
Subject: Center Tank Fuel Pumps

This bulletin is effective immediately.

Background

Delta Air Lines has installed Universal Fault Interrupters (UFIs) on Ships 3701-3771 in an effort to comply with Fuel Pump Airworthiness Directive (AD) 2002-19-52. For many years the fleet has operated under an alternative method of compliance (AMOC) that allowed us to open a cross feed valve and use all of the center tank fuel during normal operations. We no longer have the authorization to operate under that AMOC. The FAA has informed Delta that until further maintenance procedures are performed, the fleet must use fuel management procedures consistent with the original AD that requires center tank pumps to be immersed in fuel. Additionally, the UFIs installed on these aircraft have proven to be sensitive to power transfers causing faults that must be reset by maintenance action.

As a result of this situation, pilots must use the following fuel management procedures for Ships 3701-3771. Continue to use the normal fuel management procedures found in Volume 1 for the remaining B737 aircraft.

Scope

Ships 3701-3771 are affected by this AD. These aircraft are identified by the following:

- Placards above each pilot's PFD which read:

**AD 2002-19-52 FUEL USAGE RESTRICTIONS
REQUIRED**

- Two flight plan MEL "S" Items.

MEL ITEMS FOR SHIP NUMBER 3727
01 S28-00-01 - CENTER TANK FUEL PUMP ** AD 2002-19-52 **
02 S28-00-02 - CENTER FUEL TANK PUMP DEFUEL ** AD 2002-19-52 **

Center Tank Fuel Pump Operations

Phase of Flight	Center Tank Fuel Pumps ON:	Center Tank Fuel Pumps OFF:
On the ground <u>before</u> the Second Engine-Driven Generator is online	Normally OFF but may be used temporarily at gate to prevent lateral imbalance due to extensive APU use. (See Note 1) CAUTION: Center tank fuel pump switches should be positioned ON only if the fuel quantity in the center tank exceeds 1000 lbs.	
On the ground <u>after</u> the Second Engine-Driven Generator is online	5,000 lbs or greater in center tank	Less than 5,000 lbs in center tank
Climb above 10,000 AFE or Level Flight (step climb, cruise & holding)	Greater than 1,000 lbs in center tank	1,000 lbs in center tank
Top of Descent thru Approach and Landing	3,000 lbs or greater in center tank	Less than 3,000 lbs in center tank

Notes:

- (1) Always ensure that center tank pumps are selected OFF before any planned power transfer (e.g., prior to establishing APU power when shutting engines down due to takeoff delay, after landing with fuel being used from center tank, etc.).
- (2) In a low fuel situation (approximately 5,000 lbs total fuel), both center tank pumps may be selected ON and all center tank fuel may be used.
- (3) The center tank fuel pumps must be positioned OFF at the first indication of fuel pump low pressure at any time during the flight.

Non-Normal Conditions

CONFIG Annunciation

The CONFIG indicator will annunciate when center tank fuel exceeds 1,600 pounds and the center tank fuel pump switches are OFF.

Do not accomplish the CONFIG non-normal procedure prior to or during takeoff with less than 5,000 pounds of fuel in the center tank.

Do not accomplish the CONFIG non-normal procedure during descent and landing with less than 3,000 pounds of fuel in the center tank.

Center Tank Fuel Pump Low Pressure Light

If a center tank fuel pump fails with fuel in the center tank, accomplish the FUEL PUMP LOW PRESSURE non-normal procedure.

Exception: The remaining center tank pump may remain ON only until the center tank fuel quantity reaches approximately 1,000 pounds during climb or cruise.

Fuel Load Distribution

The AD allows relief from the Vol. 1, SP.12, guidance requiring main tanks 1 and 2 to be full whenever the center tank contains more than 1,000 lbs. Up to 5,000 pounds of center tank fuel is allowable with the main tanks not full for takeoff, climb and cruise. Up to 3,000 pounds of center tank fuel is allowable with main tanks not full for descent and landing.

Defueling or Fuel Transfer

When defueling or transferring fuel from the center or main tanks, monitor the fuel pump LOW PRESSURE lights and position the associated fuel pump switches to OFF at the first indication fuel pump low pressure.

Note: Conducting defueling or fuel transfer operations with passengers on board is prohibited.

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