

**15 DECEMBER 2000**



*Flying Operations*

**FORWARD AREA REFUELING POINT (FARP)  
OPERATIONS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, Aircraft Rules and Procedures. It establishes policy for supporting and performing aircraft Forward Area Refueling Point (FARP) operations. It defines responsibilities of MAJCOM staff functions and subordinate organizations in Air Education and Training Command (AETC), Air Force Special Operations Command (AFSOC), Air Mobility Command (AMC), and US Air Force Reserve units. This instruction does not apply to the Air National Guard. This publication requires the collection, maintenance or dissemination of information protected by Privacy Act of 1974. Privacy Act statement required by AFI 33-332, Air Force Privacy Act Program is on the Training Guide and Training Status Report. Authority is 37 U.S.C. 301a and Public Law 93-294. System of records number FO11 AF XO A applies. Maintain and dispose of all records created as a result of prescribed processes in accordance with AFMAN 37-139, Records Disposition Schedule.

This publication incorporates portions of AFSOC 55-12(J)/AMCR 55-5, 1 Jun 93, applicable to forward area refueling point operations.

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**1. General.** Units selected by their MAJCOM will certify aircrews and ground support personnel for FARP operations using the guidance in this instruction. Portions of AFSOCR 55-12(J)/AMCR 55-5, 1 Jun 93 have been incorporated into this instruction.

1.1. FARP operation is the overall mission to include the transfer of fuel. Hot refueling is the actual transfer of fuel from any aircraft fuel source with one or more engines operating. Hot refueling includes fuel transfer from internal aircraft fuel tanks, auxiliary tanks, or internally loaded fuel bladders, such as the Aerial Bulk Fuel Delivery System (ABFDS) with or without Alternate Capability Equipment (ACE). When the ABFDS is equipped with ACE, fuel transfer to another aircraft is possible. FARP operations are normally conducted at night in an austere environment. A comprehensive mission briefing and strict compliance of guidance and procedures will ensure an expeditious and safe refuel or defuel operation. The term FARP applies to all such operations with the following distinctions made for specific activities:

- 1.1.1. Tanker Operations. The act of providing fuel from a non-fixed source in a FARP environment.
  - 1.1.2. Receiver Operations. The act of receiving fuel from a non-fixed source in a FARP environment.
  - 1.1.3. ABFDS Operations. The act of providing fuel from the ABFDS fuel bladders to various receivers.
- 1.2. The following actions are mandatory prior to any type aircraft being employed in FARP operations:
- 1.2.1. A System Safety Engineering Analysis (SSEA) of the operation is performed by AFMC/SES in coordination with the MAJCOM safety office. Reference T.O. 00-25-172, *Ground Servicing and Static Grounding/Bonding*, and AFI 91-202, *The US Air Force Mishap Prevention Program*. AFMC/SES is the approval authority for SSEA reports.
  - 1.2.2. Technical data for performing these operations, including appropriate aircrew procedural checklists, are written, validated (validation often occurs in association with the SSEA), and published.
- 1.3. The following actions are mandatory prior to the employment of FARP operations by designated unit personnel:
- 1.3.1. The requirements of paragraph 1.2. are completed for designated unit aircraft type.
  - 1.3.2. Completion and certification of FARP site survey.
  - 1.3.3. MAJCOM certification of unit execution of required training using the MAJCOM or unit produced training program.
  - 1.3.4. MAJCOM certification of initial cadre personnel for FARP operations.
  - 1.3.5. Initial cadre certification of unit personnel performing the FARP.
- 1.4. Waiver authority for this instruction is MAJCOM/DO. The MAJCOM processing the waiver will coordinate with all participating MAJCOMs possessing aircraft involved in the FARP operation.

## 2. Responsibilities.

### 2.1. HQ AFSOC/DOX and HQ AMC/DOK:

- 2.1.1. Manage all FARP operations, including establishing procedures and developing checklists.
- 2.1.2. Establish a headquarters team to perform command certification of FARP training programs and initial cadre of personnel. The team chief will be a representative from HQ AFSOC/DOX or HQ AMC/DOK. Members include MAJCOM representatives from Operations, Logistics (Fuels) and Safety. Additional members are included at the discretion of the team chief.
- 2.1.3. Evaluate compliance with servicing checklist procedures, conduct inspections of fuel servicing equipment, review applicable support agreements and the unit's supplement to this instruction.
- 2.1.4. A unit is normally command certified only once. HQ AFSOC/DOX or HQ AMC/DOK will determine if recertification and/or additional training is required if different aircraft are received,

existing servicing procedures change drastically, a complete decertification of unit personnel occurs, or new servicing equipment is introduced.

2.1.5. Assist in accomplishing SSEAs and oversee implementation of recommendations.

2.1.6. Review FARP training program.

2.1.7. Periodically evaluate a units FARP capabilities during scheduled MAJCOM/NAF inspections and no-notice visits. HQ AFSOC/AMC personnel may be requested to augment the 19 AF/DO during scheduled inspections of AETC units. Inspection of other MAJCOM assigned units will not be accomplished without affected MAJCOM/DO approval.

2.1.8. Will approve all FARP site certifications. HQ AFSOC/DOXT will maintain the master listing of all approved FARP sites.

2.1.9. Identify, evaluate, and procure equipment to improve FARP operations in association with HQ AFSOC/XP.

2.1.10. Coordinate FARP operations with other MAJCOMs and services.

**NOTE:** Units conducting the FARP will be responsible for any cost for cleanup and taxiway/runway repair cost directly related to fuel spills as a result of their FARP operations.

2.2. HQ AFSOC/DOT and HQ AMC/DOK/DOT: Each MAJCOM approves its respective FARP training programs, develops and distributes classroom training material, and provides guidance for initial and continuation training in appropriate instructions.

2.3. HQ AFSOC/DOV, HQ AMC/DOK, HQ AETC/DOFV:

2.3.1. Review FARP training program.

2.3.2. Periodically evaluate units FARP capabilities utilizing Aircrew Standardization and Evaluation Visit (ASEV) and conduct no-notice visits. HQ AMC/DOK will coordinate ASEV observations with 21AF/DOV. HQ AFSOC/AMC personnel may be requested to augment the 19 AF/DO during scheduled inspections of AETC units.

2.4. HQ AFSOC/SE and HQ AMC/SE:

2.4.1. Request SSEA and coordinate accomplishment of the analysis with AFMC/SES.

2.4.2. Assist in accomplishing SSEAs and oversee implementation of recommendations.

2.4.3. Maintain a case file of SSEA reports.

2.4.4. Disseminate SSEA reports to HQ AFSOC/DOX, HQ AMC/DOK, and subordinate organizations as appropriate.

2.4.5. Assist in development and technical evaluations of fuel servicing procedures and support equipment in coordination with HQ AFSOC/LGSF.

2.4.6. Coordinate on training programs.

2.4.7. Forward SSEA related checklists to HQ AFMC/SES for HQ USAF approval.

2.4.8. Augment certification and inspection teams, when required.

2.5. HQ AFSOC/IG and HQ AMC/IG: Include FARP operations in inspection scenarios for appropriate units at MAJCOM discretion.

## 2.6. HQ AFSOC/LGSF:

- 2.6.1. Assist HQ AFSOC/DOX and HQ AMC/DOK in the management of all FARP operations, including establishing procedures, development of appropriate checklists, and FARP site survey approval.
- 2.6.2. Ensure command to command agreements are developed and updated periodically to cover all FARP requirements. Include at a minimum: personnel requirements, equipment inspections and maintenance, fuel support, and training requirements.
- 2.6.3. Develop, distribute, update, and monitor the training program and equipment for Hose Deployment Personnel (HDP).
- 2.6.4. Manage AFSC 2F0X1 HDP personnel positions that are AFSOC PEC coded to each host fuels flight for FARP activities.
- 2.6.5. Augment inspection teams and provide technical evaluation of equipment, checklists and training programs.
- 2.6.6. Serve as approval authority for deployment of AFSOC-owned equipment.
- 2.6.7. Develop FARP policy, training standards and requirements for HDPs.
- 2.6.8. Assist in development and technical evaluations of fuel servicing procedures and support equipment in coordination with HQ AFSOC/SE.

## 2.7. HQ AFSOC/LGT and HQ AMC/LGS/LGT:

- 2.7.1. Assist in the technical evaluation of new refueling equipment.
- 2.7.2. Coordinate with base Transportation Refueling Maintenance (RFM) activities to provide support for FARP equipment inspections and maintenance.
- 2.7.3. Serve as the command focal point for refueling equipment Material Deficiency Reports (MDR) and Quality Deficiency Reports (QDR).

## 2.8. HQ AFSOC/CE and HQ AMC/CEO:

- 2.8.1. Provide technical assistance for the certification of proposed FARP sites.
  - 2.8.1.1. Review AF Form 813, **Request for Environmental Impact Analysis** where a non-DoD facility is the FARP location.
- 2.8.2. Provide guidance for FARP fire protection requirements as prescribed in T.O. 00-25-172 and AFI 32-2001, *The Fire Protection and Operations Program*.

## 2.9. 720 STG:

- 2.9.1. Provide team members for FARP site surveys. ST team members will conduct FARP site surveys utilizing the criteria listed in paragraph 4.
- 2.9.2. Provide Air Traffic Control (ATC) services at FARP sites when conventional ATC services are not available. Every effort will be made to include ST in FARP operations. When ST is involved in FARP operations, they are in charge of all aircraft movement in and around the FARP site to include marshaling of aircraft, positioning and repositioning to and from their holding site and FARP points.

## 2.10. Wings/groups:

2.10.1. Supplement this instruction to outline local procedures, any additional precautions for FARP operations that are necessitated by local conditions, and responsibilities of each functional area providing support. Forward supplements to HQ AFSOC/DOXT/LGSF, HQ AMC/DOK and HQ AETC/DOVF/LGSF.

2.10.2. Establish an OPR for all FARP operations. The OPR must be actively involved in FARP operations. Inform HQ AFSOC/DOX and HQ AMC/DOK of assigned OPR.

2.10.3. Organize a base site certification team to perform permanent FARP site surveys. Prepare a support agreement or a Memorandum of Agreement (MOA) to address support requirements of the host base when required IAW AFI 25-201, *Support Agreements Procedures*. (See Attachment 11. [figure a11.4.](#))

2.10.4. Ensure a continuation training and certification program for unit personnel is established.

2.10.5. AMC Operations Group Special Operations (OGS) units will program and fund TDY expenses for fuels personnel supporting bilateral training operations.

## 2.11. Designated units:

2.11.1. Establish an OPR for FARP operations. The OPR must be actively involved in FARP operations. Inform wing/group of assigned OPR.

2.11.2. Maintain a continuation training and certification program for unit personnel.

2.11.3. Identify FARP site requirements and forward to wing/group OPR.

## 2.12. Fuels Personnel:

2.12.1. Fuels FARP team chiefs/managers will report personnel and equipment status to HQ AFSOC/LGSF as outlined below. Shortfalls will be reported to higher headquarters by after action report with recommended corrective actions to HQ AFSOC/LGSF.

2.12.2. AF Form 4132, **FARP Hose Deployment Personnel (HDP) Training Report**. Personnel and equipment training status of select fuels units used in Hot Refueling Operations. This form will be used to track personnel FARP training. Units will submit this report to HQ AFSOC/LGSF, semi-annually (1 Apr and 1 Oct). Unit FARP program manager will maintain the original/signature copy of AF Form 4132 for each of their units FARP team members and update as required. (RCS#HAF-ILS(A)9908).

2.12.2.1. Completion of AF Form 4132:

**NOTE:** Report copies of this form sent to HQ AFSOC/LGSF do not require signatures.

2.12.2.1.1. General Information: Blocks 1-2, Self-explanatory, Block 3, Type/Level of security clearance, Block 4 and 5, Official Passport Number and expiration date.

2.12.2.1.2. DOS Program Indoctrination: Block 1, Date person received DOS program in briefing, Block 2, Trainee signature, signifying they received the briefing, Block 3, Name of person who gave DOS in brief.

2.12.2.1.3. Required Prior to Phase I Training: Annotate training requirements required prior to initial Phase I training. Program manager will insure these training requirements are current as part of members annual Phase I training. Blocks #1-4 A, Self-explanatory,

Blocks #1-4 B, Self-explanatory.

2.12.2.1.4. Night Vision Goggle (NVG) Training: Block 1, Date training was accomplished; Block 2, Trainee signature, signifying that trainee has received the training; Block 3, Trainer signature, person who conducted training.

2.12.2.1.5. Required Training: Requirements prior to certification. Blocks #1 A-B, Date Life Support Equipment training was given and date next training is due; Blocks #2 A-B, Date ISO Prep card was completed and date of next review; Blocks #3 A-B, Date 9mm training was accomplished and date refresher training is due.

2.12.2.1.6. Phase I, Classroom Familiarization Training: Annotate initial Phase I training. Blocks 1-3, Self-explanatory.

