



Kreckie's FleetChek Advisor *October 2016 / Volume 1 Edition* **4**

FleetChek's Fueler Checklist System

Provides an electronic, secure, paperless solution that provides accountability, consistency and notifications for daily, weekly, monthly emergency vehicle inspections (checkouts). This technology is available today in an app.

Aircraft Fueling With Passengers on Board Is it Allowed?

By: Jack Kreckie

What's the big deal? This happens every day, doesn't it? An aircraft goes on the blocks at the gate and a "swarm" of ramp service people attack the airplane to do their job. Doors get opened, and belt loaders, lavatory trucks, and fueling vehicles/carts hook up to the aircraft.



On board, the aisles are full of people, as everyone waits for the door to be opened, and then, each one blocks the aisle to passengers behind them while retrieving their belongings from the overhead. Is the fuel flowing into the wing during this process?

NFPA 407 (Standard for Aircraft Fuel Servicing-2017) 4.2.11.2 (Aircraft Occupancy During Fuel Servicing) provides some guidance on

the subject. If the aircraft is at the gate attached to a passenger loading walkway or stairs, at least one qualified person trained in evacuation procedures shall be in the area in which the passengers are exiting. Routinely, there is a flight attendant, and perhaps a member of the cockpit crew thanking the passengers before they exit, so they have this requirement covered. NFPA also indicates that, while fueling with passengers on board at the gate, a clear area for emergency evacuation of the aircraft shall be maintained at not less than one additional exit.

First question for the day: Is that, in fact, happening? Take a look at the activity on the ramp as they work to turn around that aircraft. Is there a block intentionally left open to provide a second evacuation path? Is that part of the operation included in the airline's SMS plan?

A380 during service

In these 2 examples, is there an obviously clear lane for evacuation during fueling?

Each aircraft manufacturer provides details For airport planners to understand space requirements for each type aircraft. This is The typical servicing arrangement for a B-737

6.1.12 AIRPLANE SERVICING ARRANGEMENT - TYPICAL TURNAROUND
MODEL 737-900, 900ER WITH WINGLETS

Second question for the day: If the aircraft is boarding or deplaning passengers at the gate while fueling is in progress, does the airline consider that, "fueling with passengers on board"? Do you?

NFPA 407 advises that greater precautions be taken when aircraft fueling is conducted with passengers on board when the aircraft is away from the gate and there are no stairs attached. This may occur during diversions and inclement weather. During these operations, all slides must be armed on the aircraft and ARFF should be notified to respond and stand by during the fueling operation.

These are simply points to ponder. It would be interesting to ask the fuel handler fueling the aircraft if there are currently passengers on board. My guess is that he/she would look up to the windows of the aircraft before answering your question. Another interesting

exchange would be with a ramp manager, inquiring which exit door is being kept clear during a fueling operation with passengers on board.

Raising awareness to the dangers of aircraft fueling with airline personnel and fuel handlers contributes to the development of a safety culture around aircraft fueling operations. The role of the inspector conducting Part 139 quarterly inspections uniquely qualifies that inspector to contribute to that safety culture. The inspector is the authority having jurisdiction for compliance with fueling safety. The inspector has a relationship with fuel handlers, supervisors and airline personnel. This could be a topic for a "Tool Box Safety Briefing".

About the Author:

Jack Kreckie is a founding partner of FleetChek, LLC. Jack has spent 40 years in the fire service, of which 30 were in uniform. He now serves as an ARFF consultant and expert in optimized asset management of emergency vehicle fleets.



Jack is a retired Deputy ARFF Fire Chief of Massport Fire Rescue. He has served as Global Chief of Aviation Fire Protection for Hostile Environment Service in Western Australia, and was the Fire Chief at Komo Airfield in the Gulf Province of Papua New Guinea. Jack is an ARFF SME, consulting internationally and domestically for airports, federal agencies and universities. Jack can be reached at Jack.Kreckie@comcast.net

For more information on FleetChek's automated FireChecklist system, click [here](#). We are happy to schedule an on-line demo for you and your department.

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For more information or to schedule an online demo, send us an email with your contact information info@firechecklist.com.

To see the Fuel Checklist Flyer [click here](#).

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