) Fuel System

NOTE: If the total in-storage calendar days is 6 months or more, replace or clean (depending on filter type) the two low pressure fuel filter elements. (Refer to 28-20-15.)

- 1) Remove the barrier material and tape from the fuel vents.



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- 2) Drain the 11 drain valves of the fuel storage and distribution system. (Refer to 28-00-01.)
  - a) Collect the fuel in a suitable container.
  - b) Examine the drained fluid for water, microbial growth, fuel additive separation, and contamination.

NOTE: If the anti-icing concentration is not in the minimum levels, defuel the aircraft and refuel with an approved fuel mixed in correct proportions with an approved anti-icing liquid. (Refer to the FAA Approved Airplane Flight Manual.)

- 3) Examine the aircraft for fuel leaks.

(v) Flight Compartment

- 1) Do a system/equipment power-on sequence. (Refer to 24-00-00.) Make sure that the flight compartment equipment, avionics, and indicating systems indicate correctly.
- 2) Do the System/Equipment Built-in Self-tests. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures, Before Starting Engines.)
- 3) Make sure that the flight compartment equipment is airworthy.
- 4) Do the Operational Check of Navigation System. (Refer to 34-00-00.)

(w) Engines

- 1) De-preserve the aircraft engines. (Refer to the Engine De-preservation Instructions in the TFE 731-20 Engine Light Maintenance Manual (LMM).)
- 2) Do a general visual inspection of the inlets and exhaust areas and external upper/lower sections of the left and right engines. (Refer to 05-10-00.)
- 3) Remove the lower engine cowlings. (Refer to 71-10-02.)
- 4) Do the engine Oil Level Check. (Refer to 12-10-07.)
- 5) Do the Operational Check of the Electrical System Control. (Refer to 24-00-00.)
- 6) Do the starter-generator Grounding Lug Bonding Check. (Refer to 24-30-01.)
- 7) Operate the engines long enough to bring the oil temperature into the NORMAL range. (Refer to the FAA Approved Airplane Flight Manual, Normal Procedures.)
  - a) Make sure that the engine, thrust reverser, and flap systems operate and function normally. Stop the engines and do a general visual inspection for fluid leaks.
    - For aircraft engine items, contact a Honeywell International, Inc., regional field service engineer for assistance.
- 8) Install the lower engine cowlings. (Refer to 71-10-02.)

(x) Air Conditioning and Auxiliary Heat System On aircraft with Keith Products R-134A installed

- 1) Do a general visual inspection of the compressor motor and exposed drive shaft for significant oil leakage.
  - a) If significant oil leakage is present, repair any leaks as necessary. (Refer to 21-50-00.)
  - b) Examine compressor oil level and service air conditioning system. (Refer to 12-10-12.)
- 2) Operate the system for a minimum of 5 minutes then examine system performance airflow temperature output. (Refer to 21-51-00.)



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- (y) Environmental Systems
  - 1) Do the Operational Check of the Cabin Pressurization System (engine run). ([Refer to 21-30-00.](#))
  - 2) Do the Operational Check of the Emergency Pressurization Valves (engine run). ([Refer to 21-31-01.](#))
  - 3) Do the Operational Check of the Bleed Air System (engine run). ([Refer to 36-10-00.](#))
- (z) Ice Detection and Anti-Ice Systems
  - 1) Do the Operational Check of the Wing/Stab Anti-Ice Switch. ([Refer to 30-10-00.](#))
  - 2) Do the Windshield Anti-ice System Operational Check. ([Refer to 30-40-00.](#))
- (aa) General and Closing Storage Tasks
  - 1) Make sure that all access panels, covers, plates, interior furnishings/paneling, and fairings are installed.
    - a) As necessary, install the tailstand.
    - b) Remove the red AIRCRAFT PREPARED FOR PROLONGED STORAGE (31 DAYS TO 6 MONTHS) tag from the cabin door handle.