2.12.2.1.7. Phase II, Hands on Training: Annotate initial Phase II training. Blocks 1-3, Self-explanatory.

2.12.2.1.8. Phase III, Training/Certification: Annotate initial Phase III training and program certification. Block 1, Date initial Phase III training accomplished; Blocks 2-3, Trainee and trainer signature; Block 4, Date of initial qualification; Block 5, Trainee signature, excepting program certification; Block 6, Signature of certifier. (Trainer and certifier can not be the same person.)

2.12.2.1.9. Annual, Phase I Training: Record annual Phase I training. Block 1-6, Identify how Phase I training was accomplished (e.g., sound on slide, computer-base training); Blocks A-B, Dates annual Phase I training accomplished, refresher training due.

2.12.2.1.10. Annual Currency Requirements: Record FARP currency dates. Block 1-6 A, Self-explanatory.

2.12.2.1.11. Additional Recurring Training: Record desirable training. Every effort will be made to obtain this training, but failure to receive training does not prevent certification or currency. Blocks A-B, Self-explanatory; Blocks 3-12, Provided for recurring or additional, local, or MAJCOM training requirements; REMARKS, Clarification of any information on this form.

2.12.3. AF Form 4133, **FARP Equipment Inventory Listing**. Hot refueling equipment status. Type, quantity, in-commission rate, number on hand and on order. FARP units will submit this report to HQ AFSOC/LGSF semi-annually (1 Apr and 1 Oct). (RCS#HAF-ILS(A)9907).

2.12.3.1. Completion of AF Form 4133:

2.12.3.1.1. Blocks #1-5, Self-explanatory.

2.12.3.1.2. Itemized Equipment Listing: Blocks #6-31 A, Quantity/amount of equipment item required by unit mission; Blocks #6-31 B, Quantity/amount of equipment item in-service; Blocks #6-31 C, Quantity/amount of equipment item requiring repairs; Blocks #6-31 D, Quantity/amount of equipment item on order.

2.12.3.1.3. Additional Information: Spaces provided for addition equipment items not included in section II.

2.12.3.1.4. Itemized Equipment Listing. To be used the same as section II, blocks #6-31 A-D.

2.12.3.1.5. Remarks: Self-explanatory.

2.12.4. AF Form 4134, **Forward Area Refueling Point (FARP) Budget Requirement**. Summarized report of budget requirements, equipment maintenance, TDY's, Pro Gear, and other miscellaneous items. AFSOC units will submit this report annually to Wing or Group Resources Advisers and courtesy copy HQ AFSOC/LGSF. AMC units will submit this report directly to HQ AFSOC/LGSF annually (1 Apr). (RCS#HAF-ILS(A)9906).

2.12.4.1. Completion of AF Form 4134:

2.12.4.1.1. General Information: Blocks #1-5 A-B, Self-explanatory; Block #6 A, Total dollar amount from section II, Blocks 4 A-F; Block #7 A, Total dollar amount from section III, Blocks 4 A-G; Block #8 A, Total dollar amount from section IV, Blocks 2 A-D; Block #9 A, Total dollar amount from section V, Blocks 2 A-H; Block #10 A, Total dollar amount from section VI, Blocks 2 A-H; Block #11 A, Quarterly break down of dollar amount from section I, Block 5 B.

2.12.4.1.2. FAM CART Maintenance: Itemized break down of projected FAM cart maintenance. Blocks #1 A-F, Name/description of items required for FAM cart maintenance. Blocks #2 A-F, National stock number or part number if applicable. Blocks #3 A-F, Quantity/amount of item required and unit of issue. Blocks #4 A-F, Total projected dollar amount for items on each line.

2.12.4.1.3. FARP Related Items: Itemized break down of projected FARP related equipment items. Blocks #1 A-G, Name/description of required FARP equipment items. Blocks #2 A-G, National stock number or part number if applicable. Blocks #3 A-G, Quantity/amount of item required and unit of issue. Blocks #4 A-G, Total projected dollar amount for items on each line.

2.12.4.1.4. TDY: Itemized break down of projected personnel attending ATHRS, ABFDS, or other FARP required schools. Blocks #1 A-D, Course title and brief justification. Blocks #2 A-D, Total projected dollar amount of TDY's in Block #1.

2.12.4.1.5. PRO Gear: Itemized break down of projected personnel gear replacement. Blocks #1 A-H, Name/description of required FARP equipment items. Blocks #2 A-H, Total projected dollar amount for items on each line.

2.12.4.1.6. Miscellaneous Items: Itemized break down of projected FARP related miscellaneous item replacement. Blocks #1 A-H, Name/description of required items. Blocks #2 A-H, Total projected dollar amount for items on each line.

2.12.5. For equipment assigned a national stock number (NSN), report deficiencies according to T.O. 00-35D-54. For equipment not assigned an NSN, forward information of the deficiency to HQ AFSOC/LGSF/LGT.

2.12.6. Ensure compliance with AFI 23-201, *Fuels Management*.

**3. FARP SITE CERTIFICATION.** Sites fall into two categories: permanent and temporary. Both sites require certification prior to FARP operations.

3.1. Permanent Sites. An on-scene FARP site survey will be accomplished by MAJCOM /wing/group. A FARP site certification team will select and certify the proposed site.

3.1.1. The permanent site certification team will consists of the following:

3.1.1.1. A loadmaster (C-130/C-5/C-17) or flight engineer (C-141/C-5) with extensive knowledge of FARP operations and procedures.

3.1.1.2. A safety member from the unit or host safety office familiar with refueling safety requirements and aircraft taxi operations.

3.1.1.3. A FARP qualified fuels member knowledgeable of requirements and equipment.

3.1.1.4. A member from the host airfield management office, familiar with aircraft ramp requirements, airfield safety, and clearance criteria.

3.1.1.5. A representative from the host Environmental Management Office that is familiar with local environmental requirements and concerns.

3.1.1.6. A host fire chief or senior fire representative familiar with aircraft crash, rescue and fuel servicing fire protection requirements.

3.1.1.7. ST FARP Surveyor.

3.2. Temporary Sites. Temporary sites allow certification and use for specific exercises and bare base operations. Temporary sites used more than twice in a one year period become recurring sites and require permanent certification according to paragraph **3.1**.

3.2.1. Temporary sites anticipated for recurring use to support unilateral/bilateral/multilateral training will be certified IAW permanent site certification procedures. Recurring use of the site for subsequent exercises will require recertification prior to each use. Recertification of previously certified temporary sites will be accomplished by annotating the date of recertification, exercise name, inclusive dates of use, ST surveyor, reviewer and approval authority signature on a memorandum for record (MFR). Attach MFR to the front of AF Form 4066, **Forward Area Refueling Point (FARP) Site Survey**.

3.2.2. Unit requesting a FARP survey will perform the initial coordination with the airfield manager before the site survey team departs on the survey. Exercise planners will ensure that proposed FARP sites are certified prior to start of exercise.

3.2.3. Forward site surveys to HQ AFSOC/DOXT or HQ AMC/DOK, (as appropriate) for approval of temporary site certifications. HQ AFSOC/DOXT will maintain a copy of the completed survey package.

**EXCEPTION:** For short notice exercises and contingencies, AVTEG, and 66 AOS may authorize the use of temporary FARP sites surveyed IAW this AFI and T.O.00-25-172 by 720 STG or their subordinate units.

3.2.4. The temporary site certification team will consist of the following:

3.2.4.1. ST FARP surveyor and a loadmaster (C-130/C-5/C-17) or flight engineer (C-141/C-5) with extensive knowledge of FARP operations.

3.2.4.2. The survey team will coordinate with the airfield manager or their designated representative for site survey requirements.

3.2.4.3. The survey team will coordinate with the host fire chief or senior fire department representative familiar with aircraft crash, rescue and fuel servicing fire protection requirements.

**4. Certification Criteria.** Consider the following criteria when conducting FARP site certification:

4.1. Minimum distance between tanker/receiver aircraft and aircraft parking areas, buildings, and mass refueling/unit parking area is 200 feet as prescribed in T.O. 00-25-172, table 4-2. (See Attachment 3.)

4.2. Distance between refueling aircraft and taxiing aircraft is 50 feet; however, part of any aircraft may pass within 50 feet of a FARP operation as long as the operating engines of the taxiing aircraft do not penetrate the 50-foot criteria as prescribed in T.O. 00-25-172, table 4-2 (see [attachment 3](#))

4.3. FARP layout:

4.3.1. Minimum distance between tanker Single Point Refueling (SPR) and receiver SPR will be 300 feet, IAW T.O. 00-25-172. (See [attachment 3](#))

4.3.2. Minimum distance between refueling points is 200 feet (exception: minimum distance between refueling points when refueling C-141 and C-130 receiver aircraft will be 400 feet). (See [attachment 3](#) and [attachment 8](#))

4.3.3. Make every effort to position C-130 tanker aircraft 45 degrees off centerline. This should reduce prop blast sustained by the Hot Refueling Supervisor (HRS), HDPs and receiver aircraft. (See [attachment 6](#))

4.3.4. Make every effort to position Forward Area Manifold (FAM) cart and refueling points on hard surface. Mission scenario and FARP site location will dictate placement of FAM cart and refueling points.

4.3.5. Certify site for the largest type tanker aircraft and the maximum number of refueling points the site can support. Consider the length, width and weight bearing capacity of runway and FARP site.

4.3.6. Ensure area will allow spilled fuel to drain away from the aircraft and FARP equipment. Spilled fuel will not be allowed to drain into a stream, river, or drainage ditch. Servicing within 120-feet of drainage ditches/low lying areas and pressurized fuel servicing components should be avoided due to explosive fuel vapor accumulation. (See [attachment 3](#))

4.4. Environmental Impact Analysis:

4.4.1. Permanent Site Certification.

4.4.1.1. CONUS Sites. Send AF Form 813 or sister service equivalent, to the installation environmental planning function as early in the site selection process as possible.

4.4.1.2. Overseas Sites. Complete AF Form 813 or host country equivalent. Reference Foreign Guidance Standards, Status of Forces Agreement, treaties and/or Overseas Baseline Guidance Document in completing the AF Form 813. At a minimum the airfield manager will certify using a MOA that all local environmental standards and criteria have been met. Include MOA with package.

4.4.2. Temporary Site Certification. The airfield manager will confirm that all local environmental standards and criteria have been met. Exercise sponsor is responsible for ensuring that the environmental impact analysis has been completed.

4.5. Emergency Egress and Reassemble Area. Ensure both tanker and receiver aircraft have a minimum unobstructed egress distance of 1,000 feet to taxi from the FARP site in the event of an emer-

gency. Rotary wing aircraft may have a flyaway egress route in lieu of taxi distance. If the distance is less than 1,000 feet or egress area is obstructed, tanker/receiver aircraft will perform FARP in a cold environment only.

4.6. Type surface (concrete, asphalt, clay, grass, dirt, etc.).

4.7. Obstacles and hazards within the vicinity of the FARP site.

4.8. Fire and crash coverage. Ensure vehicle and equipment availability for largest aircraft using the site. Ensure fuel spill response capability to include HAZMAT response. A Crash Fire Rescue (CFR) vehicle will be on scene prior to commencing FARP operations. The CFR vehicle will be positioned in clear view of the FARP operation to monitor visual signals from FARP team members and if possible, maintain radio contact with the ST controller, tanker/receiver aircraft, or tower.

4.8.1. When performing FARP operations, position a fire extinguisher, minimum of one 20-pound dry chemical or equivalent, in the immediate vicinity of the tanker SPR panel, at each receiver point, and at the FAM cart, when used. Use a 150-pound flightline Halon 1211 (or equivalent agent) in lieu of the 20-pound fire extinguisher, if a fuel truck is used. Position the fire extinguisher between the fuel vehicle and the aircraft refueling panel.

4.8.2. For exercises and contingencies, if a CFR vehicle cannot be provided, as a minimum position one 20-pound dry chemical fire extinguisher or equivalent at the tanker SPR, each receiver point, and the FAM cart, if used.

4.8.3. When the site specific contingency plan is implemented follow AFI 32-4001, Chapter 4, *Disaster Preparedness Planning and Operations*, and AFI 32-4002, Chapter 5, *Hazardous Material Emergency Planning and Response Program*.

**5. FARP Site Survey Package.** The survey package will consist of the following items:

5.1. FARP site survey approval letter from wing/group to HQ AFSOC/DOX or HQ AMC/DOK (Not required for temporary FARP site surveys). (See paragraph 8. and figure a11.1.)

5.2. Tab 1. AF Form 4066, FARP Site Survey.

5.3. Tab 2. Drawings of FARP site(s) depicting aircraft parking and refueling points, clearances, holding areas, egress, obstacles, etc. to include suggested Crash Fire Rescue position. Attach photographs if available. (See figure a11.2. and figure a11.3.)

5.4. Tab 3. Support agreement or MOA to address host base support requirements (Not required for temporary FARP site surveys). (See figure a11.4.)

