



HELICOPTER RAPID REFUELING PROCEDURES (HRR)

Background

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

Recommended Practices

1. Only turbine engine helicopters fueled with JET A or JET A-1 with fueling ports located below any exhausts be fueled while an onboard engine(s) is operating.
2. Helicopter fueling while an onboard engine(s) is operating should only be conducted under the following conditions:
 - a. An FAA or equivalent licensed helicopter 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.
 - b. Passengers be deboarded 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.
 - c. Passengers not board or disembark during HRR operations nor should cargo be loaded or unloaded.
 - d. 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.)
 - e. 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.
 - f. Pilots insure that appropriate electrical/electronic equipment is placed in standby-off position, to preclude the possibility of electrical discharge or other fire hazard [i.e., weather radar is on standby and no radio transmissions are made (keying of the mike)].
 - g. Smoking prohibited in and around the helicopter during all HRR operations.
3. The HRR procedures are critical and presents associated hazards **requiring** attention to detail regarding quality control, weather conditions, static electricity, bonding, and spill/fires potential.

4. 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.**

NOTE: Marine vessels, barges, MODU'S, etc. - vessel motion presents additional potential hazards to helicopter operations (blade flex; aircraft movement).

NOTE: See NFPA 407 for specifics regarding non-HRR (routine refueling operations).