

ICN-88277-G1228439-003-01

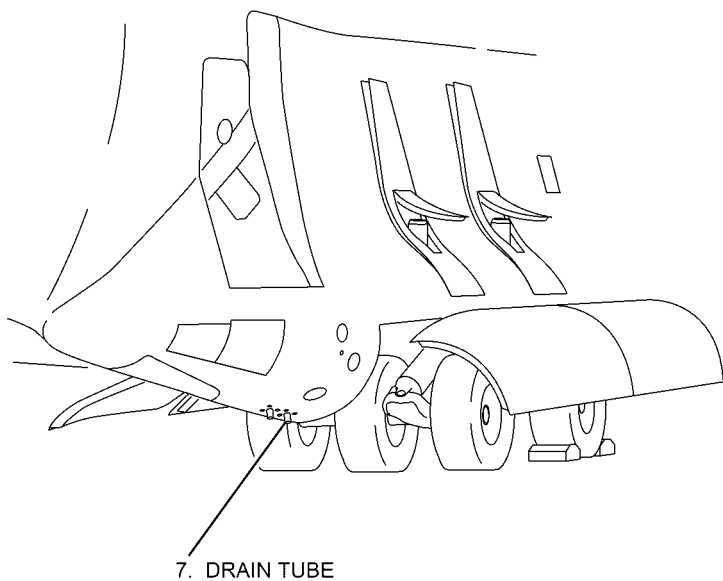
WARNING

- When drain is not conducted following refuel, visual inspection of the scavenge and manifold drain lines in the aft pod shall be conducted to ensure no presence of fuel (leakage) or fuel odor prior to aircraft departure. Failure to comply may cause injury to personnel and damage to aircraft.
- Metal fuel containers used for draining must be bonded to the aircraft prior to fuel draining. Failure to comply may cause injury to personnel and damage to aircraft.

NOTE

- Personnel performing fuel servicing shall be familiar with TO 00-25-172 and AFMAN 91-203, Chapter 18.5.
- The manual fuel manifold drain procedure subjects personnel and the environment to an increased likelihood of fuel exposure. When any of the following conditions are met; approved and serviceable fuel manifold drain support equipment is not available, approved and serviceable personal protective equipment is not available or waste fuel cannot be disposed of by an approved method that meets local environmental protection requirements, steps 2 through 5 shall be delayed until the next refuel.
- Manifold may contain approximately 1 gallon of fuel, when using the alternate refuel method the ground refuel manifold contains approximately 45 gallons of fuel.

7. (B) Place fuel container under forward drain tube.



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8. (A,B) Set **FUEL MANIFOLD DRAIN** valve to **MANIFOLD DRAIN OPEN** position.

- Fuel drains from forward drain tube.

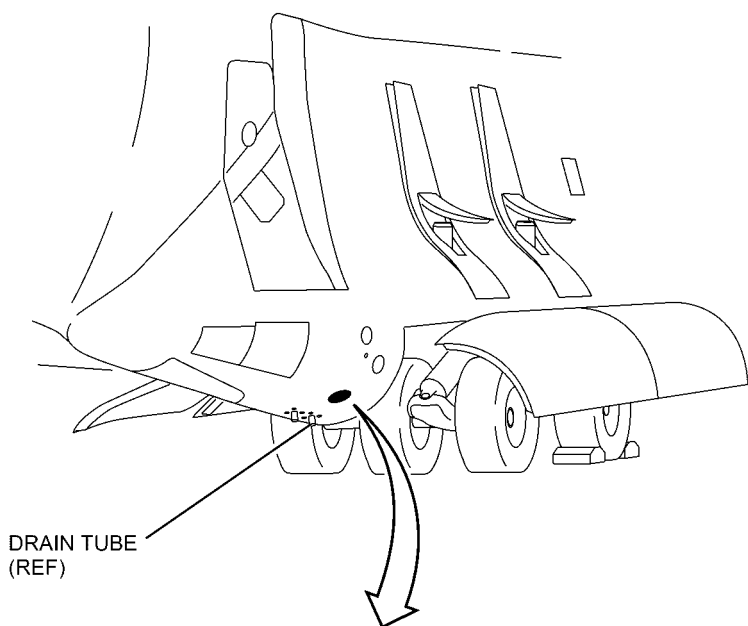
NOTE

- Scavenge lines may contain approximately 1 pint of fuel.
- When alternate method using overhead fuel panel was performed, scavenge drain not required.