5.5. Tab 4. AF Form 813. Temporary FARP site surveys refer to paragraph 4.4.2.

5.6. Tab 5. Appropriate Landing Zone Survey. Required for unpublished airfields.

**6. Sister Services' FARP Sites.** FARP sites that have been surveyed and certified by a Sister Service do not require additional certification. Their local procedures will apply as long as they meet area size, emergency egress and reassemble criteria in this instruction. If the existing sister service survey does not meet paragraph 4. criteria, do not use the site for FARP operations. Forward a copy of the survey and local procedures to HQ AFSOC/DOXT for review and inclusion in the master survey listing.

**7. FARP At Other Than United States-Controlled Sites.** When FARP operations are proposed for sites that are under other than US military control, the survey will meet the criteria listed in paragraph 4. prior to use.

7.1. The appropriate host country military counterparts will approve the site for use during FARP operations.

7.2. The appropriate host country military counterparts are requested to assist in the site certification.

**8. FARP Site Survey Approval Letter:**

8.1. List FARP site survey team members to include: name, rank, duty title, unit and telephone number.

8.2. Unit performing FARP site survey.

8.3. Name of site, date survey completed and location of the airfield or landing zone.

8.4. Request for approval by HQ AFSOC/DOX or HQ AMC/DOK.

**9. Completion of AF FORM 4066:**

9.1. Block 1. Enter appropriate name of FARP site. Multiple sites located on one airfield will be certified separately.

9.2. Block 2. Enter location of FARP site. List airfield location.

9.3. Block 3. Mark whether site is a permanent or temporary site.

9.4. Block 4. Enter date ST surveyed location.

9.5. Block 5. Enter full name and grade of ST surveyor.

9.6. Block 6. Enter DSN, commercial (COM) and FAX phone number of ST surveyor.

9.7. Block 7. Enter unit of ST surveyor.

9.8. Block 8. Enter unit location of ST conducting survey.

9.9. Block 9. Signature of ST surveyor.

9.10. Block 10. Enter date of review. Reviewer must be a loadmaster (C-130/C-5/C-17) or flight engineer (C-141/C-5) with extensive knowledge of FARP operations.

9.11. Block 11. Enter full name and grade of reviewer.

9.12. Block 12. Enter DSN, COM and FAX phone number of reviewer.

9.13. Block 13. Enter unit of reviewer.

9.14. Block 14. Enter unit location of reviewer.

9.15. Block 15. Signature of reviewer.

9.16. Block 16. Enter date of approval.

9.17. Block 17. Enter full name and grade of approval authority (refer to paragraph 2.1.8. for permanent sites and paragraph 3.2.3. for temporary site approval authority).

9.18. Block 18. Enter DSN, COM and FAX phone number of approval authority.

- 9.19. Block 19. Enter unit of approval authority.
- 9.20. Block 20. Enter unit location of approval authority.
- 9.21. Block 21. Signature of approval authority.
- 9.22. Block 22. Enter POC, location, and frequency of range control facility.
- 9.23. Block 23. Enter DSN, COM and FAX phone number of range control facility.
- 9.24. Block 24. Enter POC and location for airfield management at FARP site location.
- 9.25. Block 25. Enter DSN, COM and FAX phone number of airfield management POC.
- 9.26. Block 26. Enter POC and location for CFR at FARP site location.
- 9.27. Block 27. Enter DSN, COM and FAX phone number of CFR POC.
- 9.28. Block 28. Enter POC and location for environmental matters at FARP site location.
- 9.29. Block 29. Enter DSN, COM and FAX phone number for environmental POC.
- 9.30. Block 30. Annotate the following in items 30.A. - 30.L.
  - 9.30.1. Item 30.A. Enter FARP site location on airfield.
  - 9.30.2. Item 30.B. Enter FARP site surface (concrete, asphalt, clay, grass, dirt, etc.).
  - 9.30.3. Item 30.C. Enter all tanker aircraft certified for FARP site location.
  - 9.30.4. Item 30.D. Enter all receiver aircraft certified for FARP location to include fixed and rotary wing aircraft.
  - 9.30.5. Item 30.E. Enter total number of refueling points certified for FARP site.
  - 9.30.6. Item 30.F. Enter the position of the tanker and marshalling instructions.
  - 9.30.7. Item 30.G. Enter the position of the receiver(s), marshalling and laager instructions. Address both right and left hand receivers, if required.
  - 9.30.8. Item 30.H. Enter emergency egress instructions for both tanker and receiver aircraft.
  - 9.30.9. Item 30.I. State whether environmental impact analysis has been completed and whether it is attached or on file with airfield management/range control.
  - 9.30.10. Item 30.J. List all obstacles and hazards in the vicinity of the FARP.
  - 9.30.11. Item 30.K. Indicate location of CFR and notification procedures to be used in the event of a ground emergency.
  - 9.30.12. Item 30.L. List any additional pertinent information (e.g., fuel spill procedures to include containment, liability phrase, munitions transload, risk assessment, FARP site survey team members).

## **10. Personnel Required to Conduct FARP Operations.**

- 10.1. All fixed wing aircraft, when acting as the tanker, require the following personnel: pilot, copilot, flight engineer (if normal crew complement), HRS, Panel Operator (PO), and one HDP for each refueling point.

10.2. All fixed wing aircraft, when acting as the receiver, require the following personnel: pilot, copilot, flight engineer (if normal crew complement), and PO. When receiving fuel from other than tanker aircraft, the receiver will provide the HRS.

## **11. FARP Training.**

11.1. Provide initial and continuation training in accordance with AFI 23-201 (HDPs only), 11-series instructions and applicable MAJCOM training guides. These training programs apply to all personnel involved in the operation except ST.

11.1.1. Initial/continuation training of FARP personnel is conducted jointly by operations/fuels instructors in three distinct phases. HDPs will receive training in conjunction with aircrew training.

11.2. The MAJCOM certification team will conduct an initial certification of a units FARP program and initial cadre instructors. Areas to be certified will include classroom familiarization training, hands on training which simulates FARP by performing all tasks without aircraft engines running, and an actual FARP operations.

11.3. FARP Qualification Training.

11.3.1. Phase I, Classroom Training. An instructor will review applicable technical data, procedures, and guidance with trainees to familiarize them with the FARP process and any special equipment required. Ensure safety requirements, emergency procedures, and equipment inspections are stressed. All personnel involved in FARP operations will complete this training as a minimum.

11.3.2. Phase II, Hands On Training. This phase applies the information learned in Phase I and progresses to the level of in-depth knowledge and proficiency in all facets of FARP, including proper operation, preventive maintenance, and emergency procedures. This training simulates FARP operations by performing all tasks without aircraft engine(s) running to include pressurizing fuel hoses. A day and night iteration is required. Phase II training is required for pilots, C-130/C-5/C-17 loadmasters, C-130/C-141/C-5 flight engineers and HDPs.

11.3.3. Phase III, Certification. This phase consists of an actual demonstration of FARP under the supervision of an instructor. Tanker and receiver aircraft engines (except C-5 aircraft) must be running and fuel transfer accomplished. A day and night iteration is required for C-130/C-5/C-17 loadmasters, C-130/C-141/C-5 flight engineers and HDPs. NOTE: The day iteration may be waived by the instructor based on student proficiency.

11.4. Document completion of training and certification in the individual flight evaluation folder or AF Form 4132, HDP Training Report and enter it into AFORMS, if applicable.

11.5. FARP Continuation Training.

11.5.1. Semi-annual currency.

11.5.1.1. Aircrew member's currency will be IAW MAJCOM Directives.

11.5.1.2. HDPs' currency will be IAW AFI 23-201, chapter 9.

11.5.2. Annual Refresher Training IAW MAJCOM Directives.

11.5.3. Non-current personnel will complete Phase I and Phase III training to regain currency.

11.5.4. FARP qualified aircrew members are qualified to dispense/receive fuel to/from Forward Area Refueling Equipment (FARE).

**12. Aircraft Fuel Servicing Procedures.** Personnel performing these operations will have a thorough knowledge of T.O. 00-25-172, specifically section II (Electrostatic Hazards), section III (Bonding), and section VII (Combat or Contingency Operations). FARP personnel operating refueling equipment during blacked-out operations must be Night Vision Goggle (NVG) qualified.

12.1. System Safety Engineering Analysis (SSEA) Reports. Policy and procedural information is incorporated in technical orders, regulations, instructions, manuals, and training programs by the MAJCOM.

12.2. Joint MAJCOM Involvement. When FARP operations involve resources of more than one command, the approval of each affected MAJCOM is required. This requirement is not applicable to joint refueling operations involving only AETC, AFSOC, and AMC units. Furnish a copy of each MAJCOM approval to HQ AFSOC/DOX/LGSF and HQ AMC/DOK.

12.3. C-141/C-5 Aircraft. The decision to FARP with engines running will be dictated by mission tasking and threat levels. Engines-running FARP will provide a quick response to threat conditions should an immediate evacuation of the FARP site be necessary.

12.3.1. Under no circumstances will refueling be accomplished behind or in front of operating engines or in a position that will impede the forward movement of the aircraft in the event of a ground emergency.

### **13. FARP Equipment.**

13.1. Refueling equipment for FARP operations must be properly maintained to ensure its reliability. The expertise for maintaining, inspecting, and storing this equipment is available from two base functions: the Fuels Management Flight and the Transportation Refueling Maintenance Flight (RFM). Inspect, store, and maintain fuels servicing equipment IAW T.O. 37A9-7-2-1, *Operation Maintenance & Illustrated Parts Breakdown FAM Cart* and other applicable regulations and technical orders.

13.2. The Fuels Management FARP Team is responsible for inspecting, maintaining, and storing FARP equipment. FARP equipment will be stored IAW AFI 23-201 and T.O. 37A9-7-2-1. Fuels management team members will prepare/maintain FARP equipment in a ready to deploy posture.

13.3. The unit FARP Team will provide a spill containment kit capable of containing/absorbing 25 gallons of fuel. The team will provide spill containment kit(s) capable of containing/absorbing 50 gallons of fuel if accomplishing a dual SPR operation on C-5 aircraft.

**NOTE:** Units conducting the FARP will be responsible for any cost for cleanup and taxiway/runway repair cost directly related to fuel spills as a results of their FARP operations.

13.4. The RFM and Fuels Management Flight are responsible for periodic inspection/maintenance of the FAM cart and hydrostatic testing of the servicing hoses, IAW T.O. 37A-1-101, *General Instructions, Fuel, Water and Lubricant Dispensing Equipment* and T.O. 37A9-7-2-1.

13.5. Use only approved equipment specified in T.O. 00-25-172 and T.O. 37A9-7-2-1 for FARP operations. Attachment 2. lists all required equipment to establish a one, two, or three-point FARP site. Tasked units will deploy with all equipment listed in [attachment 2.](#), deployment list column. Devia-

tions require MAJCOM approval. Report equipment malfunction or damage to HQ AFSOC/LGSF and appropriate MAJCOM function.

#### 14. Extra Equipment and Clothing.

14.1. The wear of Gortex is authorized for aircraft servicing with JP-5/8/10, Jet-A, and diesel fuel (including mixed fuel criteria). Personnel will not wear Gortex within 50-feet when servicing aircraft with JP-4 or ground servicing with MOGAS.

14.2. All personnel performing PO, HRS, and HDP duties will have the following equipment/clothing:

14.2.1. Spare Nomex flight gloves.

14.2.2. Extra flight suit/complete change of clothes (including flight boots).

14.2.3. NVGs with spare battery on your person (as required).

14.2.4. Dust goggles (as required).

14.2.5. Survival vest (as required).

14.2.6. Overt/infrared (IR) Chemlights (as required).

14.2.7. Full water container to be carried on each person (e.g., canteen, camel back).

14.2.8. IR compatible flashlight (as required).

14.2.9. Sealable water and fuel resistant garment bag to store fuel-soaked clothing.

14.3. Suggested additional items:

14.3.1. Towel.

14.3.2. Eye drops.

14.3.3. Lotion.

14.3.4. Extra large Ziplock bags.

**NOTE:** Contact of fuel to human skin causes minor burns, irritation and loss of body oils. Immediately, remove all fuel soaked clothing and wash effected areas thoroughly. Put clean clothing on and seal fuel soaked clothes in a plastic bag. Clothing splashed or soaked with fuel will not be worn on aircraft due to combustion and fume hazard.

#### 15. Marshalling Requirements.

15.1. USAF marshallers will be qualified IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. HDPs will not be used to marshal aircraft.

15.2. ST will marshal and control all aircraft movement into and out of the FARP site.

15.3. If ST is not available, all aircraft are responsible for self-marshalling into and out of the FARP site.

15.3.1. All helicopters will land prior to the FARP site and deplane a crewmember to marshal helicopter to the designated refueling point. (An operational refueling point is identified by an IR chemlight placed on the water container at the refueling point).

15.3.1.1. If helicopters equipped with skids are to be refueled or terrain features do not allow for landing just prior to the FARP site, they will hover taxi to the designated refueling point.

15.3.1.2. If helicopters with limited crew complement are to be refueled, they will self-marsh to the designated refueling point.

