

## Helicopter Rapid Refueling (HRR)

### Background

Helicopter Rapid Refueling (HRR), engine(s)/rotors turning, 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 (NFPA) Document 407, *Standard for Aircraft Fuel Servicing*, 2009 edition.**

Based on operational experience in the Gulf of Mexico, consideration should be given to wind direction, velocity and proximity of storms when deciding whether or not to conduct HRR. When conducting HRR these factors should also be considered when deciding to remain at 100% Nr or reducing to idle.

### Recommended Practice

1. Only turbine engine helicopters fueled with JET A or JET A-1 fuels, with fueling ports located below any exhausts, shall be fueled while onboard engine(s) is operating.
2. Helicopter fueling while onboard engine(s) is operating shall be conducted under the following conditions:
  - (a) An FAA or equivalent licensed helicopter pilot is at the controls and a trained refueler is 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 should be deboarded to a safe location prior to beginning HRR operations. When the pilot-in-command deems it necessary for passengers to remain on board for safety reason, the passengers will be briefed on the evacuation route to follow to a clear area.

- (c) Passengers will not be boarded or deboarded during HRR nor should cargo be loaded or unloaded.
  - (d) Only designated personnel, properly trained in HRR, shall operate the equipment. Written procedures shall include the safe handling of fuel and equipment. (See your Company Operations/Safety Manual for detailed instructions.)
  - (e) All doors, windows, and access points allowing entry to the interior that are adjacent, or in the vicinity of the fuel inlet ports shall be closed and remain closed during HRR operations.
  - (f) Pilots will ensure that appropriate electrical/electronic equipment is placed in the standby-off position; to preclude the chance of electrical discharge or other fire hazard e.g. weather radar to standby, cabin heaters off, and no unnecessary radio transmissions should be made.
  - (g) The Refueling hose should be properly bonded to the aircraft prior to opening the aircraft refueling port.
  - (h) Smoking is prohibited in and around the helicopter during all HRR operations.
3. HRR procedures are critical and present additional hazards **requiring** attention to detail regarding quality control, weather, static electricity, bonding, spills, and fire potential.
  4. As in any other activity with rotors turning, personnel should **only** approach the aircraft when authorized to do so by the pilot.

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