
Subject: 757 Center Tank Fuel Pump Operating Procedures

Introduction

Effective April 1, 2014, the FAA has mandated an inspection of the routing of the center tank fuel pump internal wire bundle for 757 aircraft which have been modified with the Universal Fault Interrupter (UFI). Operating procedures for affected aircraft will be modified to ensure fuel vapors will not become an ignition source for a damaged fuel pump by ensuring the center tank fuel pump inlets are covered by fuel.

Affected aircraft are identified by the following:

- Placards installed adjacent to the ADI which read
AD2002-19-52 FUEL USAGE RESTRICTIONS REQUIRED
- An item in the MEL ITEMS FOR SHIP NUMBER section of the flight plan which reads S28-31-00 CT FUEL RESTRICTION REF FB 14-03
- An Info placard installed in the aircraft logbook referencing FB 14-03.

Non-affected aircraft will not have the above items. Operate non-affected aircraft in accordance with current Volume 1 procedures.

Procedures

Operating procedures for affected aircraft are modified as follows to ensure the center tank fuel pump inlets remain covered by fuel whenever the fuel pump switch is ON. This is accomplished by positioning the center tank fuel pump switches OFF when the center tank fuel quantity reaches approximately 1,000 pounds.

Note: Testing UFI low pressure indication lights and EICAS messages during the Pushback procedure still applies any time fuel is in the center tank. CTR tank fuel pump switches must be off during engine start and prior to engine shutdown to prevent UFI lockout.

Operating Procedures

PHASE OF FLIGHT	CT FUEL LESS THAN 5,000 POUNDS FOR INITIAL TAXI *	CT FUEL 5,000 POUNDS OR GREATER FOR INITIAL TAXI
Ground Operations	Turn any fuel pump OFF if it indicates low pressure during defueling.	
Pre-Flight	CT fuel is considered USABLE and is reflected as such in AWABS. No FMS corrections are necessary.	
Taxi & Takeoff	CT fuel pumps OFF If FUEL CONFIG light illuminates, do not accomplish associated non-normal checklist. Refer to Abnormal Conditions in this FB.	CT fuel pumps ON If FUEL CONFIG light illuminates, the associated non-normal checklist may be accomplished.
In-Flight (all phases)	CT fuel pumps ON above 10,000 feet MSL. Turn OFF at approximately 1,000 pounds (FUEL CONFIG light extinguished) or first sign of fuel pump low pressure, which ever occurs first.	CT fuel pumps OFF at approximately 1,000 pounds (FUEL CONFIG light extinguished) or first sign of fuel pump low pressure, which ever occurs first.
	In a low fuel situation, both CT fuel pumps may be selected ON and all CT fuel may be used. If a CT fuel pump fails or indicates low pressure with fuel in the center tank, the failed pump should be positioned OFF, and the FUEL PUMP non-normal checklist accomplished.	

* Deviation from Volume 1, Center Tank Fuel Pump Operations, is authorized by the Airworthiness Directive

Summary of Crew Duties

Preflight

Up to 5,000 pounds of center tank fuel is allowable with the main tanks not full for takeoff.

If the main tanks are not full, the zero fuel gross weight of the airplane plus the weight of center tank fuel may exceed the maximum zero fuel gross weight by up to 5,000 pounds for takeoff, climb, cruise, descent, and landing, provided that the effects of balance (CG) have been considered.

Note: AWABS automatically considers CG.

Takeoff

The center tank fuel pumps must be OFF for takeoff if center tank fuel is less than 5,000 pounds with the airplane ready for initial taxi. This quantity should reduce the need for flight crew to select center tank pump switches OFF below 10,000 feet MSL.

In-Flight

Center tank pumps may be selected ON above 10,000 feet MSL if more than 1,000 pounds remain in the center tank.

Both center tank fuel pump switches must be selected OFF when center tank fuel (FUEL CONFIG light extinguished) quantity reaches approximately 1,000 pounds. A center tank fuel pump must be positioned OFF at the first indication of fuel pump low pressure at any time during the flight. This includes low pressure indications that may occur as a result of pitch attitude changes. Should the FUEL CONFIG light re-illuminate due to an increase in center tank fuel quantity, both center tank fuel pumps may be repositioned to ON until the FUEL CONFIG light extinguishes. When reaching approximately 1,000 pounds center tank fuel remaining with the FUEL CONFIG light extinguished, the center tank fuel pumps must once again be selected off.

Note: All center tank fuel is considered usable. In a low fuel situation, both center tank pumps may be selected ON.

Note: A low fuel situation exists when the LOW FUEL caution message is displayed accompanied by the FUEL CONFIG light. This condition is triggered when the total usable fuel in either the left or right main tank drops below 2,200 pounds.

Defueling

When defueling center or main wing tanks, the Fuel Pump Low Pressure indication lights must be monitored and the fuel pumps positioned to OFF at the first indication of fuel pump low pressure. The first indication of fuel pump low pressure is the brief, intermittent illumination of the amber Pump Pressure (PRESS) Light before the tank quantity indicates zero.

Abnormal Conditions

Fuel Configuration

The FUEL CONFIG light will illuminate when there is fuel in the center tank that exceeds 1,200 pounds and the center tank fuel pump switches are OFF. Do not accomplish the associated non-normal checklist prior to or during takeoff with less than 5,000 pounds of center tank fuel, unless there is an imbalance between main tanks or fuel is low in either main tank. After canceling the FUEL CONFIG message, monitor fuel quantity indications and accomplish the appropriate non-normal checklist if a main tank imbalance or main tank low fuel quantity occurs.

Center Tank Pump Failure

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

If one center tank fuel pump fails with fuel in the center tank, the failed pump should be positioned OFF. The crossfeed valve(s) should be opened to prevent a fuel imbalance. The remaining center tank pump may remain ON until the center tank fuel quantity approaches 1,000 pounds (FUEL CONFIG light extinguished).

Conclusion

These center tank fuel pump operating procedures will be used until the center tank pump internal wire bundle routing inspection has been completed, the ADI placards, "S" items, and info placard have been removed from the affected aircraft.

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