



ACT Rural Fire Service
Standard Operating Procedure
Accessing Aviation Fuel AIRSIDE

3.7
Operational
Management

Purpose

The ACT Rural Fire Service (RFS) Headquarters is located at Hangar 48 in the Fairbairn precinct of the Canberra International Airport. This location allows the RFS to promptly dispatch aircraft directly to fires within the ACT and the surrounding region

The purpose for this SOP is to clearly identify the arrangements between the ACT Rural Fire Service Contract Aviation resources and the Canberra International Airport Fuel Distribution provider

Note – In line with the Aviation Fuel exclusivity agreement between Canberra Airport and the Canberra Caltex facility, the contracted fuel tanker will make every effort to source fuel from the Caltex facility, whilst working on Canberra airport, unless in an emergency situation this is not a viable option.

Operating Procedure.

CATEGORY 1 - ACCESSING FUEL FOR NON – INCIDENT RELATED TASKS

RFS aircraft on a regular basis conduct flight missions such as training and familiarisation flights. These flights are not deemed as a high priority and proper planning is conducted before these missions.

For all Category 1 requests for refuelling a delay of no more than 1 hour from time of call will be sufficient

CATEGORY 2 - ACCESSING FUEL FOR EMERGENCY INCIDENT RELATED TASKS

Due the nature of business conducted by the RFS Aviation resources the organisation requires a guaranteed rapid response of its aircraft for the protection of life & property for the ACT Community. For Wildfire responses Aircraft are dispatched in accordance with SOP 2.1 “Acceptable Use of Aircraft”. To guarantee this rapid response the RFS contract 1 fuel tanker for work carried out away from the RFS HQ, however at times fuel is required for operational dispatches of aircraft from the RFS HQ.

Under current arrangements the RFS is bound to the use of the Airport fuel distribution supplier for all refuelling carried out Airside. Due to this we require for all CATEGORY 2 tasks that the Airport fuel distributor be able to respond to Hangar 48 Immediately upon receipt of a Category 2 request for fuel and commence fuelling operations within 10 minutes of the call, or the RFS contracted fuel tanker will be permitted to refuel the aircraft airside.



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Procedure for the request of Category 1 refuelling

1. ACT RFS Contract pilot or RFS Airbase Manager contacts refueller
2. Request is made stipulating that fuel is required for a category 1 non-emergency related task
3. Airport Fuel Distributor completes refuelling within 1 hour of request

Procedure for the request of Category 2 refuelling

1. RFS Airbase Manager, ACT RFS Contract Pilot or RFS Duty Officer (RFS DO) contacts refueller
2. Request is made stipulating that fuel is required for category 2 emergency related task.
3. Fuel distributor is dispatched immediately to RFS HQ and commences refuelling operations

Category 2 – Contingency Plan

In the event of the Airport Fuel Distributor being unable to respond immediately to category 2 responses the RFS will take the following actions to ensure it can fulfil its operational & legislative requirements

1. RFS Airbase Manager or RFS DO contacts Refueller
2. Refueller advised that an immediate response is not possible
3. RFS Airbase Manager or RFS DO contacts RFS Contracted Fuel Tanker and commences refuelling operations airside until Airport Fuel Distributor can respond to RFS HQ

Approved By: Andrew Stark

Position: Chief Officer ACT RFS

Signature:

A handwritten signature in black ink, appearing to be 'Andrew Stark', written over a light green rectangular background.

Date: 15/12/2009

Approved By: Andrew Macfarlane

Position: ACT Caltex Airport Manager

Signature:

Date: 13/12/2009

Cross Reference SOP/s: SOP 2.1 – Acceptable use of Aircraft