15.3.2. Each helicopter should be marshalled/self-marshalled into position so that its refueling receptacle is 25 feet from the IR chemlight placed on the water container.

15.3.3. Each fixed-wing receiver aircraft should be marshalled into a position so that its refueling receptacle is 50 feet from the IR chemlight placed on the water container.

15.4. Aircraft commanders must ensure marshalling procedures are briefed between the tanker and receiver aircraft prior to FARP operations.

15.5. These procedures must be strictly adhered to at all times, ensuring all safety requirements are met.

**16. Forms Prescribed . AF Form 4066, Forward Area Refueling Point (FARP) Site Survey, AF Form 4132, FARP Hose Deployment Personnel (HDP) Training Report, AF Form 4133, FARP Equipment Inventory Listing, AF Form 4134, Forward Area Refueling Point (FARP) Budget Requirements.**

ROBERT H. FOGLESONG, Lt General, USAF  
DCS/Air & Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-218, Aircraft Operation and Movement on the Ground  
AFI 23-201, Fuels Management  
AFI 25-201, Support Agreements Procedures  
AFI 32-2001, The Fire Protection and Operations Program  
AFI 32-4001, Disaster Preparedness Planning and Operations  
AFI 32-4002, Hazardous Material Emergency Planning and Response Program  
AFI 33-332, Air Force Privacy Act Program  
AFI 91-202, The US Air Force Mishap Prevention Program  
AFMAN 37-139, Records Disposition Schedule  
AFPD 11-2, Aircraft Rules and Procedures  
T.O. 00-25-172, Ground Servicing and Static Grounding/Bonding  
T.O. 37A-1-101, General Instructions, Fuels, Water and Lubricant Dispensing Equipment  
T.O. 37A9-7-2-1, Operations Maintenance & Illustrated Parts Breakdown FAM Cart

***Abbreviations and Acronyms***

**ABFDS**—Aerial Bulk Fuel Delivery System  
**ACE**—Alternate Capability Equipment  
**CFR**—Crash Fire Rescue  
**Chem Light**—A non-toxic, non-heat producing chemical light source  
**Cold FARP**—Aircraft engines not running (to include GTC/APU)  
**Dry Break**—Connection between equipment in which minimal fuel loss occurs when disconnected  
**FAM**—Forward Area Manifold. A cart designed to serve as a fuel distribution center and auxiliary pump  
**FARE**—Forward Area Refueling Equipment  
**FARP**—Forward Area Refueling Point  
**FARP Site**—The location/area where the refueling occurs  
**FSSZ**—Fuel Servicing Safety Zone. Area within 50 feet of a pressurized fuel servicing component and 25 feet around fuel vent outlets of aircraft  
**HAZMAT**—Hazardous Material  
**HDP**—Hose Deployment Personnel

**HRS**—Hot Refueling Supervisor

**IAW**—In Accordance With

**LZ**—Landing Zone

**MOA**—Memorandum of Agreement

**NVG**—Night Vision Goggles

**PO**—Panel Operator

**RFM**—Refueling Maintenance Flight

**SOF**—Special Operations Force

**SPR**—Single Point Refueling

**SSEA**—System Safety Engineering Analysis

**ST**—Special Tactics

## Attachment 2

## MINIMUM EQUIPMENT LISTS

Table A2.1. Minimum Equipment List.

Item	Deployment Equipment List	Three Point	Two Point	One Point
FAM Cart	1	1	1	1
Single Point Refueling Nozzle	*6	*5	*4	*3
Light Weight Discharge Hose 100' X 2"	10	10	7	4
Suction Hose Assembly 10' X 2"	*2	*2	*2	*2
Overwing Refueling Nozzle (small)	4	4	3	2
Overwing Refueling Nozzle (large)(Note 2)	4	4	3	2
Cross Assembly ("X" Fitting)	2	2	-	-
"Y" Assembly (Note 3)	2	2	2	2
"T" Assembly	2	-	2	-
50 GPM Electric Pump	1	1	1	1
5 - Gallon Water Can	5	5	4	3
Fire Extinguisher (20-pound dry chemical or equivalent)	5	5	4	3
220' Interphone cord	2	2	2	2
Squeegees	2	2	2	2
OHM Meter	1	1	1	1
Fuel Truck "Unisex" Adapter	1	-	-	-
Hose Strap Assembly	10	-	-	-
Spill Kit	1	1	1	1
Repair/Tool Kit	1	1	1	1

**NOTES:**

1. FARP package consists of all equipment in quantities specified in deployment list column and three HDPs. Once deployed to the FOB, the FARP package may be broken down to support one or two point FARPs.
  2. Required only for support of Puma, Wessex, Hind and Hip aircraft.
  3. Required for C-141 operations only.
  4. C-5 six point FARP requires two deployment packages.
  5. See [attachment 4](#) through [attachment 10](#) for typical refueling point diagrams.
- \* One additional Single Point Refueling Nozzle and 10' X 2" hose required for C-141 operations.

## Attachment 3

## FARP SITE SURVEY DISTANCE CRITERIA (DISTANCE IN FEET)

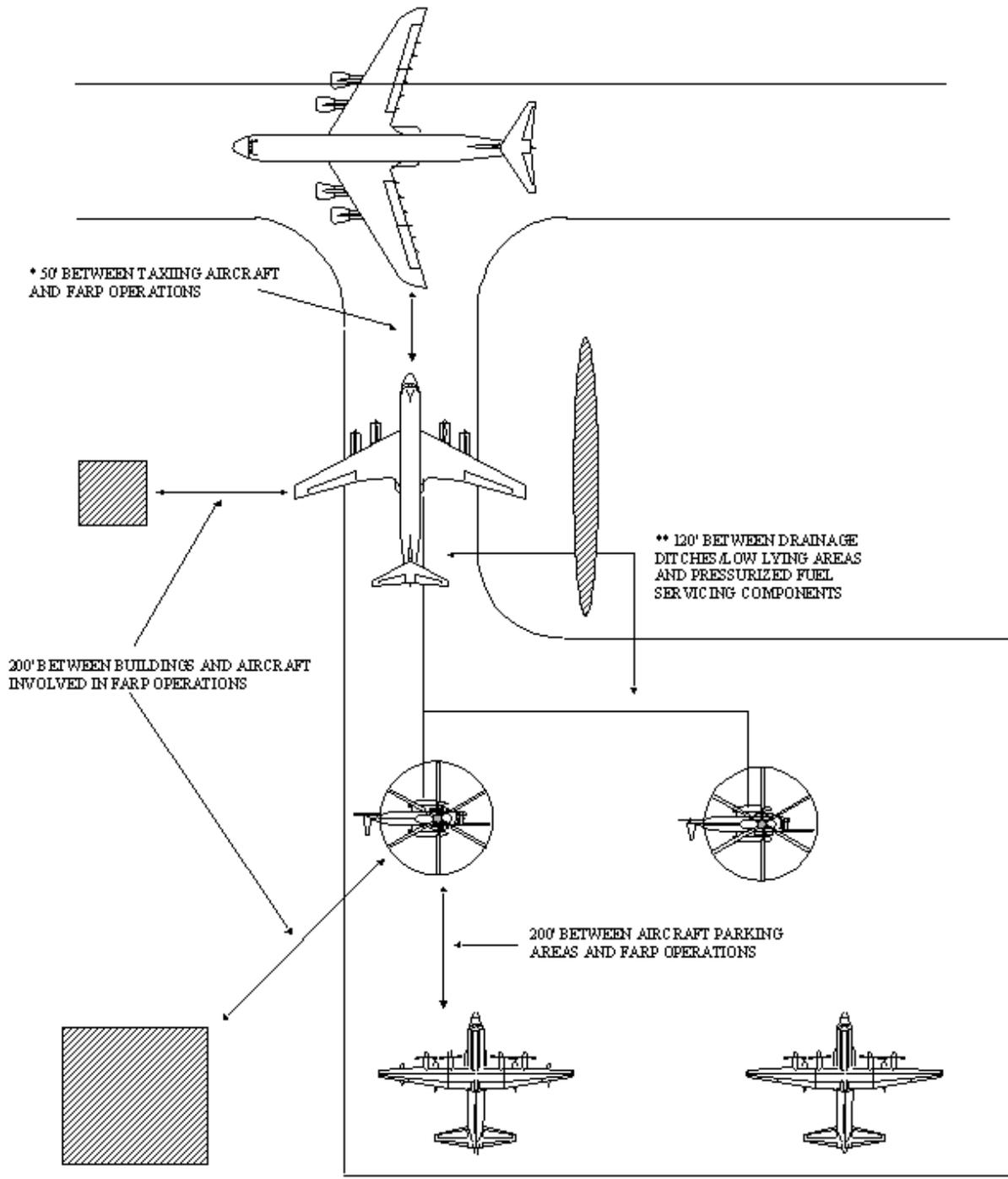
Table A3.1. FARP Site Survey Distance Criteria.

Item	Tanker Aircraft	Receiver Aircraft
Mass Refueling Unit	200'	200'
Taxiing Aircraft	*50'	*50'
Inhabited Buildings	200'	200'
Aircraft Parking Areas/Uninhabited Buildings	200'	200'
Drainage ditches/low lying areas and pressurized fuel servicing components	120'	120'
Receiver Aircraft (Rotary Wing)	**300'	200'
Receiver Aircraft (Fixed Wing)	**300'	400'

**NOTE**

1. Distance criteria is measured as the closest distance between any part of an aircraft and building or facility involved. For parking areas, measure from the closest authorized parking positions.
  2. Ensure both tanker and receiver aircraft have a minimum unobstructed egress distance of 1,000 feet to taxi from the FARP site in the event of an emergency. Rotary wing aircraft may have a flyaway egress route in lieu of taxi distance. If the distance is less than 1,000 feet or egress area is obstructed, tanker/receiver aircraft will perform FARP in a cold environment only.
- \*Part of an aircraft may pass within 50 feet of a FARP operation as long as the operating engine(s) of the taxiing aircraft do not penetrate the 50-foot criteria.
- \*\*Distance between tanker SPR and receiver SPR.

Figure A3.1. FARP Criteria Diagram.



\* PART OF AN AIRCRAFT MAY PASS WITHIN 50 FEET OF A HOT REFUELING OPERATION AS LONG AS OPERATING ENGINE(S) OF THE TAXIING AIRCRAFT DO NOT PENETRATE THE - 50' FOOT CRITERIA

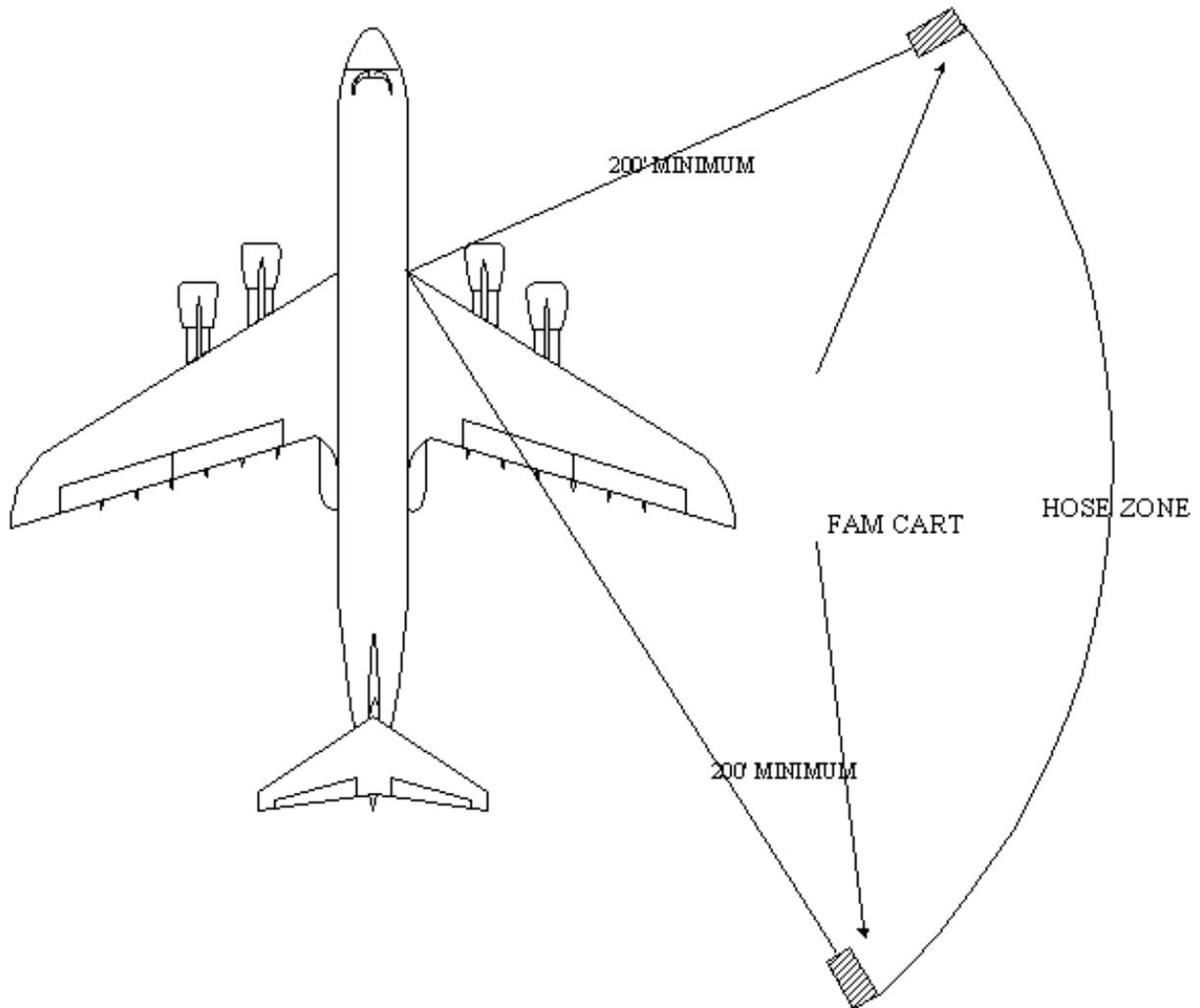
\*\*SERVICING WITHIN 120 FEET OF DRAINAGE DITCHES AND LOW LYING AREAS SHOULD BE AVOIDED DUE TO EXPLOSIVE FUEL VAPOR ACCUMULATION.