9. (A,B) Set **FUEL MANIFOLD DRAIN** valve to **SCAVENGE DRAIN OPEN** position.

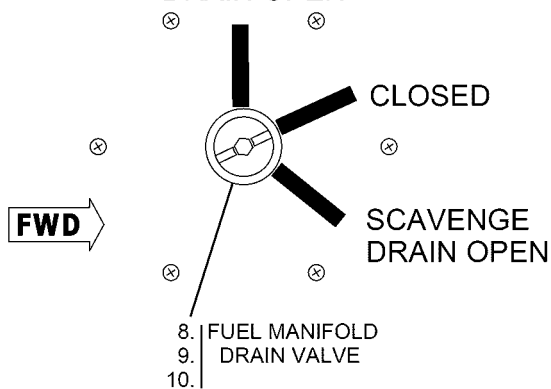
- Fuel drains from forward drain tube.

10. (A,B) Set **FUEL MANIFOLD DRAIN** valve to **CLOSED** position.



FUEL MANIFOLD DRAIN

MANIFOLD
DRAIN OPEN



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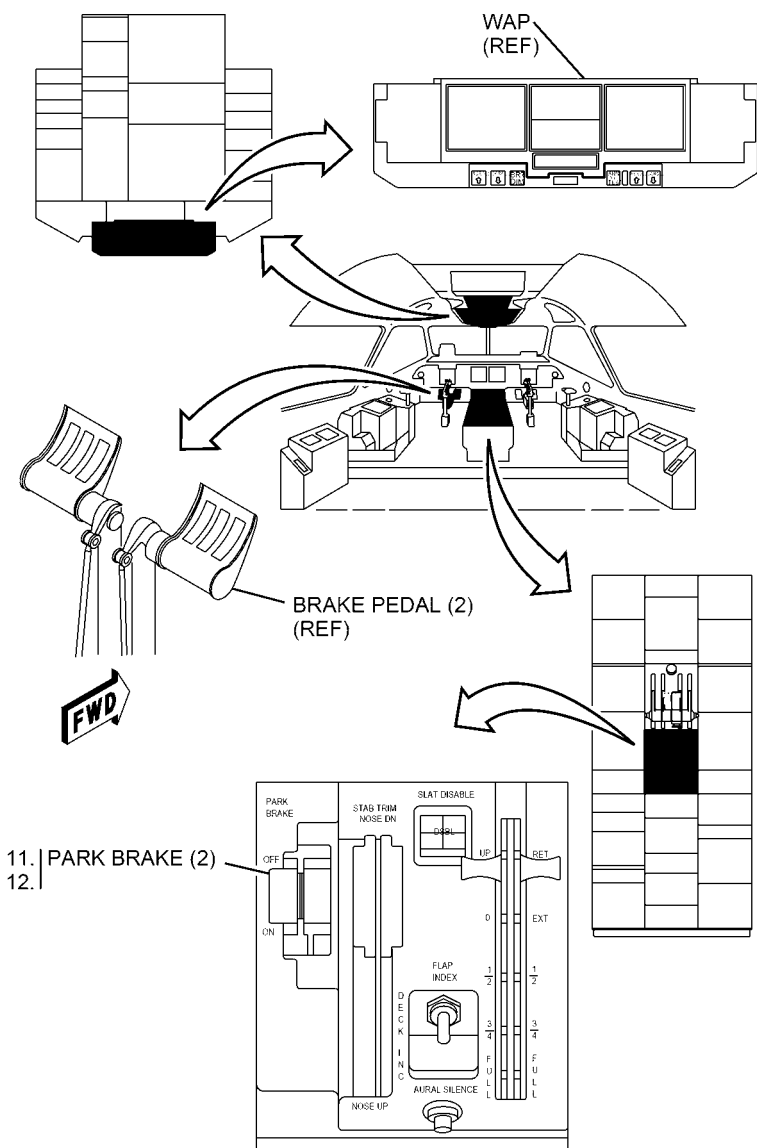
WARNING

Before releasing parking brakes, make sure personnel, stands, vehicles, or obstructions are clear of nose landing gear, main landing gear, and aircraft. Aircraft will roll **FWD** or **AFT** depending on the apron surface and weather conditions. Reposition chocks against main landing gear tires if necessary after releasing brakes. Failure to comply may cause injury to personnel or damage to aircraft.

CAUTION

Personnel shall prevent park brake levers from moving to the forward position on their own during brake release. Failure to comply may cause damage to aircraft.

