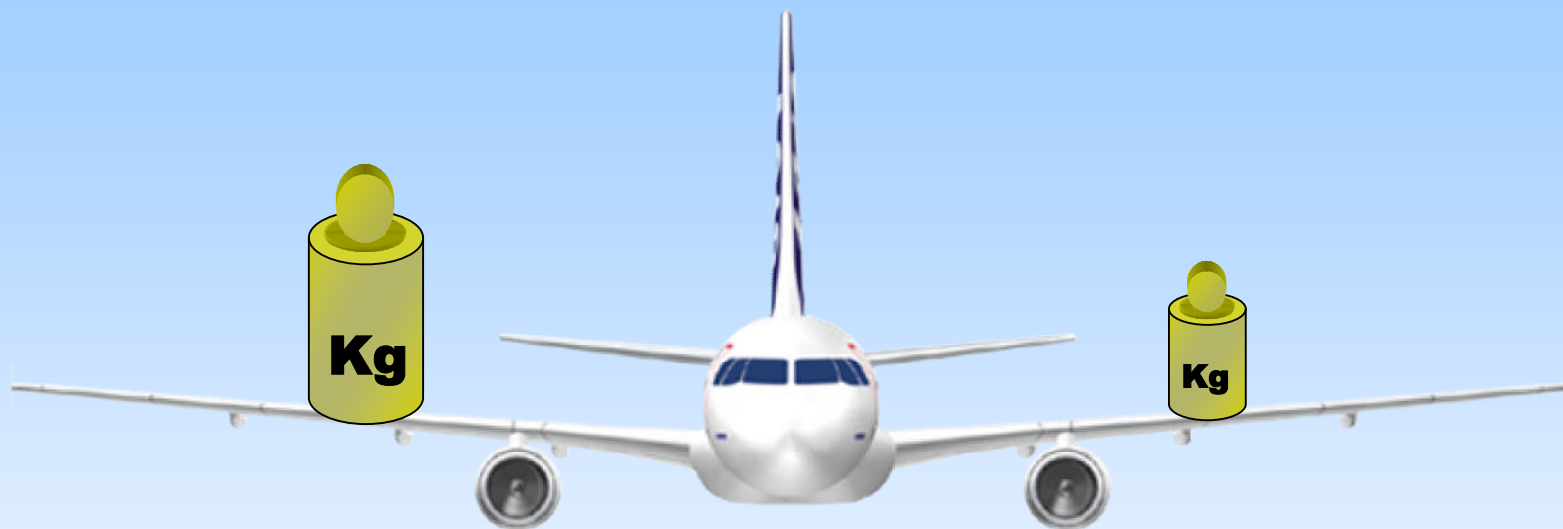


FUEL IMBALANCE



PF

PNF

1. ADVISORY

When fuel imbalance advisory is triggered, or upon pilot decision :

FUEL

CONFIRM.....

....." ECAM ADVISORY CONDITIONS proc "

FUEL PAGE DISPLAYED.....ANALYSE

ANNOUNCE.....

....."ECAM ADVISORY CONDITIONS proc ? "

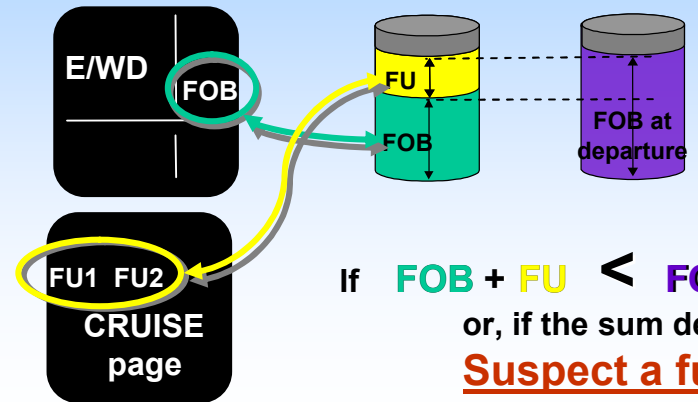
ECAM ADVISORY CONDITIONS proc....APPLY

QRH

2.00



COMMUNICATES



FOB at departure was 13 T.