Attachment 4

C-5 ENGINES RUNNING LAYOUT (REFUELING HOSE ZONE)

Figure A4.1. C-5 Engines Running Layout.

FORWARD LIMIT - HOSE EXTENDED FROM SPR TO LEADING EDGE OF INBOARD INLET COWLING



AFT LIMIT - HOSE EXTENDED FROM SPR TO THIRD FLAP TRACK TORQUE BOX

Figure A4.2. Typical C-5 AFT Layout.

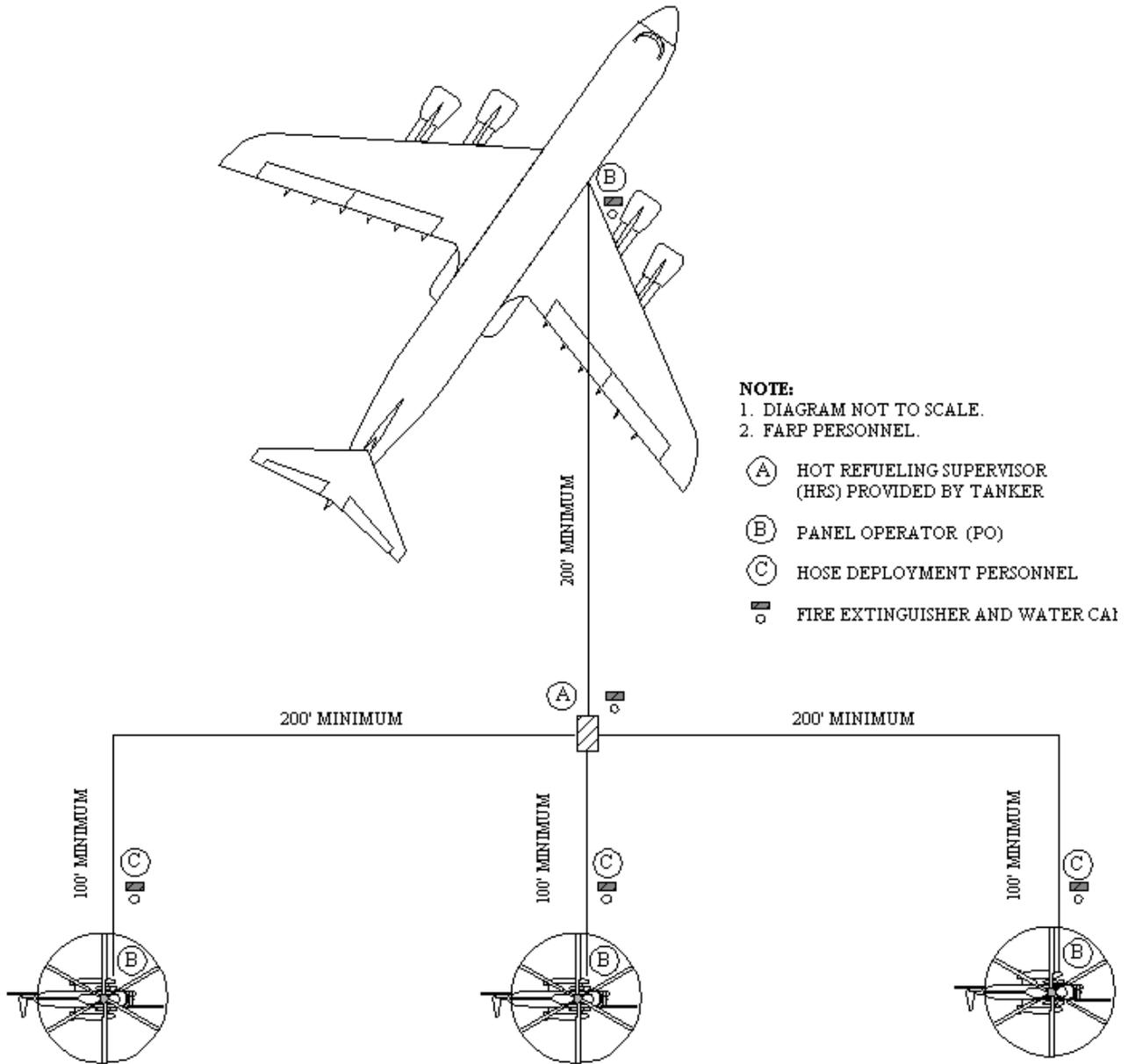


Figure A4.3. Typical C-5 FWD Layout.

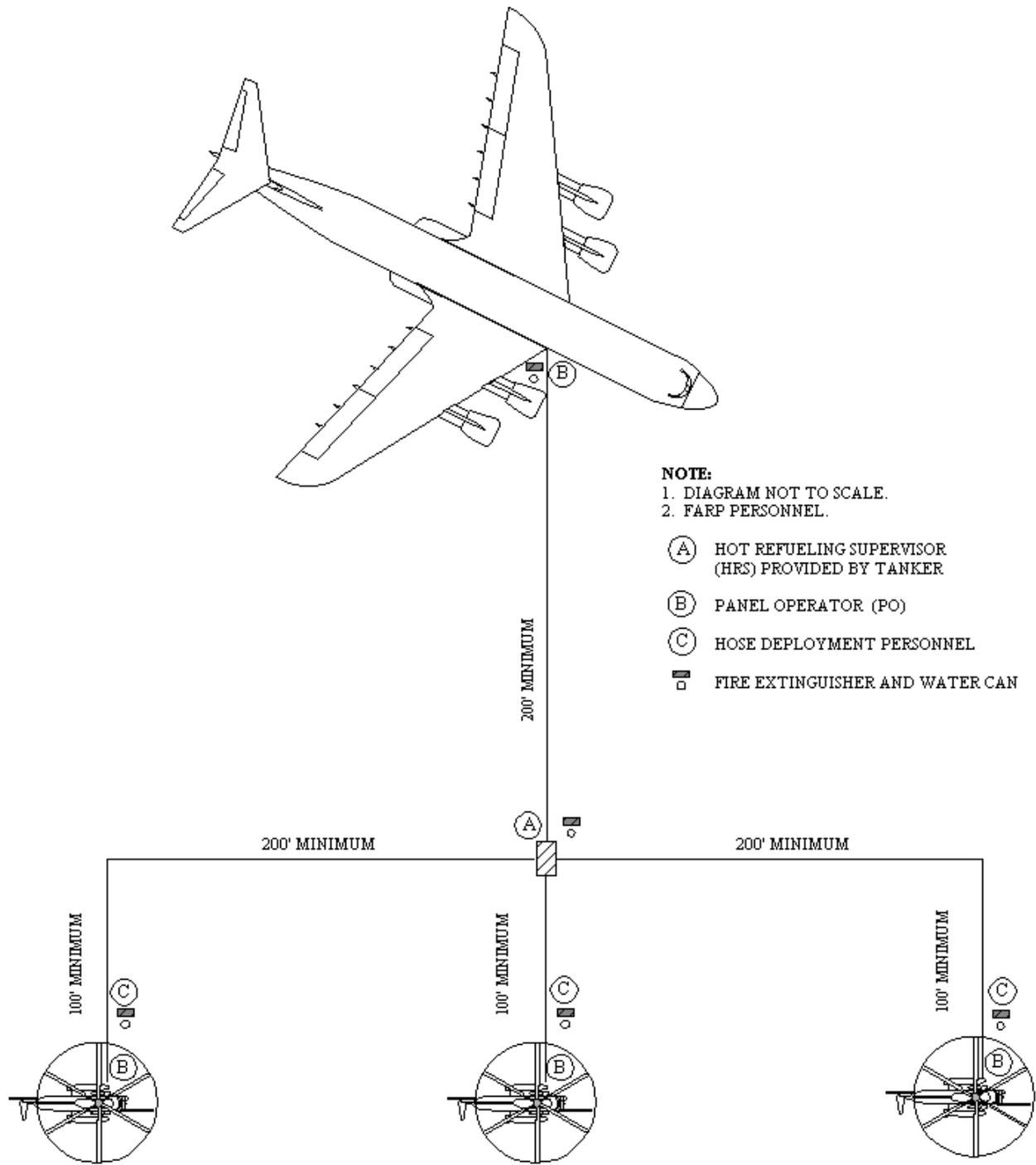


Figure A4.4. Typical C-5 SIDE/AFT Layout.

