



AIRCREW HOT REFUELING OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 436 OG/OGS
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AFI 11-235, 15 December 2000, is supplemented as follows:

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

17. (Added) Dover AFB Training Procedures.

17.1. The South ramp at Dover AFB has been surveyed and approved to conduct Forward Area Refueling Point (FARP) operations.

17.2. Taxi/Parking Procedures. Enter South ramp via Taxiway "E". Maneuver as required to position aircraft approximately 150 feet from Taxiway "E" facing North on the South ramp. (See **Attachment 13 (Added)**).

17.3. Hot refueling operations will not be accomplished when uninvolved or other operational aircraft are parked on the South ramp. Coordinate with Base Operations and Transient Maintenance to ensure the South ramp will be available during the requested time period.

17.4. This site is surveyed and approved for up to a three point FARP, with the Forward Area Manifold (FAM) cart deployed in a typical aft layout. (See **Attachment 13 (Added)**).

17.5. This area is suitable and certified for fuel trucks or up to three helicopters. The South ramp will not accommodate fixed wing receivers. All aircraft involved with the FARP operation will remain in contact with Dover Ground/Tower during the entire operation.

18. (Added) Emergency Procedures.

18.1. Fire Protection. Coordinate emergency standby fire equipment for all local hot refueling training. This should be done one week prior to all FARP events to ensure fire equipment will be available.

18.2. Fuel Spills. All fuel spills are reportable. FARP teams are equipped with a containment kit capable of containing a twenty-five gallon fuel spill. The HDP/FARP team is responsible for a spill and will immediately cover the area with containment material. The HRS will determine if refueling operations can be continued without jeopardizing safety. If a fuel spill warrants termination, notify Base Crash Fire and Rescue (CFR) and Ground Control. CFR will notify the local Hazardous Material (HAZMAT) if required. (See **Attachment 12 (Added)**).

18.3. Emergency Egress of Personnel and Equipment. The egress procedures will be coordinated and briefed before any FARP operation. If the receivers are coming from off-station, coordination can be done over the phone during the planning phase or via pre-briefed inter-plane radio frequencies upon arrival. The egress plan for the C-5 is to taxi forward onto Taxiway "E" and then East a minimum of 1,000 feet. (See **Attachment 13 (Added)**).

19. (Added) Scheduling Procedures/Unit Responsibilities.

19.1. Special Capabilities Division (436 OG/OGS). The focal point and Office of Primary Responsibility for all FARP issues for the wing:

19.1.1. Organize the Base Site Certification team to survey any additional training sites and forward completed surveys and survey requests to AMC/DOK.

19.1.2. Develop Hot Refueling training programs, distribute training materials, and provide guidance for initial and continuation training. Provide training programs and material to 436 OSS/OST and AMC/DOA.

19.1.3. Schedule sufficient hot refueling missions with hot receivers to ensure that crews can maintain currency and remain proficient.

19.1.4. Participate in Safety System Engineering Analysis (SSEA) and oversee implementation of recommendations.

19.1.5. Assist MAJCOM with development of new equipment and procedures.

19.2. Local FARP training will be scheduled by OGS. Each squadron will identify the locals conducting FARP training. OGS will annotate the SOLL II schedule and add to the Wing Operational Plan (WOP).

19.2.1. Short notice scheduling will be considered by OGS on a case by case basis. All short notice taskings, (defined as taskings with less than 2 days but more than 1 day notice) must be coordinated with Logistics Support Squadron Plans and Scheduling (LGLOP) and Maintenance Supervision (LGG) NLT 1030 hrs the day prior to the event. All FARP tasks should be reflected on the printed daily flying schedule for the next day. Short notice scheduling will not be considered later than 1 day prior to crew alert. Aircrew will taxi aircraft to the north ramp area upon completion of the FARP event unless a specific aircraft malfunction prevents doing so. Archer-2 must be notified immediately if the aircraft cannot taxi.

19.3. 3rd & 9th Airlift Squadrons:

19.3.1. Notify Base Operations, the Fire Department, FCC's, and Fuels Management Flight of date and times of scheduled hot refueling training events including short notice scheduling. The Aircraft Commander or a designated representative will coordinate with Transient Maintenance to verify that the South ramp training area will be available no later than 1 day prior to crew alert.

19.3.2. Track hot refueling currency and ensure sufficient crewmembers are available to fulfill taskings.

19.3.3. Notify 436 OG/OGS of hot refuel training requirements.

19.4. Fuels Management Flight:

19.4.1. Maintain six current and qualified Hose Deployment Personnel (HDP). Ensure a current list of HDP's is available to OGS. New members will report to 436 OG/OGS for a security/mission briefing.

