AERO-FLITE, INC.

Simultaneous Aircraft Fueling and Retardant Loading Procedures

Fueling of any aircraft in its self is not hazardous, but caution should always be used because of static electricity dis-charge and spills. Loading retardant onto airtankers in its self is also not hazardous, but caution is needed because of aircraft equipment, other aircraft in the ramp movement area and spills making it slippery around equipment. If both of these operations are conducted at the same time, same aircraft then the risk of the operation has been elevated. But the risks now associated with simultaneous loading of fuel and retardant can be mitigated.

The following procedures will be adhered to with simultaneous fueling and retardant loading of Aero-Flite, Inc. Avro RJ85 airtankers. These procedures will be placed in the aircraft's Standard Operating Procedures (SOPs).

Procedures:

1. All flight crews and base personnel will be briefed and trained on simultaneous fueling and loading of airtanker before operations will proceed. Fueling personnel will have to be briefed prior to each operation because of inconsistent personnel operating fuel equipment. Aero-Flite, Inc. has prepared a Risk Assessment for Simultaneous fueling and retardant loading. The flight crew and associate Aero-Flite, Inc. ground crew will be briefed on this assessment before starting any Simultaneous operations.
2. The flight crew will request an agency ramp manager supervise the entire operation. The ramp manager has full authority to stop each operation at any time because of safety concerns.
3. If at anything, any personnel are unwilling to perform simultaneous fueling and loading of retardant, those operations will be performed separate.
4. A flight crew member or approved company ground support person must be outside and monitoring the operation for quality assurance and all safety procedures are adhered to.
5. All appropriate grounding procedure will be used to minimize static dis-charge. Loading pump pressure (pump speed) should be reduced to also minimize static dis-charge.
6. Minimum personnel should be in the fueling and retardant loading area to minimize congestion (tripping over loading hoses, fueling hoses, dead man wires and having better situational awareness of the personnel needed in the area).
7. Suggested that a cabin entrance be opened opposite of the fuel operation to assure of flumes in cabin.
8. There needs to be a communication link set between the fueling operation and loading of retardant personnel.
9. Because the retardant loading and fueling operation are on opposite sides of the aircraft, there should be no crossing of the centerline of the aircraft of personnel. This procedure will eliminate congestion and keep situational awareness at a maximum.

10. Caution must be used to minimize and spills in the fueling and loading area. If any spills are caused, immediate action is required to contain the spills and operations to stop until the situation is eliminated.
11. Once each operation is completed safely, each of the operations must remain on their side of the aircraft and not cross the centerline. This will allow the free movement of personnel and equipment safely. Aircraft flight crew member or associated ground support will inspect loading and fueling area for spills and assure all loading and fueling compartments are closed and secured.
12. Flight crew member or ground support crew will make contact with ramp manager to complete the operation and to get permission to proceed with next mission or operation.

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