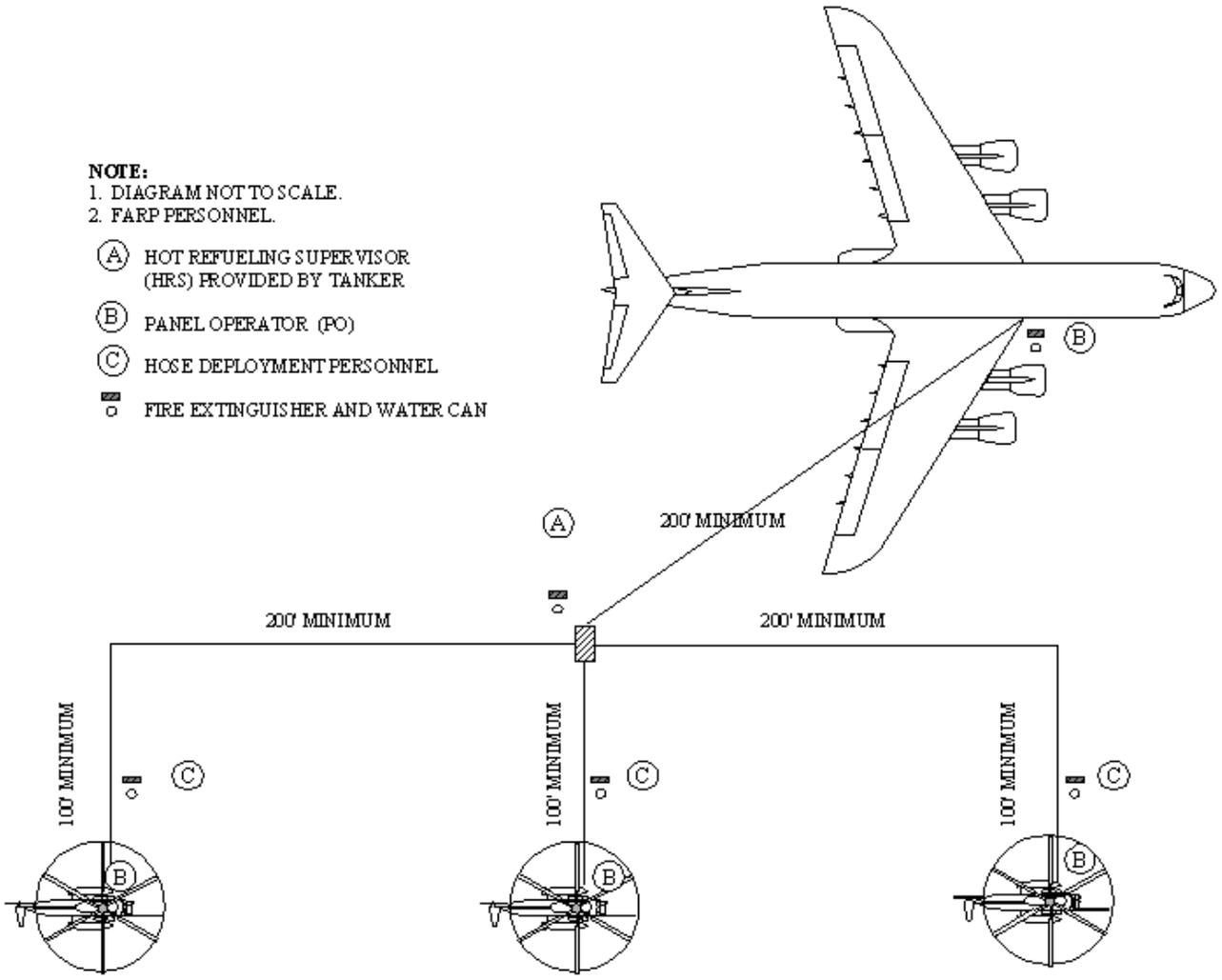
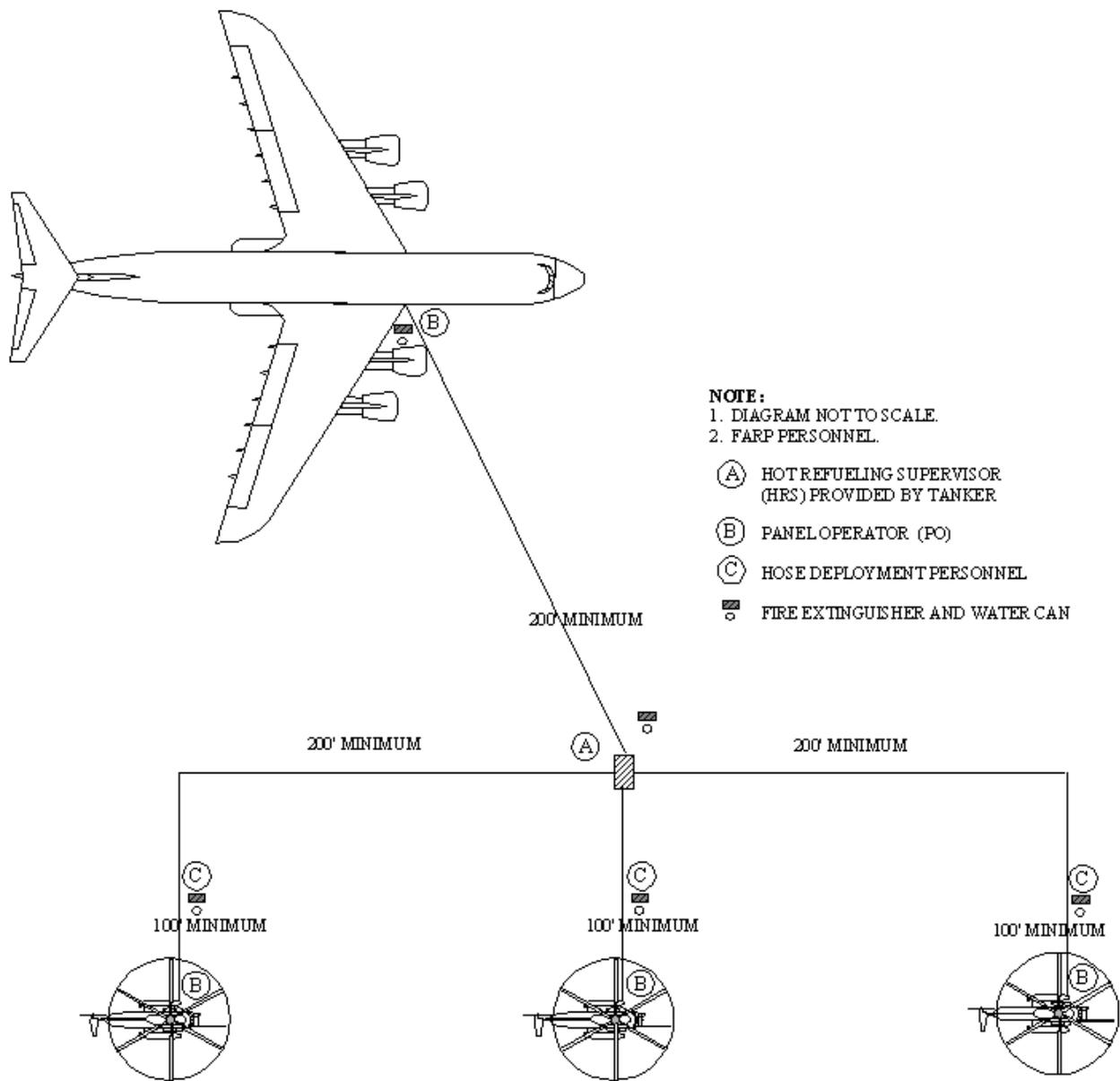


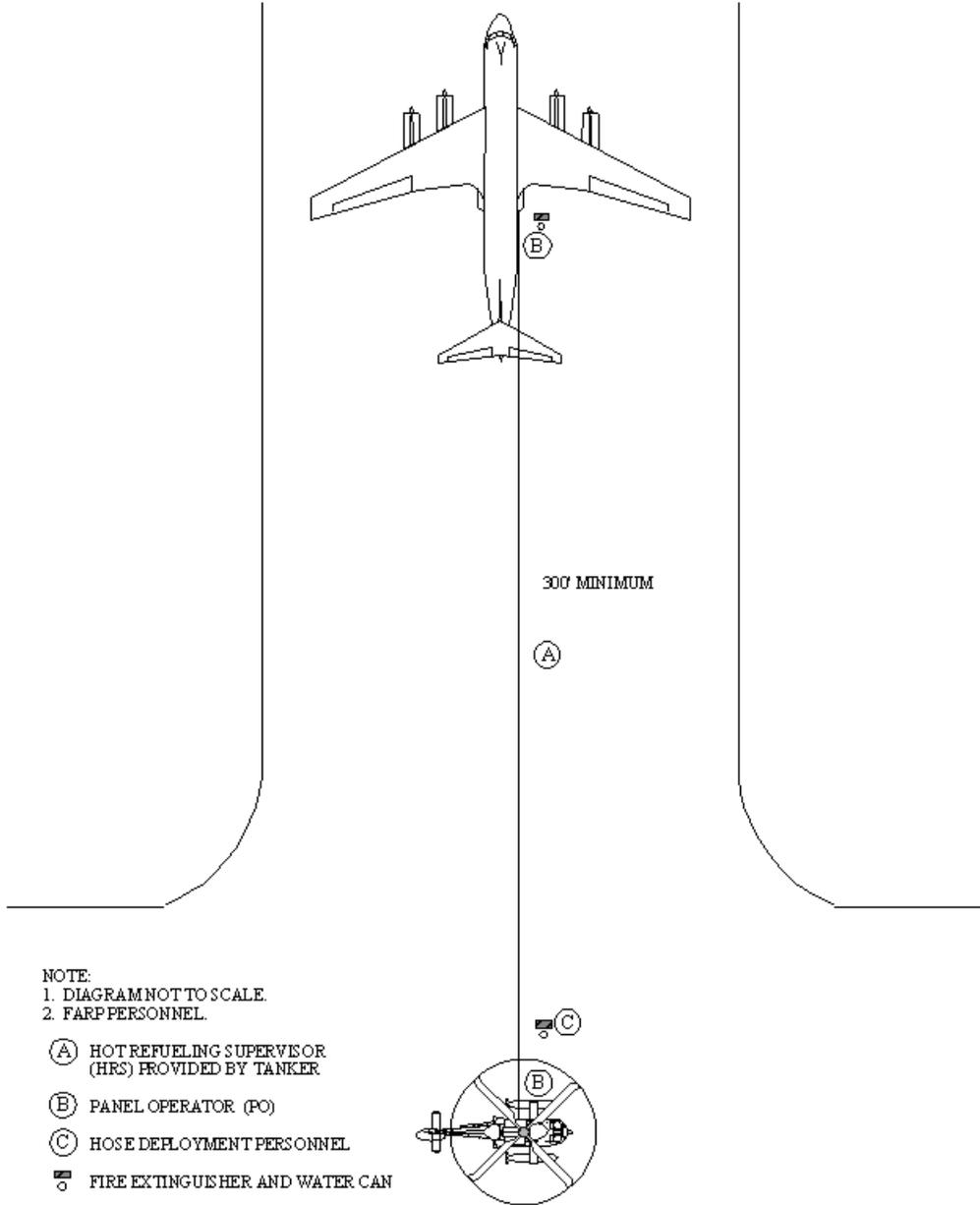
Figure A4.5. Typical C-5 SIDE/FWD Layout.



Attachment 5

TYPICAL SINGLE POINT LAYOUT

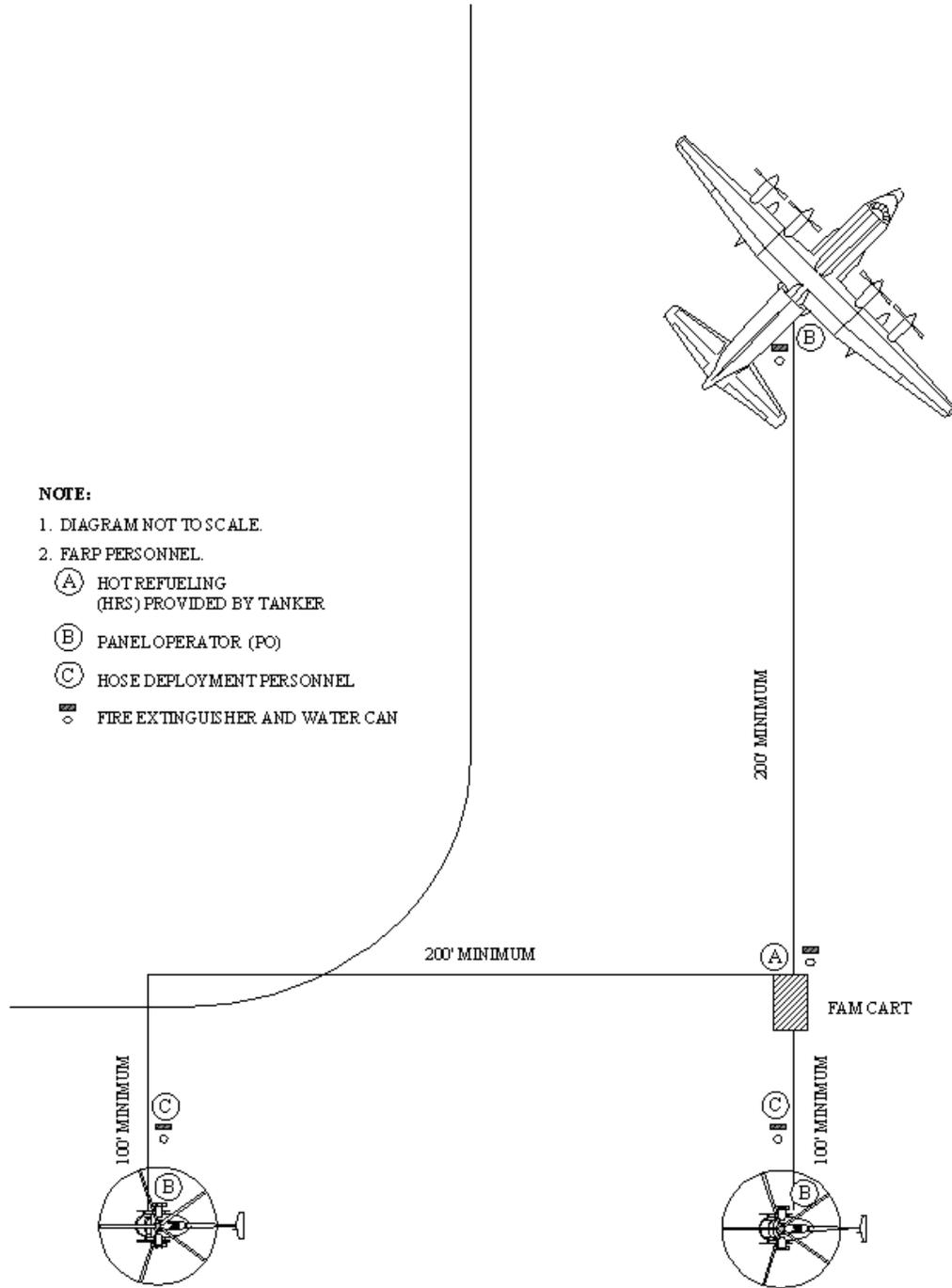
Figure A5.1. Typical Single Point Layout.



