

Forward Area Refueling Point (FARP)



A Forward Area Refueling Point (FARP) is designed to provide fuel necessary for highly-mobile and flexible helicopter and fixed-wing operations. The size of the FARP varies with the mission and the number of aircraft to be serviced.

Some common design challenges for FARPS include the following points:

- Almost all FARPS are established in austere conditions that can include arctic, desert or jungle environments.
- They have no local fuel storage or pumping facilities available.
- They often use unimproved runways that may be gravel or require short takeoff and landing.
- FARPs are a portable fueling system that operate with minimum ground personnel and little or no heavy lifting equipment available.
- Time is of the essence which means that it's essential products must be designed for rapid deployment.
- FARPS are resupplied from Fixed Operating Base (FBO) by aircraft. Space on the aircraft is limited so maximizing the aircraft's delivery capabilities is also essential.

All FARPS typically use diesel fuel pumping equipment to transfer fuel from portable fuel storage tanks to replenish small aircraft. Filtration skids with totalizing flow meters are used to ensure the right amount of clean fuel is dispensed to the aircraft. Deadman stops, control systems, spill kits, fire suppression equipment and additive skids are optional.



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Each FW-FARP can be customized to an aircraft platform and may include:

- Bulk Aviation Transport Tank (BATT) or palletized Bulk Aviation Transport Tank (BATT)
- Collapsible storage tanks with secondary containment berms
- Double-walled collapsible storage tanks with integrated secondary containment
- Diesel power pump skid
- Filtration and metering skid
- Suction hoses
- Discharge hoses (lay flat or rigid)
- Manifold system to interconnect tanks and facilitate recirculation of fuel
- Over-wing or closed circuit refueling nozzles

Rotary-Wing FARP

RW-FARPs are designed around helicopter assets that offer vertical take-off and landing (VTOL) capabilities. These systems may utilize underslung tanks such as the Fuel-Easy or the Double Drum or a Bulk Aviation Transport Tank (BATT) to provide bulk fuel to the FARP.

If Fuel-Easy or Double Drum tanks are utilized, they may be dropped off full at the site by the helicopter without landing. They can also be used as temporary static storage tanks.

Typically, these systems include multiple tanks so replenishment can continue, as one tank is used at the FARP, a second is being filled at the FBO and a third is in transit to or from the FARP. Helicopters transport the empty tanks back to the FBO as underslung loads or the tanks are collapsed and carried back as cargo.

If the BATT is utilized, the fuel is pumped from the BATT, installed inside the aircraft, to collapsible fuel storage tanks on the ground. If the BATT is used, the helicopter must land to defuel the BATT.

Each RW-FARP can be customized to a helicopter type and may include:

- Fuel-Easy (minimum of three recommended)
- Double Drum (minimum of three recommended)
- Bulk Aviation Transport Tank (BATT)
- Collapsible storage tanks with secondary containment berms
- Double-walled collapsible storage tanks with integrated secondary containment
- Diesel power pump skid
- Filtration and metering skid
- Suction hoses
- Discharge hoses (lay flat or rigid)
- Manifold system to interconnect tanks and facilitate recirculation of fuel
- Over-wing or closed circuit refueling nozzles