

FUEL LEAK

A fuel leak may be detected by either :

- . the sum of the FOB and the F. USED is significantly less than the FOB at departure, or
- . passenger observation (fuel spray from engine or wing tip), or
- . total fuel quantity decreasing at an abnormal rate, or
- . fuel imbalance, or
- . a tank emptying too fast (leak from engine or a hole in a tank), or
- . a tank overflowing (due to a pipe rupture in a tank).
- . excessive fuel flow
- . fuel smell in the cabin

LAND ASAP

WHEN A LEAK IS CONFIRMED

■ LEAK FROM ENGINE :

- THR LEVER (of affected engine) IDLE
 - ENG MASTER (of affected engine) OFF
- The Xfeed valve can now be selected open for rebalancing or to allow use of the fuel from both wings. Do not restart the engine.*

■ LEAK NOT FROM ENGINE or LEAK NOT LOCATED

- FUEL X FEED AUTO
- The Xfeed valve must remain closed to prevent the leak affecting both sides. Selecting AUTO maintains the X-feed valve closed.*
- L + R INR TK SPLIT
- Shut INR TK SPLIT valve to isolate fuel leak.*
- DESCEND TO GRVTY FUEL FEEDING CEILING
- See GRVTY FUEL FEEDING procedure.*
- ENG START SEL IGN
 - ALL TK PUMPS (when gravity ceiling is reached) OFF
- In almost all cases, switching the pumps off will prevent any further loss of fuel. All pumps must be switched off, even if the leak is from one wing only, as there are some failures on one side that will result in fuel loss from the other side.*
- AVOID NEGATIVE G FACTOR

● If one engine flames out when there is still fuel in the feeding tank :

- LEAK FROM ENGINE proc APPLY
- ALL TK PUMPS ON

NOTE : The flameout is due to air suction from a leak from the engine.

FOR LANDING

CAUTION

- . Do not use reverse.
- . Notify ATC.

NOTE : Even with a fuel imbalance of one inner tank full/one inner tank empty there is no special procedure required for approach and landing.