

# 1 TANKER AIR CARRIER

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## CONCURRENT FUEL AND RETARDANT LOADING, HOT LOADING PROCEDURES

Concurrent fueling and retardant loading or Hot Loading of the DC-10 air tanker is a safe, efficient means of servicing the aircraft. Prior to operating for the first time at any Tanker Base, the following procedure will be followed by 10 Tanker flight crew and maintenance personnel. Safety is always paramount, and if any representative of 10 Tanker feels these procedures cannot be performed with the highest degree of safety, loading and fueling must be performed separately.

1. Flight Crew will give complete safety briefing to Tanker Base Personnel to include, but not limited to the following:
  - Location of retardant loading ports.
  - Location of fueling receptacle.
  - Position of Fuel Truck while fueling.
  - Location of Grounding Lugs on Aircraft.
  - Location around A/C that loading personnel should/should not be.
  - APU/Engine Exhaust area.
  - Communication Plan.
  - Verify Location of fire extinguishers on ramp.
  - Personnel the Flight Crew can expect to see in close proximity of A/C.
  - Verify hearing protection will be worn by all ramp personnel while Hot Loading is taking place.
  - Answer any concerns or questions base personnel might have.
  
2. The procedures 10 Tanker flight crews and maintenance personnel adhere to during concurrent fueling/loading and Hot Loading are as follows:
  - Two-way communications between the flight crew and ground personnel must be established using the flight interphone or two-way radios before concurrent fuel/retardant loading or Hot Loading is commenced. Flight Crew must maintain listening watch on base/ramp frequency.
  - Qualified Crewmember will be seated at Second Officers panel to monitor fuel/retardant loading
  - Qualified pilot will be in one of the pilot seats during Hot Loading.
  - Qualified 10 Tanker Mechanic or Ground Representative will be on the headset or radio during fuel/retardant servicing.
  - The flight crewmember will advise ground representative when they are ready to commence servicing and terminate the operation if necessary in the interest of safety.
  - The mechanic/ground representative will advise the fuel and retardant crews to commence loading after conferring with the flight crew and terminate the operation if necessary in the interest of safety.

After fuel and retardant loading are completed, the mechanic/ground representative will coordinate with the flight crew for engine start after servicing equipment is clear.