

AIM 10-2-1(m) - Helicopter Rapid Refueling

m. Helicopter Rapid Refueling Procedures (HRR)

1. Background. Helicopter Rapid Refueling (HRR), engine(s)/rotors operating, can be conducted safely when utilizing trained personnel and observing safe practices. This recommended practice provides minimum guidance for HRR as outlined in National Fire Protection Association (NFPA) and industry practices. For detailed guidance, please refer to National Fire Protection Association (NFPA) Document 407, “Standard for Aircraft Fuel Servicing,” 1990 edition, including 1993 HRR Amendment.

NOTE– Certain operators prohibit HRR, or “hot refueling,” or may have specific procedures for certain aircraft or refueling locations. See the General Operations Manual and/or Operations Specifications to determine the applicable procedures or limitations.

2. Recommended Practices

(a) Only turbine–engine helicopters fueled with JET A or JET A–1 with fueling ports located below any engine exhausts may be fueled while an onboard engine(s) is (are) operating.

(b) Helicopter fueling while an onboard engine(s) is (are) operating should only be conducted under the following conditions:

(1) A properly certificated and current pilot is at the controls and a trained refueler attending the fuel nozzle during the entire fuel servicing process.

The pilot monitors the fuel quantity and signals the refueler when quantity is reached.

(2) No electrical storms (thunderstorms) are present within 10 nautical miles. Lightning can travel great distances beyond the actual thunderstorm.

(3) Passengers disembark the helicopter and move to a safe location prior to HRR operations. When the pilot–in–command deems it necessary for passenger safety that they remain onboard, passengers should be briefed on the evacuation route to follow to clear the area.

(4) Passengers not board or disembark during HRR operations nor should cargo be loaded or unloaded.

(5) Only designated personnel, trained in HRR operations should conduct HRR written authorization to include safe handling of the fuel and equipment. (See your Company Operations/Safety Manual for detailed instructions.)

(6) All doors, windows, and access points allowing entry to the interior of the helicopter that are adjacent to or in the immediate vicinity of the fuel inlet ports kept closed during HRR operations.

(7) Pilots ensure that appropriate electrical/electronic equipment is placed in standby–off position, to preclude the possibility of electrical discharge or other fire hazard, such as [i.e., weather radar is on standby and no radio transmissions are made (keying of the microphone/transmitter)].

Remember, in addition to communications radios, radio transmissions are also emitted by aircraft radar, transponders, radar altimeters, DME equipment, and ELTs.

(8) Smoking be prohibited in and around the helicopter during all HRR operations. The HRR procedures are critical and present

associated hazards requiring attention to detail regarding quality control, weather conditions, static electricity, bonding, and spill/fires potential.

Any activity associated with rotors turning (i.e.; refueling embarking/disembarking, loading/ unloading baggage/freight; etc.) personnel should only approach the aircraft when authorized to do so. Approach should be made via safe approach path/walkway or “arc” – **remain clear of all rotors.**