19.4.2. Notify 436 OG/OGS of hot refueling training requirements.

19.4.3. Provide qualified HDP's for exercises, training missions, and local training events.

19.4.4. Provide a fuel truck to act as a receiver for local training, when required.

19.4.5. Maintain FAM carts and associated equipment for training and missions.

Terms

CFR—Crash Fire Rescue

FAM—Forward Area Manifold

FARP—Forward Area Refueling Point

HAZMAT—Hazardous Material

HDP—Hose Deployment Personnel

OGS—Special Capabilities

SOLL—Special Operations Low Level

SSEA—Safety System Engineering Analysis

WOP—Wing Operational Plan

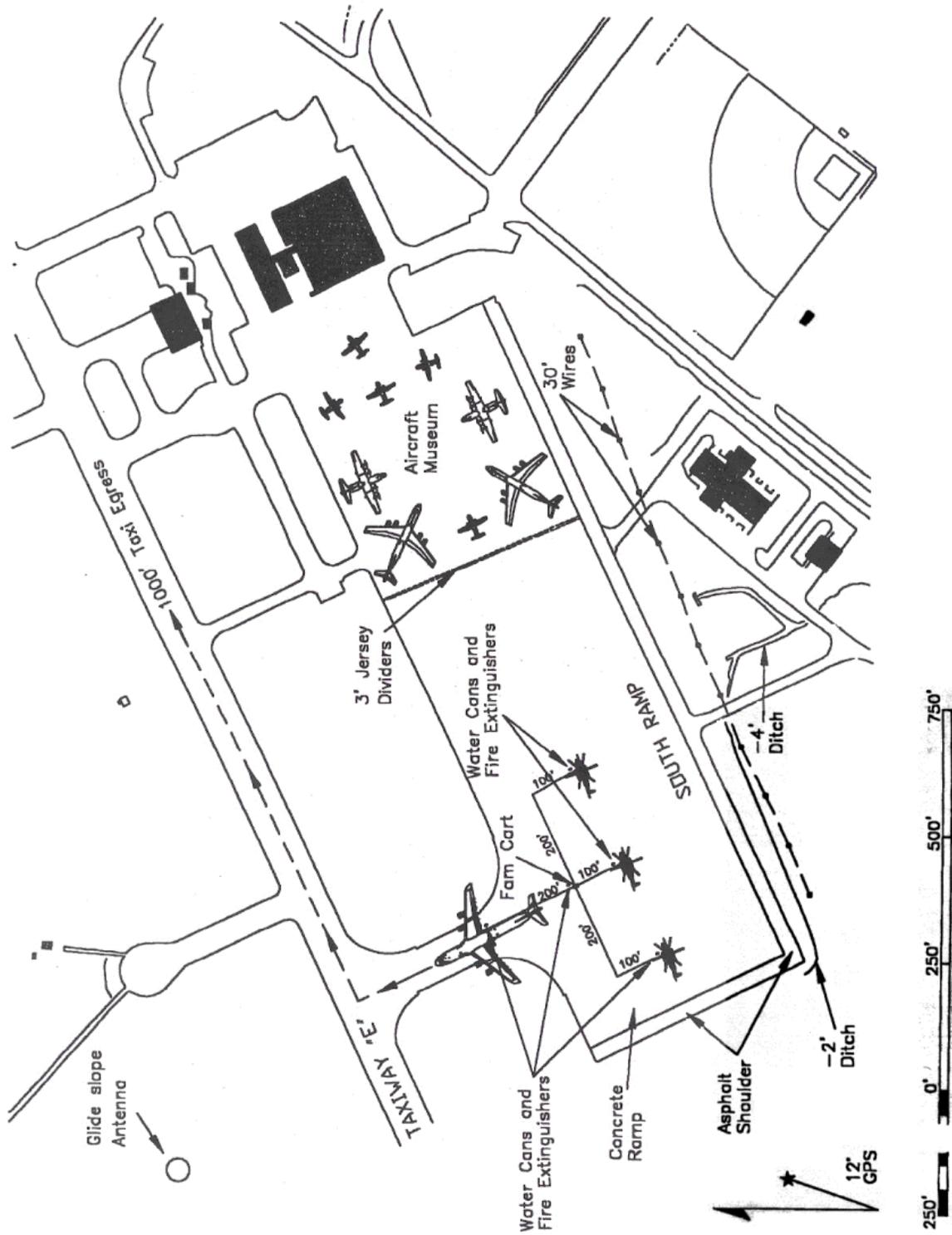
Attachment 12 (Added)**RISK ASSESSMENT AND FUEL SPILL PROCEDURES**

The following information pertains to the risk assessment and fuel spill procedures for Forward Area Refueling Point (FARP) operations at Dover AFB.

1. Aircraft participating as the tanker aircraft may include the C-130, C-141, and C-5 aircraft. Receiver aircraft may include single or multiple rotary-wing aircraft, and fuel trucks.
2. Because of the inherent danger associated with fuel transfer operations with engines running, safety cannot be over emphasized. The following are the hazards associated with FARP operations and their related mission risk assessment.
 - a. Refueling Hose Rupture – LOW
 - b. Failure of associated hose couplers and valves – LOW
 - c. Receiver aircraft overfill – LOW
 - d. Tanker aircraft refueling panel failure – LOW
3. The tanker aircrew and FARP team members will be capable of responding in the event of a fuel spill. The risk factor of this occurring is very low. In the event that a fuel spill occurs, the aircrew will terminate operations and conduct emergency procedures IAW MAJCOM directives. In addition, all tanker aircraft are deployed with a fuel containment kit capable of cleaning up a minimum fuel spill. Base Crash Fire Rescue (CFR) will be notified immediately and they will assume control of the emergency. CFR will notify the local Hazardous Material (HAZMAT) Response Team if required.
4. Fuel spill clean up procedures include the following:
 - a. All fuel spills are reportable. Spills will be classified as Class I , II , or III IAW T.O. 00-25-172.
 - b. In the event of a fuel spill, aircrew personnel will determine if refueling operations can continue without jeopardizing safety. If fuel transfer operations must be terminated, the ground controlling party or aircrew will notify tower and CFR.
 - c. Upon identifying a fuel spill, FARP team personnel will immediately cover the affected area with containment material. After the spill has been absorbed, the material will be placed in double lined trash bags. In addition, all trash bags will be placed in heavy-duty plastic containers.
 - d. All contaminated material will be handed over to the local CFR support or HAZMAT Response Team for proper disposal.
5. All personnel participating in FARP operations have been trained and qualified IAW MAJCOM directives. All aircraft, associated FARP equipment, FARP locations are certified IAW T.O. 00-25-172 and AFI 11-235.

Attachment 13 (Added)

SOUTH RAMP



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Commander