



**DFS** Deutsche Flugsicherung

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Effective from: 01 March 2011  
Effective until: Further notice

**Supplement to the Manual of Operations for the Air Traffic Services  
in accordance with the MO-ATS 111.7  
"Eurofighter fuel venting"  
Consecutive number 2/2011**

Dear Sir or Madam

In keeping with MO-ATS (BA-FVD) item 111.7, the following supplementary regulation shall apply with effect from 01 March 2011:

**1. General**

There has been a problem with unintended fuel venting from the Eurofighter weapons system. This is caused by the malfunctioning of a valve in the fin assembly which triggers the general alert FUEL TRANSFER MALFUNCTION.

If the Eurofighter is flying alone or if other aircraft cannot establish visual contact due to weather or similar reasons, the pilot can only assume what the problem is (e.g. because of an unusually quick decrease in fuel). The problem can be solved by extending the in-flight refuelling probe (IFRP) to release pressure from the fuel system.

## 2. Procedures

2.1 The pilot will inform the appropriate air traffic control unit about the fuel venting with the new phraseology:

### **PAN PAN PAN PAN PAN PAN FUEL VENTING**

2.2 The appropriate air traffic control unit shall apply the following procedures:

2.2.1 Other known traffic shall be separated from the aircraft venting fuel by:

.11 lateral separation of at least:

.111 10 NM horizontally, but not behind the aircraft venting fuel

and

.112 with 15 minutes flying time behind and 10 NM at either side of the flight path of the aircraft venting fuel

or

.12 vertical separation of at least:

.121 1000 ft if above the aircraft venting fuel;

.122 3000 ft if below the aircraft venting fuel;

.123 Vertical separation shall be ensured for 15 minutes flying time behind and 10 NM at either side of the flight path of the aircraft venting fuel.

2.2.2 A warning message (fuel venting) shall be broadcast on the relevant frequencies to keep uncontrolled traffic away from the area concerned.

.21 Adjacent ATC units and control sectors should be informed of the fuel venting and be asked to broadcast a warning message every 3 minutes in order to keep other traffic away from the area concerned. This shall be continued for 15 minutes after the process has ended.

.22 As soon as it has been ascertained that the fuel venting has been stopped, adjacent ATC units and control sectors should be informed that normal operations can be resumed.

2.3 The following details shall be entered in the daily log:

- call sign and type of aircraft;
- level;
- area;
- period of time and, if possible, amount of vented fuel;
- departure aerodrome, destination aerodrome and, if necessary, alternate aerodrome.

- 2.4 It must be expected that the pilot will request a "priority descent", if the aircraft is above FL 350. Furthermore, the pilot will reduce the speed to release pressure.
- 2.5 The fuel venting can be stopped by extending the in-flight refuelling probe (IFRP) while the aircraft is below 6000 ft GND. The aircraft shall be permitted to climb to 6000 ft GND or higher to further investigate the problem.
- 2.6 The aircraft must be at 6000 ft GND or higher and, in the case of controlled flights, must obtain the relevant clearance to climb from the appropriate air traffic control unit so that the pilot can retract the in-flight refuelling probe (IFRP) to check if the problem has been solved or, if necessary, to repeat the procedure.
- 2.7 If, in the case of uncontrolled flights, the incident is over before the appropriate air traffic control unit could be informed, the pilot shall make his report about initiating the procedures mentioned in items 2.2 and 2.3 as soon as possible after the incident.

### 3. Applicability

The present regulation shall apply with effect from 01 March 2011.

Yours faithfully



Frank Brenner  
Director Business Unit Control Centre



Michael Jung  
Head of ATM Operations

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