



EASA Safety Information Bulletin

SIB No.: 2014-16
Issued: 23 May 2014

[Correction: 01 July 2014]

Subject: **Aeroplane Refuelling with One Engine Running**

Ref. Publication:

- Federal Aviation Administration (FAA) Advisory Circular (AC) [150/5230-4](#): Aircraft Fuel Storage, Handling, Training, and Dispensing on Airports, dated 28 September 2012.
- U.S. National Fire Protection Association (NFPA) 407: Standard for Aircraft Fuel Servicing. Available from the NFPA website through its online catalogue www.nfpa.org.
- Original Equipment Manufacturers (OEM) Flight Crew Operating Manual (FCOM) procedures with regard to procedures for refuelling with one engine running.

Reason: This SIB is republished to clarify that the recommendation also applies to Jet-A1 ground fuel servicing of aeroplanes with one engine operating.

Applicability: Commercial air transport and non-commercial operators of multi-engine turbojet aeroplanes.

Description: This Safety Information Bulletin (SIB) is issued to provide guidance on Jet-A and Jet-A1 ground fuel servicing of aeroplanes with one engine operating (hereafter referred to as "hot refuelling"). Fuelling with an engine running is extremely hazardous and should normally not be conducted. However, some Type Certificate (TC) holders have developed specific procedures for conducting hot refuelling during unforeseen and exceptional circumstances, i.e. un-serviceability of the Auxiliary Power Unit (APU) in combination with the absence of suitable ground support equipment. In such a case, an engine mounted at the rear of the aeroplane or on the wing opposite from the refuelling point may be operated during refuelling to ensure the continued availability of bleed air and electrical power for engine starting.

This is information only. Recommendations are not mandatory.

Hot refuelling should only be conducted under the specific conditions and limitations hereunder.

Recommendation(s): Hot refuelling should only be conducted:

- in unforeseen and exceptional circumstances;
- in accordance with the specific procedures for hot refuelling established by the TC holder of the aeroplane;
- with no passenger on board, nor embarking or disembarking;
- under permission by the aerodrome operator; and
- in presence of the aerodrome Rescue and Fire Fighting Service.

An operational procedure/limitation (O) should be included in the Minimum Equipment List (MEL) with regard to dispatch criteria in relation to an unserviceable APU (e.g. no dispatch to an aerodrome where no suitable ground support equipment is available).

Appropriate training should be provided to flight crew and maintenance/ground service personnel involved in the hot refuelling procedure, and to cabin crew if to be present on board.

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