

INFO TECH n. 7/2017
Dipartimento Tecnico – 11 LUGLIO 2017

(english text at the bottom)

FCO-LIRF REFUELLING OPERATIONS

Cari Associati,

sempre più spesso è usata la procedura di rifornimento con passeggeri a bordo anche su aeromobili di corto raggio.

ADR che gestisce l'aeroporto di Fiumicino nella recente revisione delle procedure ha ritenuto opportuno elaborare una pubblicazione dedicata che riportiamo all'attenzione di tutti i colleghi.

Nella pubblicazione è riportato l'elenco delle piazzole dove il rifornimento con passeggeri a bordo è vietato, informazione spesso non disponibile nei documenti a disposizione dei piloti .

Si ricorda inoltre che oltre ai suggerimenti qui riportati devono essere applicate scrupolosamente le norme dell'Operatore

Buona lettura

[ANPAC - Dipartimento Tecnico](#)

Per ogni osservazione o feedback è gradita un'email a: dt@Anpac.it

Dear Members,

Refueling with passengers on board is increasingly used also on short-haul flights.

ADR, that operates on Fiumicino Airport, in the recent review of the procedure has considered to publish a dedicated information that we bring to the attention of all the colleagues.

It should be noted that not on all the airports bays the procedure can be applied and hereafter you'll find a list of such parking bays, often not available to the pilots.

Please note that in addition to the suggestions given here, all the Operator's rules has to be strictly applied.

Enjoy the reading

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For any comments or feedback is welcome by email at: dt@Anpac.it

FCO-LIRF REFUELLING OPERATIONS

2017 JUNE 05



THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE SUPPLEMENTARY INSTRUCTIONS FOR THE FUELLING OF AIRCRAFT, IN ADDITION TO THE REQUIREMENTS TO APPLY IN ORDER TO GUARANTEE THE SAFETY OF THE REFUELING OPERATIONS AT FIUMICINO AIRPORT.

[NATIONAL AND LOCAL REQUIREMENTS FOR OPERATORS.](#)(E-15-19 MDAE_MOV18 FUELLING OF AIRCRAFT.

ACCOUNTABILITY/RESPONSIBILITIES

THE CARRIER SHALL ENSURE THAT NO AIRPLANE IS REFUELLED/DEFUELLED WITH AVGAS OR WIDE CUT TYPE FUEL (E.G. JET-B OR EQUIVALENT) OR WHEN A MIXTURE OF THESE TYPES OF FUEL MIGHT OCCUR, WHEN PASSENGERS ARE EMBARKING, ON BOARD OR DISEMBARKING. IN ALL OTHER CASES NECESSARY PRECAUTIONS MUST BE TAKEN AND THE AIRPLANE MUST BE PROPERLY MANNED BY QUALIFIED PERSONNEL READY TO INITIATE AND DIRECT AN EVACUATION OF THE AIRPLANE BY THE MOST PRACTICAL AND EXPEDITIOUS MEANS AVAILABLE.

REFUELLING OPERATIONS SHALL BE UNDER THE DIRECT RESPONSIBILITY OF THE CARRIER, THROUGH THE APPOINTMENT OF A QUALIFIED PERSON NAMED **REFUELLING MANAGER** (PILOT OR OTHER CARRIER STAFF).

IT IS THE RESPONSIBILITY OF THE REFUELLING MANAGER TO DETERMINE WHETHER FUELLING OF THE AIRCRAFT SHOULD TAKE PLACE, WITH PASSENGERS ON BOARD OR BOARDING (EMBARKING OR DISEMBARKING) AND THE METHOD BY WHICH THIS IS CARRIED OUT.

THE "REFUELLING MANAGER" HAS THE TASK OF COORDINATING AND SUPERVISING THAT DURING REFUELING THE SAFETY REQUIREMENTS ARE RESPECTED BY EACH PERSON INVOLVED IN THE OPERATIONS.

OPERATIONAL PROCEDURES

ANNEX TO ED DECISION 2012/018/R- AMC1 CAT.OP.MPA.195 REFUELLING/DEFUELLING WITH PASSENGERS EMBARKING, ON BOARD OR DISEMBARKING.

OPERATIONAL PROCEDURES SHOULD SPECIFY THAT AT LEAST THE FOLLOWING PRECAUTIONS ARE TAKEN:

- (1) ONE QUALIFIED PERSON SHOULD REMAIN AT A SPECIFIED LOCATION DURING FUELLING OPERATIONS WITH PASSENGERS ON BOARD. THIS QUALIFIED PERSON SHOULD BE CAPABLE OF HANDLING EMERGENCY PROCEDURES CONCERNING FIRE PROTECTION AND FIRE-FIGHTING, HANDLING COMMUNICATIONS AND INITIATING AND DIRECTING AN EVACUATION;
- (2) TWO-WAY COMMUNICATION SHOULD BE ESTABLISHED AND SHOULD REMAIN AVAILABLE BY THE AIRPLANE'S INTERCOMMUNICATION SYSTEM OR OTHER SUITABLE MEANS BETWEEN THE GROUND CREW SUPERVISING THE REFUELLING AND THE QUALIFIED PERSONNEL ON BOARD THE AIRPLANE; THE INVOLVED PERSONNEL SHOULD REMAIN WITHIN EASY REACH OF THE SYSTEM OF COMMUNICATION;
- (3) CREW, PERSONNEL AND PASSENGERS SHOULD BE WARNED THAT RE/DEFUELLING WILL TAKE PLACE;
- (4) 'FASTEN SEAT BELTS' SIGNS SHOULD BE OFF;
- (5) 'NO SMOKING' SIGNS SHOULD BE ON, TOGETHER WITH INTERIOR LIGHTING TO ENABLE EMERGENCY EXITS TO BE IDENTIFIED;
- (6) PASSENGERS SHOULD BE INSTRUCTED TO UNFASTEN THEIR SEAT BELTS AND REFRAIN FROM SMOKING;
- (7) THE MINIMUM REQUIRED NUMBER OF CABIN CREW SHOULD BE ON BOARD AND BE PREPARED FOR AN IMMEDIATE EMERGENCY EVACUATION;
- (8) IF THE PRESENCE OF FUEL VAPOUR IS DETECTED INSIDE THE AIRPLANE, OR ANY OTHER HAZARD ARISES DURING RE/DEFUELLING, FUELLING SHOULD BE STOPPED IMMEDIATELY;
- (9) THE GROUND AREA BENEATH THE EXITS INTENDED FOR EMERGENCY EVACUATION AND SLIDE DEPLOYMENT AREAS SHOULD BE KEPT CLEAR AT DOORS WHERE STAIRS ARE NOT IN POSITION FOR USE IN THE EVENT OF EVACUATION; AND
- (10) PROVISION IS MADE FOR A SAFE AND RAPID EVACUATION.

REFUELLING OPERATIONS SHALL BE UNDER THE DIRECT RESPONSIBILITY OF THE CARRIER, THROUGH THE APPOINTMENT OF A QUALIFIED PERSON NAMED REFUELLING MANAGER (PILOT OR OTHER CARRIER STAFF).

THE "REFUELLING MANAGER IS RESPONSIBLE OF COORDINATING AND SUPERVISING THAT DURING REFUELING THE PRESENT PROCEDURE IS RESPECTED BY EACH PERSON INVOLVED IN THE OPERATIONS.

BEFORE REFUELLING OPERATIONS STARTS THE FLIGHT **CREW MUST COMMUNICATE TO REFUEL COMPANY** WHO IS THE REFUELLING MANAGER IN ORDER TO GUARANTEE TO WAY COMMUNICATION FOR A PROMPT EMERGENCY RESPONSE IN CASE OF FIRE OR FUEL LEAKAGE.

FOR FURTHER DETAILED REQUIREMENTS TO COMPLY WITH, PLEASE SEE **NATIONAL AND LOCAL REQUIREMENTS FOR CARRIER.**(E-15-19 MDAE_MDV18 FUELLING OF AIRCRAFT.

WARNING: PREVIOUS OPERATIONAL REQUIREMENTS LISTED IN CONFORMITY TO EASA STANDARDS ARE MANDATORY ALSO FOR EASA NOT APPROVED INTERNATIONAL OPERATORS WORKING IN FIUMICINO AIRPORT.

AIRPORT FUELLING FACILITIES

THE AIRCRAFT STANDS AT FIUMICINO AIRPORT ARE EQUIPPED WITH PORTABLE FIRE EXTINGUISHERS.

NO. 1 50 KG POWDER - EXTINGUISHING CAPACITY A - B1 - C

NO. 1 50 KG FOAM - EXTINGUISHING CAPACITY A- B4.



IN CASE OF EMERGENCY, ALL STAFF SPECIALLY TRAINED PRESENT, PENDING THE INTERVENTION OF THE FIRE BRIGADE AND THE EXTENT

OF THEIR ABILITIES, CONTRIBUTES TO EMERGENCY MANAGEMENT BECOMING ACTIVE TO LIMIT THE AREA OF THE EVENT, USING AVAILABLE FIRE-FIGHTING DEVICES.

ANY FAULTS SHOULD BE REPORTED TO THE FIUMICINO GEA UNIT (06-6595-3022)

EMERGENCY STOP FUEL BUTTON

AN EMERGENCY STOP FUEL BUTTON IS LOCATED AT THE HEAD OF EACH STAND IN THE FORM OF A BREAK-GLASS UNIT. ACTIVATION OF THIS BREAK-GLASS WILL RESULT IN THE FUEL SUPPLY WITHIN THE HYDRANT SYSTEM BEING CUT OFF FROM BOTH THE STAND ON WHICH THE BREAK-GLASS WAS ACTIVATED AND A NUMBER OF STANDS ADJACENT TO IT.



EMERGENCY FUEL STOP BUTTON LOCATION

LIMITATIONS

STANDS WHERE REFUELED OPERATIONS WHEN PASSENGERS ARE EMBARKING, ON BOARD OR DISEMBARKING, ARE NOT ALLOWED, DUE TO STAND CONFIGURATION, ARE LISTED BELOW:

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408	
801	