



SIMULTANEOUS RETARDANT AND FUEL LOADING OF THE MD87 FIRE FIGHTING TANKER

1. Introduction

Fueling of the MD87 fire fighting aircraft is not inherently dangerous but prudent attention is required due to the remote potential of static electricity discharge and spills. Retardant and fuel 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 contained herein.

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.

2. Procedures

1. All flight crews and base personnel must be briefed and trained on simultaneous fueling and loading of airtanker 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.
2. The flight crew will request an agency ramp manager supervise simultaneous loading operations. The ramp manager has full authority to stop each operation at any time due to safety concerns.
3. If anytime, any personnel are unwilling to perform simultaneous fueling and loading of retardant, fueling and retardant loading operations will be performed independently. Alternately, the ramp manager may designate appropriately trained, replacement personnel willing to conduct simultaneous operations when deemed safe.
4. A flight crew member or appropriate company ground support person must be outside or in position to monitor simultaneous operations for adherence to safety procedures and quality assurance.
5. A flight crew member must be at the controls in the cockpit.
6. Appropriate grounding procedures must be used to minimize static discharge potential. Pump loading pressure should be reduced to minimize static discharge.
7. 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).
8. 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.
9. There must be a clear communication channel between the fueling and retardant personnel. Personnel must be able to interact through voice, line of sight, or hand and arm signals to indicate operation are being actively conducted.
10. There should be no crossing or overlapping of fuel or retardant loading hoses. This procedure further reduces congestion and aids situational awareness.
11. 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. All loading shall immediately stop until the situation is corrected and safe operations are able to resume.
12. Once operations are safely completed, each of the ground support operators must remain on their side ramp area (no crossing of hoses). This will allow the free movement of personnel and equipment safely. An 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.

13. Flight or ground support crew will contact the ramp manager to complete simultaneous loading operations. Once complete, the crew will get permission to proceed with next mission or operation.

3. Risk Assessment

A risk assessment completed by Erickson Aero Tanker is provided for the MD87 airtanker that is approved for this procedure. The risk assessment is provided as part of this protocol to each Air Tanker Base.

4. Required Training

Personnel considered qualified in simultaneous retardant loading and fueling operations will have successfully completed the training in the procedures established in paragraph 2. Instruction in these procedures may be conducted by an appropriately qualified Erickson Aero Tanker flight crew member, maintenance personnel, or designated company representative. All Erickson Aero Tanker flight crew and maintenance personnel are qualified in these procedures. The following information will be included within the course of instruction offered to all personnel prior to conducting simultaneous loading and fueling operations:

- a. Review of the vendors risk assessment and safety procedures.
- b. Working knowledge of the discussion of hand signals for airtanker base ramp operations Appendix A of the IABOG.
- c. A thorough training of ramp operations with personnel prior to performing independently under actual fire situations.