

### **3.17 FUEL SYSTEM**

#### **3.17.1 LOW FUEL PRESSURE**

**Indication:** - **FUEL PRESS CAWS CAUTION, and or**  
- **CAWS Advisory FUEL PUMP cycling on and off every 10 seconds**

- |               |                                     |
|---------------|-------------------------------------|
| 1. Power      | Reduce to minimum to sustain flight |
| 2. Fuel pumps | ON                                  |
| 3. Fuel state | Monitor                             |

If there are 2 segments or more difference between the left and right:

- |                             |         |
|-----------------------------|---------|
| 4. Fuel pump (emptier side) | AUTO    |
| 5. Fuel state               | Monitor |

When fuel balanced:

- |               |                       |
|---------------|-----------------------|
| 6. Fuel pumps | ON                    |
| 7. Aircraft   | Descend to warmer air |

#### **NOTE**

A possible cause is the fuel filter blocked with ice crystals.

- |               |      |
|---------------|------|
| 8. Fuel pumps | AUTO |
|---------------|------|

If failure conditions remain:

- |                 |   |
|-----------------|---|
| 9. Fuel pump(s) | ON  |
| 10. Aircraft    | Land as soon as possible.<br>If possible always retain glide capacity,<br>to the selected airfield in case of total<br>engine failure |

**3.17.2 FUEL QUANTITY LOW**

**Indication: CAWS CAUTION – L FUEL LOW or R FUEL LOW or  
L + R FUEL LOW**

1. FUEL indications Check

If fuel leak from one wing is suspected:

2. Aircraft Carry out suspected fuel leak procedure (Para 3.17.4)

If no fuel leak is suspected and both fuel low quantity cautions are on:

3. Fuel pumps ON

4. Power Reduce to minimum to sustain flight

5. Aircraft Land as soon as possible. If possible always retain glide capability, to the selected landing airfield, in case of total engine failure

**3.17.3 AUTO FUEL BALANCING FAILURE**

**Indication:** EIS analogue fuel gauges indicate 3 segments or more difference between left and right.

**A. ON GROUND**

1. Fuel L and R indications                      Check for difference

**WARNING**

**IF THERE ARE 4 SEGMENTS OR MORE DIFFERENCE BETWEEN LEFT AND RIGHT DO NOT TAKE OFF.**

If Fuel pump on fuller side is not running:

2. Fuel pump (fuller side)                      ON
3. Fuel state    Monitor

If difference cannot be balanced:

4. Aircraft    Do not take off

When fuel balanced:

5. Fuel Pump    AUTO

**B. IN FLIGHT**

1. Fuel L and R indications                      Check for difference

<b>CAUTION</b>
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IF THERE ARE 3 SEGMENTS OR MORE DIFFERENCE BETWEEN LEFT AND RIGHT, POSSIBLE AILERON DEFLECTION REQUIRED FOR WINGS LEVEL FLIGHT, ESPECIALLY AT LOW SPEED.

If fuel leak from one wing is suspected:

2. Aircraft    Carry out Suspected Fuel Leak procedure (Sect. 3.17.4)

If no fuel leak is suspected:

3. FUEL PUMP CB                                      Reset  
(on fuller side)  
(Battery or Generator 1 busbar)
4. Fuel pump (fuller side)                          ON
5. FUEL PUMP CB                                      Pull  
(on emptier side)  
(Battery or Generator 1 busbar)
6. Fuel state    Monitor.

If difference cannot be balanced:

7. Aircraft    Land as soon as possible

**NOTE**

If a prompt landing is not possible, keep high IAS to nearest airfield and consider burning off fuel until the fuel imbalance is not greater than 5 segments for landing. Use flaps up to keep approach speed high

If fuel is balanced:

7. FUEL PUMP CBs                                      Reset
8. Fuel Pumps      AUTO.

**3.17.4 SUSPECTED FUEL LEAK**

1. Fuel pump (on leaking side)                      ON
2. FUEL PUMP CB (on good side)                      Pull  
    (Battery or Generator 1 busbar)
3. Fuel state    Monitor

If fuel imbalance (3 segments or more):

4. Aircraft    Land as soon as possible

**NOTE**

If a prompt landing is not possible, keep high IAS to nearest airfield and consider burning off fuel until the fuel imbalance is not greater than 5 segments for landing. Use flaps up to keep approach speed high.