If $FOB + FU < FOB \text{ at departure}$

or, if the sum decreases :

Suspect a fuel leak

PF

PNF

2. FUEL LEAK SUSPECTED

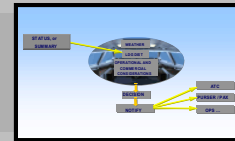
When fuel leak is suspected:

ORDER....." FUEL LEAK proc"

FUEL LEAK PROC.....APPLY



DECISION



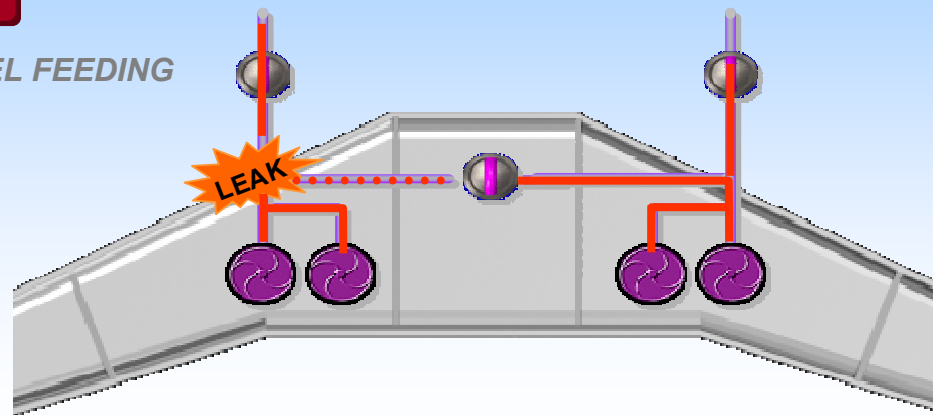
The QRH procedure gives some cues to confirm the leak and to help to locate it

FUEL LEAK	
<p>The fact that the sum of the FOB and the F USBD is significantly less than the FOB at idleness or decrease, or Passenger observation (fuel spray from engine or wing tip), or Fuel fuel quantity decreasing at an abnormal rate, or A fuel resistance, or A tank emptying too fast (leak from engine, or a hole in a tank), or A tank overflowing due to a poor nature in a tank, or An excessive fuel flow (leak from engine), or A fuel spill in the cabin.</p>	
<p>WHEN A LEAK IS CONFIRMED LAND ASAP</p>	
<p>LEAK FROM ENGINE :</p> <ul style="list-style-type: none"> - THR LEVER (of affected engine) IDLE - ENG MASTER (of affected engine) OFF - FUEL X FEED USE AS RORD <p>The crossfeed valve can now be selected open for re-balancing, or to allow use of the fuel from both wings. Do not restart the engine.</p>	
<p>LEAK NOT FROM ENGINE or LEAK NOT LOCATED</p> <ul style="list-style-type: none"> - FUEL X FEED MAINTAIN CLOSED - The crossfeed valve must remain closed to prevent the leak from affecting both sides. - DESCEND TO GRVTY FUEL FEEDING CEILING (FL 100 IF JET B) - See the GRVTY FUEL FEEDING procedure. - ENG MODE SEL IGN - ALL TK PUMPS (when gravity ceiling is reached) OFF <p>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 tanks on one side that will result in fuel loss from the other side.</p> <ul style="list-style-type: none"> - AVOID NEGATIVE G FACTOR 	
<p>CAUTION Do not open the WING X-FEED, even if requested by another ECAM procedure. Do not apply the fuel IMBALANCE procedure. Even with a fuel imbalance of one wing before wing empty, there is no special procedure required for approach and landing.</p>	
<p>If one engine flames out when there is still fuel in the feeding tank :</p> <ul style="list-style-type: none"> - LEAK FROM ENGINE proc APPLY - ALL TK PUMPS ON <p>NOTE : The flameout is due to air suction from a leak from the engine.</p>	
<p>FOR LANDING</p> <ul style="list-style-type: none"> - CAUTION - Notify the ATC, and do not use reverse. 	

To be applied when the leak is confirmed



GRAVITY FUEL FEEDING



PF

PNF

3. L WING TK LO LVL

ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS



REMEMBER FUEL LEAK PROC
RECOMMENDATION:

Disregard FUEL X FEED.....ON line