11. (B) While supporting **PARK BRAKE** levers, press and release brake pedals.
12. (B) Move **PARK BRAKE** levers to **OFF**.
 - **PARK BRAKE L, R** display on Warning and caution Annunciator Panel (WAP) goes off.



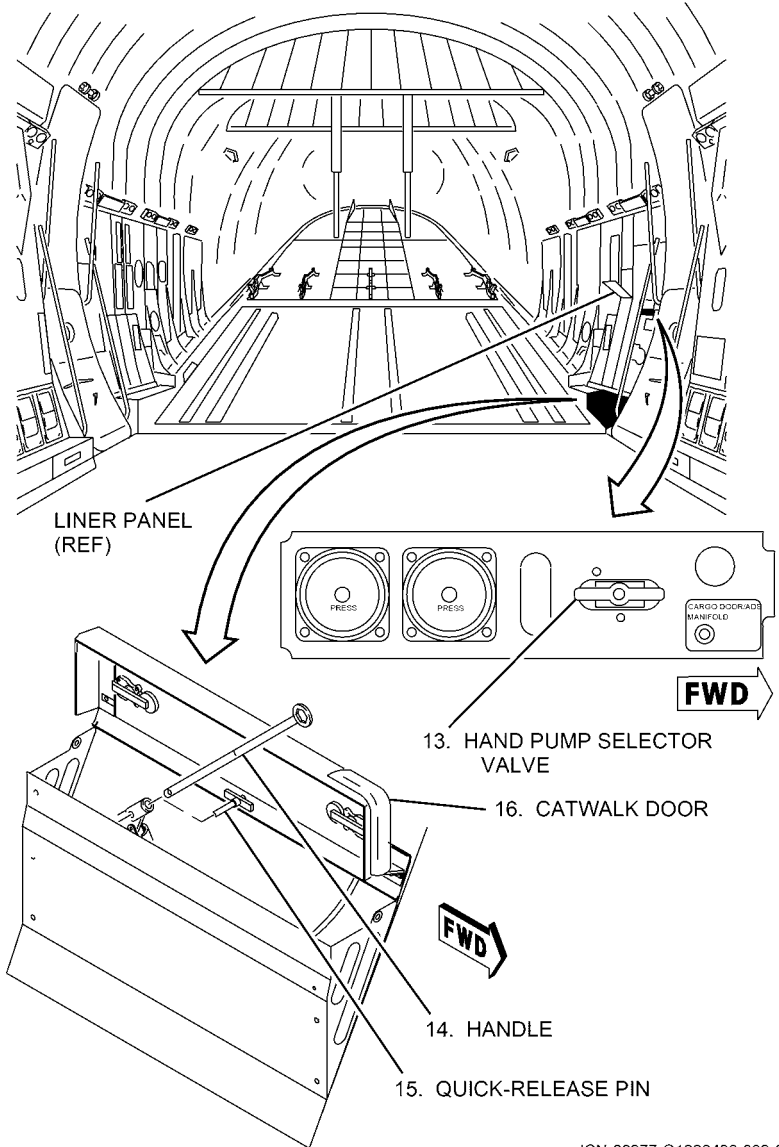
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13. (A,B) Rotate hand pump selector valve to horizontal position.
14. (A,B) Remove and stow handle and close liner panel (277GZP).



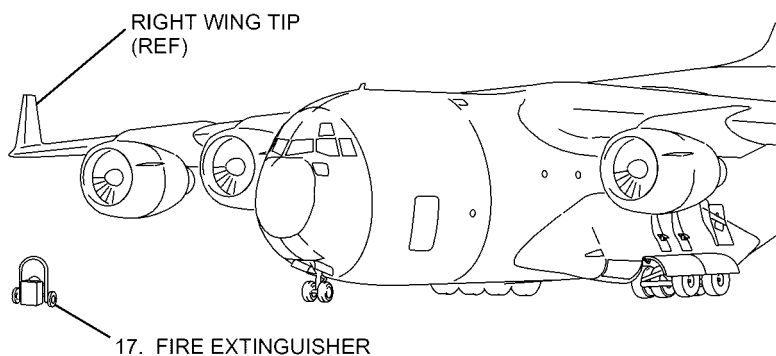
Ensure hand pump quick-release pin is properly installed in hand pump handle socket. Failure to comply may cause obstruction of AC motor pump selector valve and damage to equipment.

15. (A,B) Install hand pump quick-release pin.
16. (A,B) Close and latch catwalk door (265NZD(AN)).



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- 17. (A) Position fire extinguisher off right wing tip.



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