Attachment 6

TYPICAL TWO POINT LAYOUT

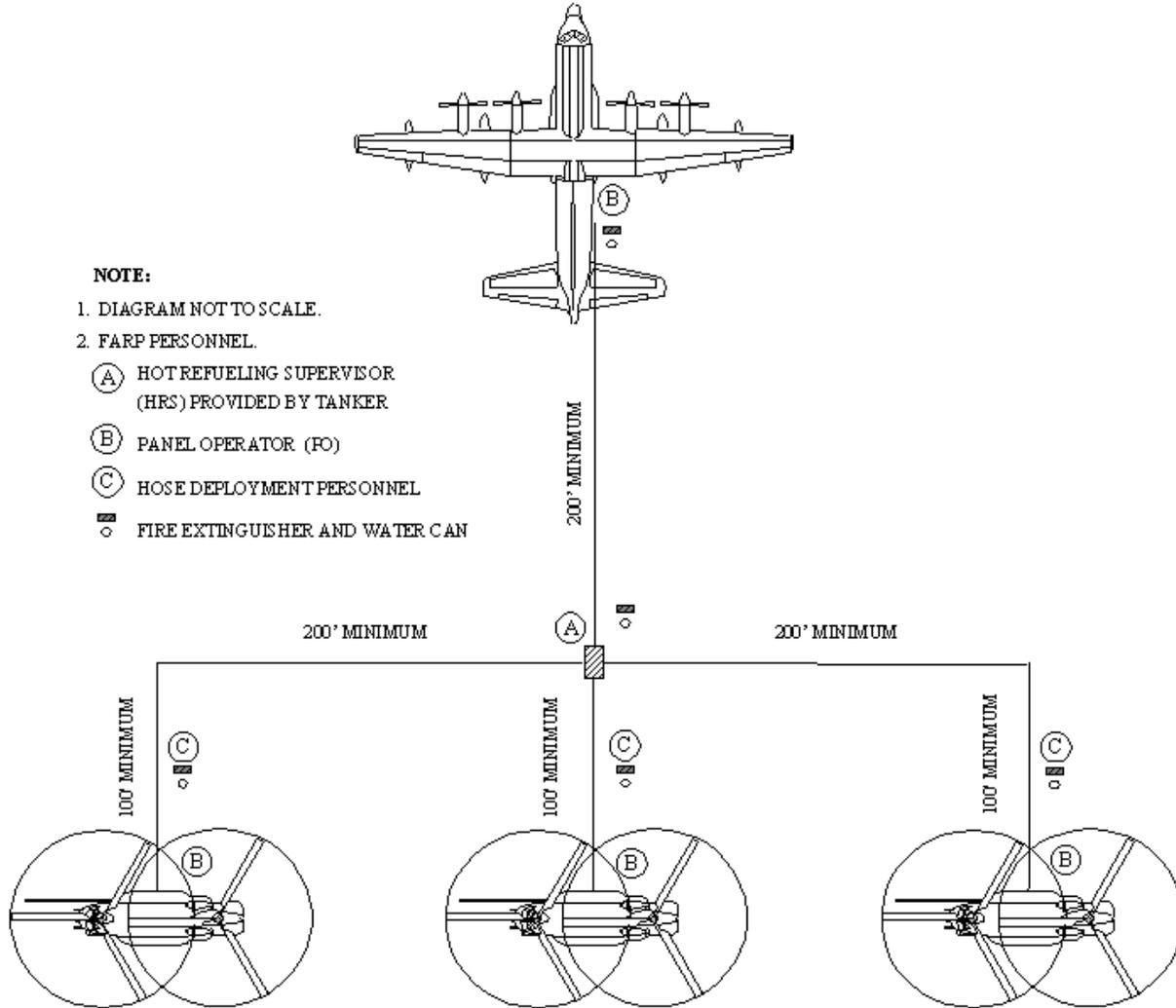
Figure A6.1. Typical Two Point Layout.



Attachment 7

TYPICAL THREE POINT LAYOUT

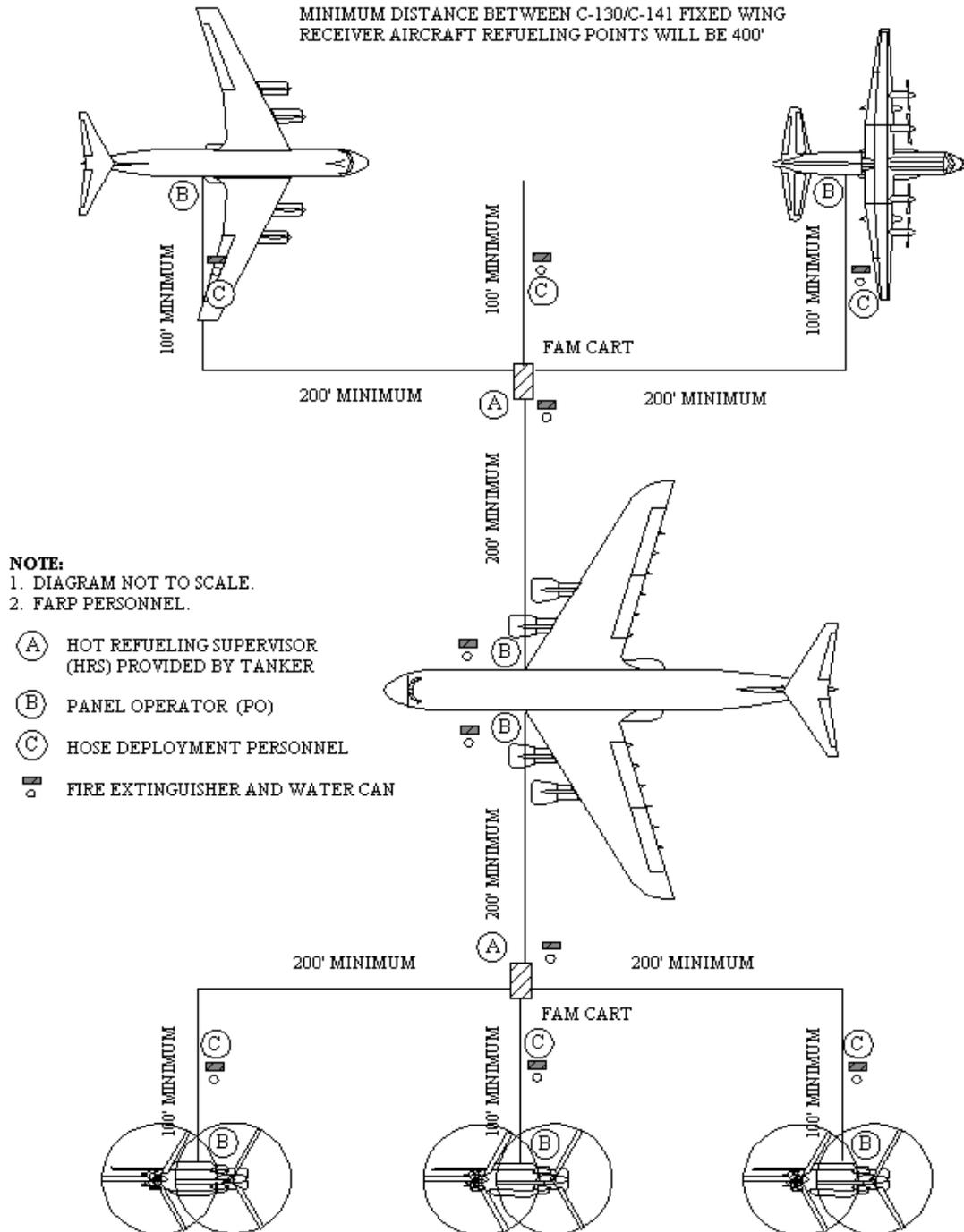
Figure A7.1. Typical Three Point Layout.



Attachment 8

TYPICAL C-5 SIX POINT LAYOUT

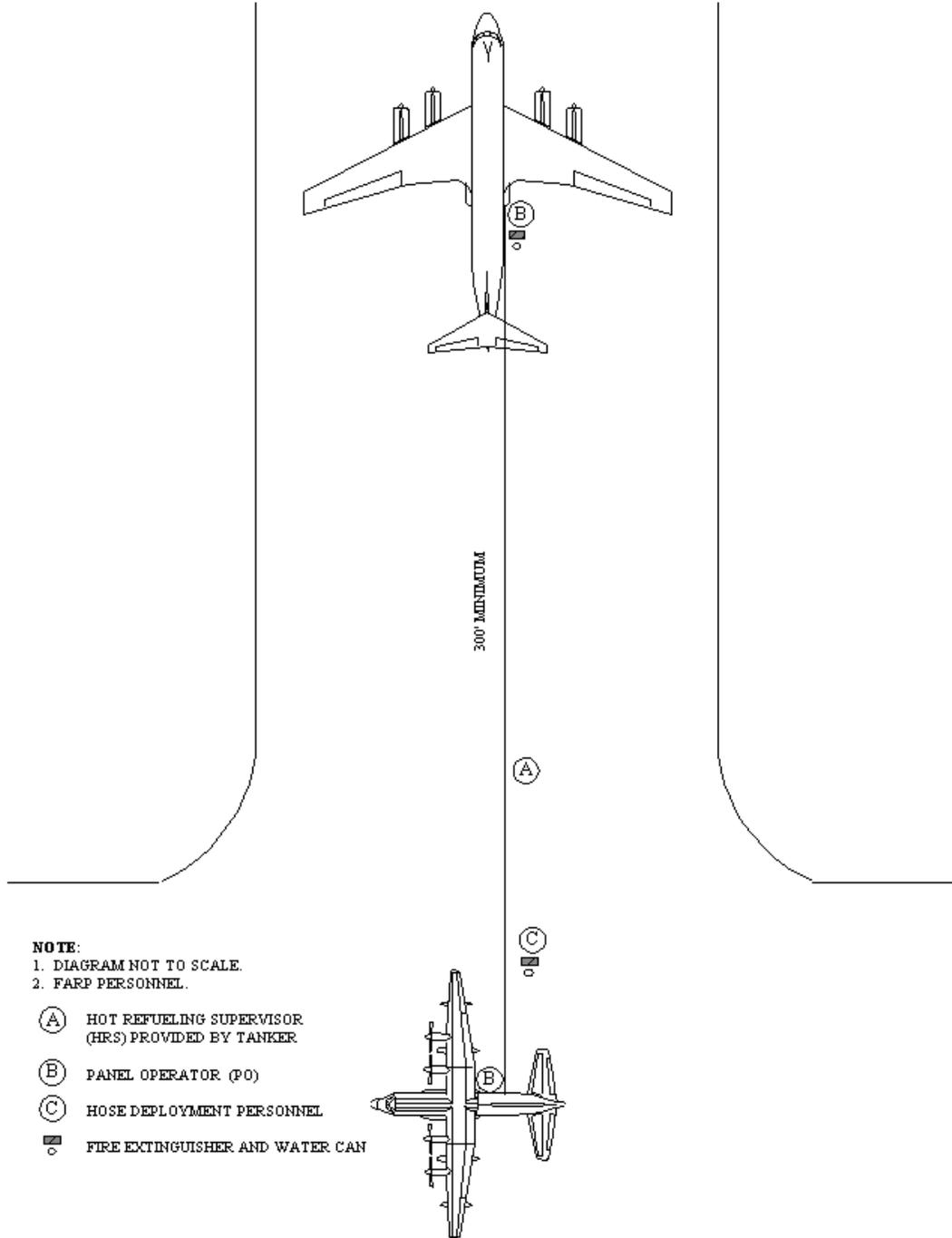
Figure A8.1. Typical C-5 Six Point Layout.



Attachment 9

TYPICAL FIXED WING TO FIXED WING LAYOUT

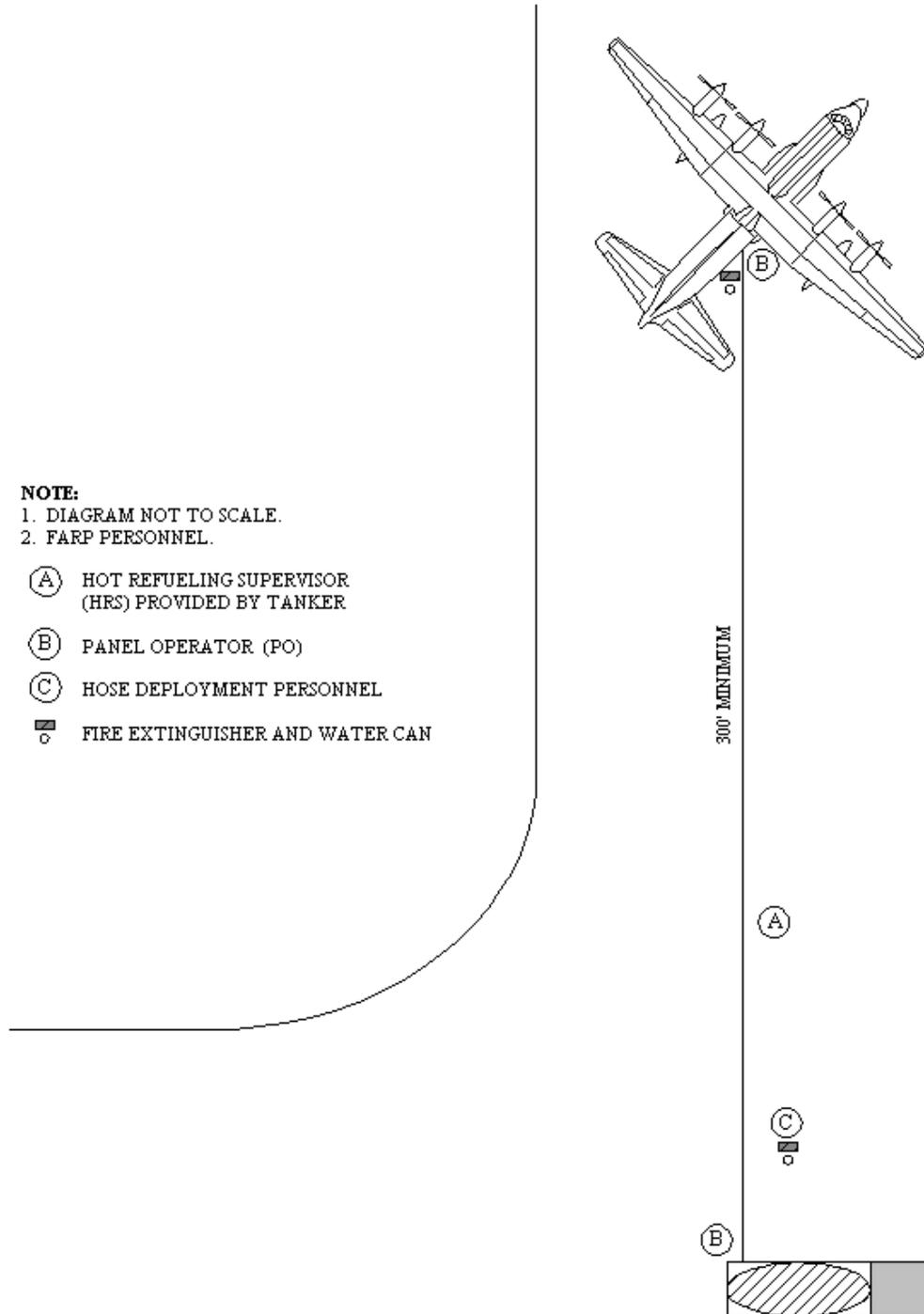
Figure A9.1. Typical Fixed Wing to Fixed Wing Layout.



