

As you can see, the fuel QRH checklist is a complex and long one, with many contingencies built in.

The majority of content to be learned about the 767's fuel system comes about with fuelling and defueling the aircraft. For obvious reasons, this is not relevant for flight simulator pilots: and as such, we shall move on.

3) TEST YOURSELF

This section is designed to demonstrate what you have (or haven't) learned thus far. If you get these questions wrong, you should go back and re-read the appropriate section.

- 1) In the event of a TCAS Resolution Advisory, does the required action produce lateral or vertical separation? By how many feet?
- 2) What is the total fuel capacity of the Boeing 767's three fuel tanks?
- 3) Mode 5 of a GPWS warning is a warning of what?
- 4) Cautionary and Advisory notices on the EICAS both appear in the same colour: but they can be differentiated by one different feature: what is this?
- 5) Give one set of circumstances that would cause the "FUEL CONFIG" light to illuminate.
- 6) What transponder mode does TCAS use to predict aircraft track? C, B or S?
- 7) What test with regards to fuel imbalance is used to determine whether a fuel leak is present?
- 8) At what approximate rate does the fuel jettison system jettison fuel?
- 9) Name two of the four sources of information for the GPWS
- 10) Emergency level messages on the EICAS are displayed in red, but which light illuminates on the Warning System for most of these warnings?

Do not scroll past this page until you have completed the above questions.

The answers to the questions are on the following page.