



SIMULTANEOUS RETARDANT LOADING & FUELING SAFETY TRAINING

2019



Simultaneous Retardant Loading and Fueling

- ▣ Requirements
 - Neptune Aviation will provide a risk assessment submitted to the Contracting Officer and reviewed by the National Airtanker Program Manager and the Branch Chief , Aviation Safety.
 - The base plan will list the specific training requirements and base procedures.
 - Only trained personnel are permitted in the area.
 - Concurrence by the flight crew, base personnel and fuel vendor.
 - This procedure is for Retardant Loading and Fueling at the same time with main propulsion engines not running.

Simultaneous Loading and Fueling

This procedure is for “Loading retardant and fueling an airtanker at the same time”.

No fueling with main propulsion engines running.

Ramp Personnel Procedures

- Ensure a fire extinguisher is placed on the side of the aircraft where the fueling operations will be taking place.
- Park the LAT (Large Air Tanker) in the designated LAT parking area.
- Once the propulsion engines have powered off, wave the LAT ground personnel and loaders into the area.
- Do not permit any unnecessary personnel around the fueling or loading operations.

Ramp Personnel Procedures

- Wave the fuel truck to enter and begin fueling. Fueling can only be done on the right hand side.
- Ensure the fuel truck operator connects the bonding wire to the aircraft.
- Stand in a position to be able to watch both operations as well as see the crew in the cockpit.
- If a second Parking Tender (FWPT) is able to assist, have one of the Parking Tender watch the fueling while the other watches the cockpit and retardant loading.

Ramp Personnel Procedures

Issues and Mitigations

- If communications are lost between any of the functions while performing simultaneous loading and fueling cease both operations immediately.
 - Begin again once communications have been reestablished.

- If there is a fuel spill of any amount cease both operations immediately.
 - Clean up the spill immediately using the spill procedures outlined in the Base Ops Plan.
 - Begin loading when the fuel spill has been cleaned and the fueling operation is complete.

Ramp Personnel Procedures

Hazards

- ▣ The retardant loading hose was tested for static electricity discharge and was found to discharge little to no static electricity. Cell phones not in use produce more static electricity than the loading hose while loading.
- ▣ Only essential personnel around the aircraft during simultaneous loading and fueling.
 - Reduce the potential for static causing actions, such as wearing cotton to reduce the buildup of static electricity while working around these operations.

Loaders Procedures

- ▣ Loaders
 - Wait for the Parking Tender(FWPT) to signal that it is safe to enter to begin loading.
 - Wear static electricity resistant clothing.
 - Drag the hose out to the aircraft and connect to the aircraft.
 - Wait for the signal from the LAT ground crew to begin loading.
 - When the loading valve is closed catch any retardant in the bucket, disconnect and shut the door on the airtanker fill port.



Loaders Procedures

WARNING

If at anytime you smell fuel, stop loading immediately and wait for the fuel operation to be completed and the smell gone to begin loading. Tell the ground crew and the FWPT.

Neptune Procedures



- Flight and/or Ground crew will assist as safety person when a Fuel Truck approaches and/or backs into position to fuel.
- Ground crew will be conducting Post Flight Inspection of Aircraft.

- Flight and/or Ground Crew will be at the Aircraft prior to and when fueling is commencing.
- Flight and/or Ground Crews will confirm that the **Fuel Truck is bonded to the Aircraft.**

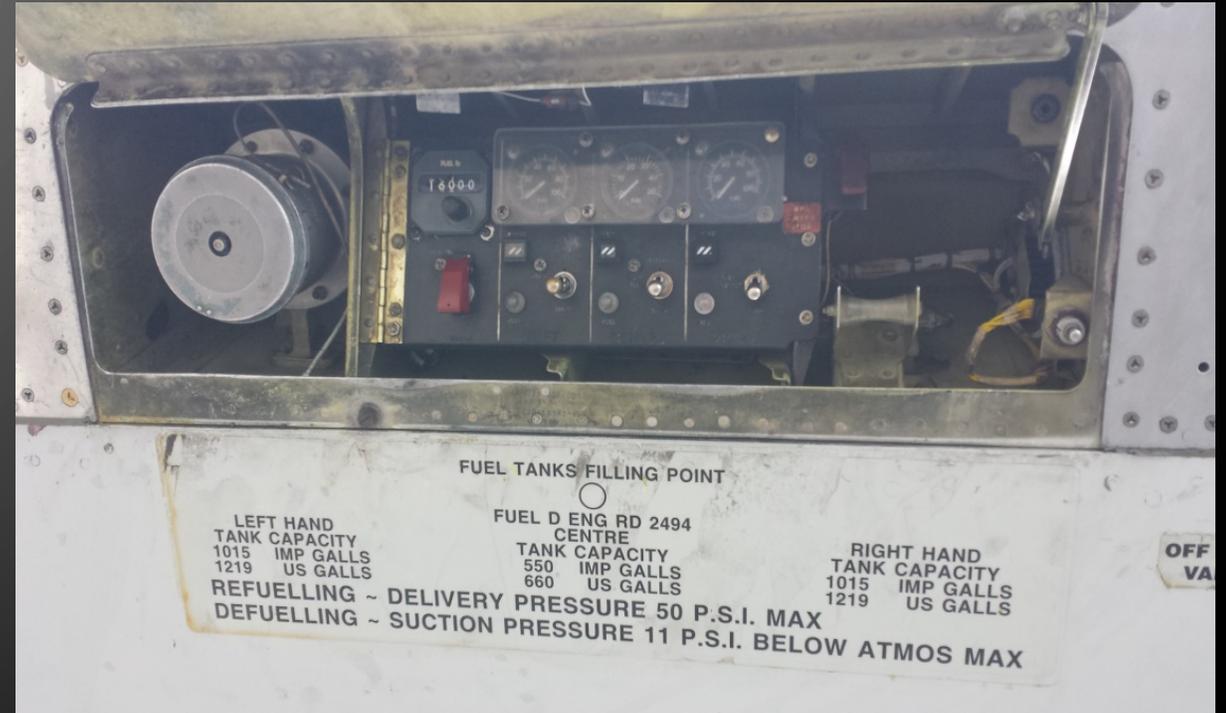


Neptune Procedures



- The Fuel Panel is on the Right Side of the Aircraft. Bottom side of wing.
- Retardant loading of may be conducted on the Right Side or Left Side of the Aircraft.

Neptune Preferred Method:
Fuel Truck is parked in front of the wing as viewed in the slide above.
If possible, Load and Fuel on same side.



Fuel Vendor

- ▣ Today's Single point fuel vendors all comply with FAA and NFPA rules for fueling Aircraft.
- ▣ Features include:
 - Fire Extinguishers
 - Bonding cable
 - Remote Shutoff



Fuel Vendor

- ▣ Fuel Vendors must receive annual training on a variety of topics which include Static Electricity Prevention, Remote Shut offs and Aircraft Safety.



Safety



It's a "Team effort" by everyone
Anyone Can halt this Operation

If *ANYONE* doesn't
like something or has
a question, the
operation is stopped
until the issue is
resolved.