Attachment 10

TYPICAL FIXED WING TO FUEL TRUCK LAYOUT

Figure A10.1. Typical Fixed Wing to Fuel Truck Layout.



Attachment 11

SAMPLE FARP SITE SURVEY APPROVAL LETTER

Figure A11.1. FARP Site Survey Approval Letter.

MEMORANDUM FOR HQ AFSOC/DOXT

FROM: 16 OG/CC

215 Bennett Avenue

Hurlburt Field, FL 32544-5735

SUBJECT: Certification of Permanent Forward Area Refueling Point (FARP) Training Sites, Cecil Field NAS, FL

- 1. Request approval for FARP operations at Cecil Field NAS, as described in the attached survey and diagrams.
- 2. FARP site survey team consisted of:

Sundberg, Michael G., MSgt	Team Chief	16 OG/OGV	579-7369
Dunbar, Cleveland, MSgt	Tactics Loadmaster	16OSS/DOK	579-3118
Tusini, Robert S., SrA	FARP Surveyor	23 STS/DOS	579-2746
Lafoy, William, SrA	Fuels Specialists	16 SUP/LGSF	579-6456
Hampton, James S.	Airfield Manager	Cecil Field NAS	860-5481
Faulkner, Charlie	Fire Chief	Cecil Field NAS	860-5620
Guerttman, William C.	Environmental Director	Cecil Field NAS	860-5620
Hardy, David A.	Safety Officer	Cecil Field NAS	860-5282

- 3. FARP sites are certified IAW AFI 11-235. Survey was accomplished on 22 Feb 96 for the 16 SOW by the 23 STS, Hurlburt Field, FL.

GARY W. HECKMAN, Colonel, USAF  
 Commander

Attachments:

- 1. AF Form 4066, FARP Site Survey
- 2. FARP Diagrams
- 3. Memorandum of Agreement
- 4. AF Form 813, Request for Environment Impact Analysis

Figure A11.2. Airfield Diagram.

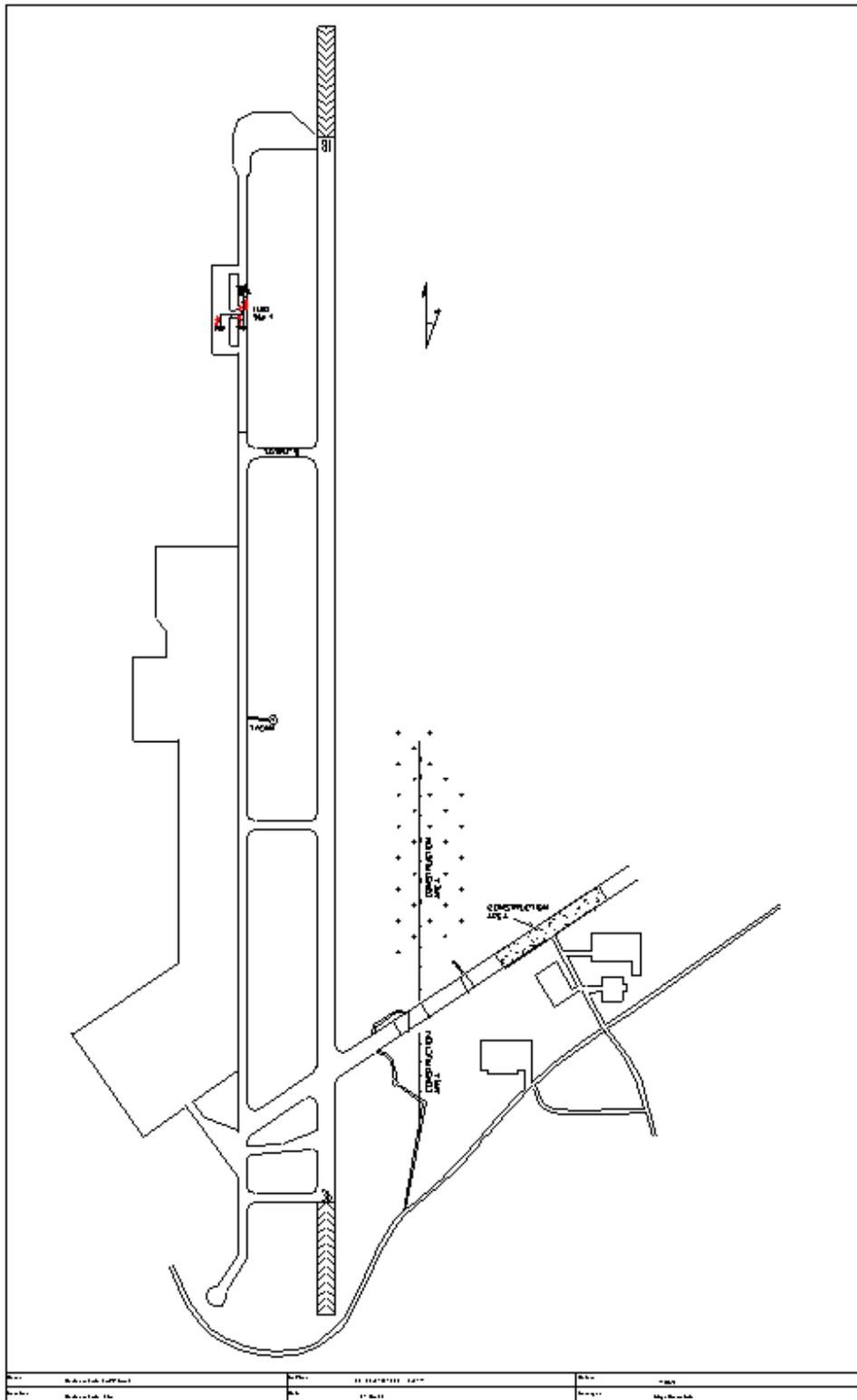
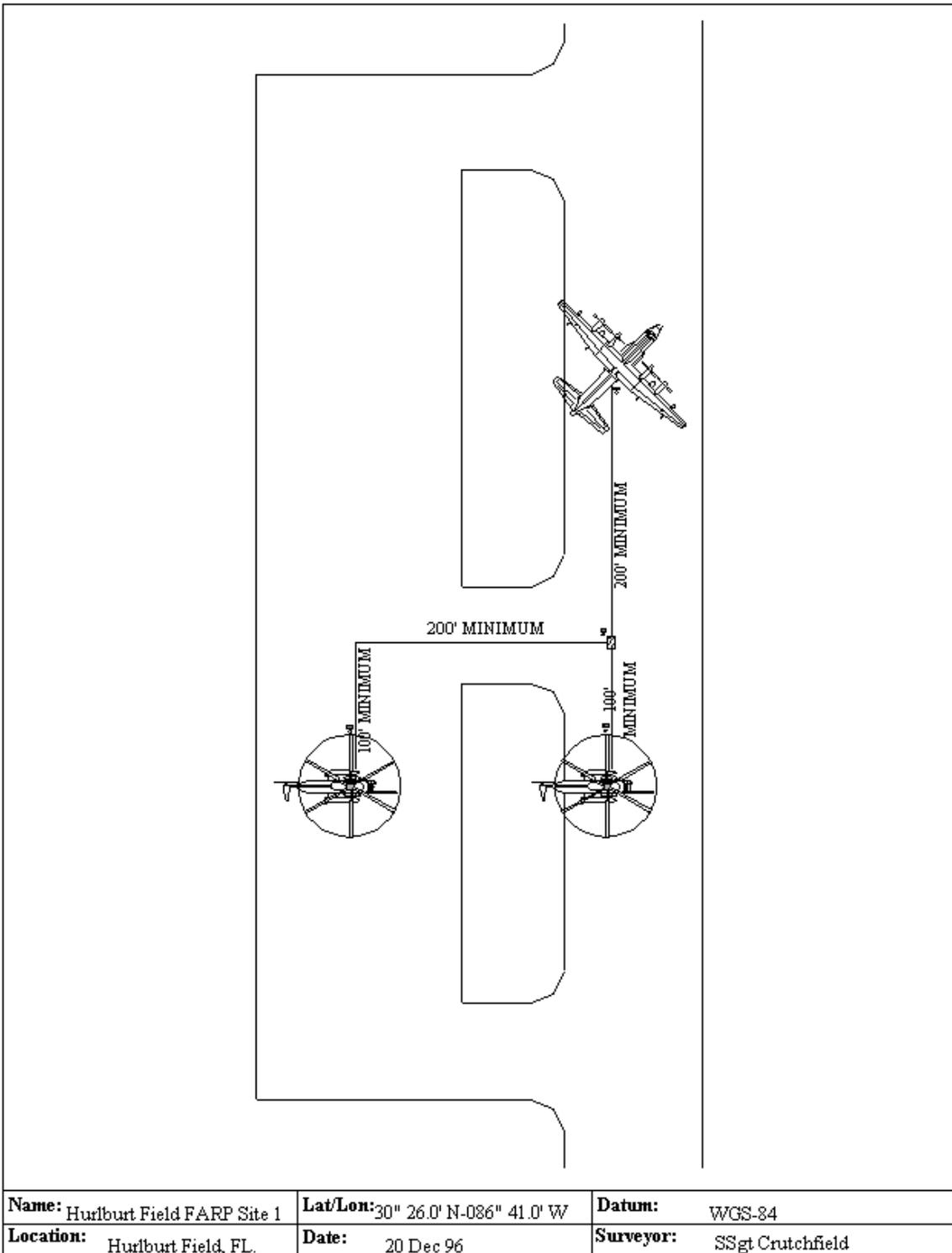


Figure A11.3. FARP Site Diagram.



**Figure A11.4. Sample Memorandum of Agreement (MOA).**

BETWEEN

16 OPERATIONS GROUP AND CECIL FIELD NAS, FL

1. **PURPOSE:** The purpose of this MOA is to outline responsibilities and major actions required to accomplish Forward Area Refueling Point (FARP) operations at Cecil Field NAS, FL, by 16th Operations Group aircraft.

2. **AUTHORITY:** AFI 11-235.

3. **GENERAL:**

a. **SCOPE:** This MOA documents an agreement on aspects for airfield support of 16th Operations Group FARP operations at Cecil Field NAS as outlined in the attached FARP site survey.

b. **ASSUMPTIONS:**

(1) Mr Samuel Goble at DSN 860-5481 is responsible for airfield management at Cecil Field NAS, FL.

(2) 16 OG aircraft will not use Cecil Field NAS airfield after the normal airfield closure times established in the IFR Supplement without prior coordination. All extensions must be coordinated at least one week in advance.

(3) Aircraft other than those assigned to the 16 OG may participate in FARP operations with prior coordination/approval through the airfield management at DSN 860-5481.

4. **RESPONSIBILITIES:** If specific support agreed to in this MOA cannot be provided, prompt notification of the changes or shortfalls is requested. Initial notification may be telephonic but must be substantiated with message traffic to the requesting unit. This MOA will be reviewed on a 6 month basis by both parties IAW AFI 25-201.

a. **LOGISTICS SUPPORT:**

(1) Fire and crash coverage:

b. **OPERATIONAL SUPPORT:** If required.

c. **MANPOWER:** As appropriate.

d. **AGREEMENT AND ADMINISTRATION:** As appropriate.

Appropriate required signatures