

4.1.4 Post Flight

After shift completion, the crew will prepare the aircraft for subsequent flights. This will be accomplished through the completion of the Post Flight Checklist. The PIC will complete the flight log (or assure it is completed) and other appropriate paperwork and the SIC will insure the Post Flight checklist is completed.

At end of day aircraft will be disabled in accordance with contractual requirements, using the technique established by the Chief (and/or Supervisor) Pilot for the aircraft type. Aircraft will also be secured in accordance with 12-5 Security requirements.

4.1.5 End of Shift

The following items will be completed before leaving at the end of a shift:

- Assure any office/work area is tidy
- Complete paperwork (company and client)
- Scan and email Flight Logs and expense reports

4.2 Fuel and Retardant

4.2.1 Hot Loading:

Given the height of the engines above the ground, and the fact that the fueling port is at the forward side of the wing, **if approved by contracting agency**, the MD87 may be fuelled with engines running in accordance with the following: *(See also Risk Analysis, Appendix, Section 11 of this manual, prepared in accordance with sections 3.2 and 3.4 of Aero SMS)*

- One pilot must remain at controls, and monitor aircraft and loading from cockpit
- The crewmember outside will remain in visual contact with the pilot inside in order to enable a rapid shutdown of engine(s) if needed.
- Personnel performing the hot loading must be properly briefed on maintaining a safe distance from the inlet (leading edge of wing, or further) and exhaust of the aircraft, and to assure no loose clothing items are worn.
- Must adhere to the procedures shown below for Simultaneous loading;

4.2.2 Simultaneous Loading:

Fueling of the MD87 fire fighting aircraft is not inherently dangerous if properly done, but prudent attention is required due to the remote potential of static electricity discharge and spills. Retardant loading of the MD87 airtanker is a safe and routine operation but attention is needed because of aircraft, service equipment, and other congestion within the ramp movement area and possible spills contaminate the work zone making it slippery around equipment. Simultaneous loading operations of the aircraft may indicate elevated risk. However the risks associated with simultaneous loading of fuel and retardant can be mitigated.

Personnel taking part in the simultaneous retardant loading and fueling of airtankers will have read this plan and completed the training requirements set forth in it.

The following procedures are required when conducting simultaneous fueling and retardant loading of the Erickson Aero Tanker MD87 airtanker. These procedures will be placed in the aircraft's Dispatch book.

Procedures

- “Hot loading” (engine(s) running) shall not be conducted while also conducting simultaneous loading. (APU may be utilized)
- All flight crews and base personnel must be briefed and trained on these procedures before operations commence. Fueling personnel shall be briefed prior to each operation because of the varied personnel operating fuel equipment. Erickson Aero Tanker has prepared a Risk Assessment for simultaneous loading of fuel and retardant. The flight and/or maintenance crew for Erickson Aero Tanker will brief supporting ground crew on this assessment before conducting simultaneous loading operations.
- The flight crew will request an agency ramp manager supervise simultaneous or hot loading operations. The ramp manager has full authority to stop each operation at any time due to safety concerns.
- If anytime, any personnel are unwilling to perform simultaneous or hot loading, fueling and retardant loading operations will be performed independently (or without engine(s) running, as appropriate). Alternately, the ramp manager may designate appropriately trained, replacement personnel willing to conduct these operations when deemed safe.
- A flight crew member or appropriate company ground support person must be outside or in position to monitor these operations for adherence to safety procedures and quality assurance.
- Appropriate grounding procedures must be used to minimize static discharge potential. Pump loading pressure should be reduced to minimize static discharge.
- Area congestion should be reduced by using minimum personnel in the fueling and retardant loading area (tripping over retardant and fuel hoses, dead-man wires, and maintaining situational awareness of the personnel needed in the area).
- It is suggested that an aircraft cabin entry door be opened opposite of the fuel operation to reduce potential fumes and facilitate fresh air flow in the cabin.
- There must be a clear communication channel between the fueling, retardant, and cockpit personnel. Personnel must be able to interact through voice, line of sight, or hand and arm signals to indicate operation are being actively conducted.
- There should be no crossing or overlapping of fuel or retardant loading hoses. This procedure further reduces congestion and aids situational awareness.
- Caution must be used to minimize potential spills in the fueling and loading area. In the event of a spill, immediate action is required to contain the spill, and if hot loading engines shall be shut down. All loading shall immediately stop until the situation is corrected and safe operations are able to resume.
- For simultaneous loading, once operations are safely completed, each of the operations must remain on their side ramp area (no crossing of hoses). This will allow the free movement of personnel and equipment safely. Aircraft flight crew member or company ground support will inspect loading and fueling area for contamination. Flight or ground crew shall assure loading and fueling compartments/doors are closed and secure.