

9. Fueling

Current National Fire Protection Association (NFPA) 407, International Fire Code (IFC), and the Los Angeles Fire Code (LAFC) shall be adhered to in addition to these Rules and Regulations regarding fueling.

9.1. Aircraft Fueling Operations

- 9.1.1.** All fueling operations shall be conducted by trained personnel per Federal Aviation
- 9.1.2.** No fueling is allowed while engines are running (auxiliary power units exempt).
- 9.1.3.** Fueling operations shall be discontinued when a lightning storm has been observed in the vicinity of the airfield.
- 9.1.4.** All fuel servicing vehicles shall be properly bonded with the aircraft being serviced during all fueling operations.
- NOTE:** Fuel servicing vehicles are defined as fuel tankers, fuel hydrant trucks, and fuel hydrant carts unless otherwise specified.
- 9.1.5.** The bond shall be maintained until fueling connections have been removed.
- NOTE:** Bonding of an under wing refueling nozzle to the aircraft is not required when there is metal contact between the nozzle and the filler connection.
- 9.1.6.** No fuel tanker shall be parked within 50 feet from any parked aircraft and buildings other than maintenance facilities and garages for fueling servicing tank vehicles.
- 9.1.7.** All fuel tankers shall have a clear space of no less than 10 feet when parked, stored, or repaired next to other fueling servicing vehicles, moving vehicles, or parked vehicles/equipment.
- 9.1.8.** At least one wheeled fire extinguisher meeting the requirements of NFPA shall be immediately available for use during fueling operations.
- 9.1.9.** Sparks, ignition sources, and open flames shall not be allowed within 50 feet of any aircraft during fueling operations or any fueling service vehicle(s).
- 9.1.10.** No airborne radar equipment shall be operated or ground tested on any passenger ramp, apron area, or any other area when the directional beam of the high-intensity radar is within 300 feet or when the low intensity beam (less than 50kw output) is within 100 feet of another aircraft, aircraft refueling operation, aircraft refueling truck, or flammable liquid storage facility.
- 9.1.11.** No passenger shall be permitted to remain onboard, to enter, or to depart an aircraft during fueling operations except when both of the following exist:
- a.** a. A means of safe egress is in position for the rapid debarkation of passengers (i.e., Passenger Boarding Bridges or stairs) and
 - b.** A qualified attendant is at each door that is in use.

- 9.1.12.** No motorized ground equipment shall be allowed to stop under an aircraft's wing tip during fueling operations. Fueling operations shall be immediately terminated if anyone positions a vehicle under a wing tip.
- NOTE:** Aircraft fuel tanks are vented through the wing tips which may produce a dangerous and explosive mixture.
- 9.1.13.** The transfer of bulk aircraft or commercial fuel from one fueling service vehicle to another is prohibited.
- 9.1.14.** All fueling service tankers require a current "Division 5 permit" from the Los Angeles Fire Department (LAFD).
- 9.1.15.** Every fueling service vehicle shall have visible signs identifying the type of fuel contained in accordance with NFPA, Section 407.
- 9.1.16.** No smoking is allowed by any person within 50 feet of a fueling service vehicle or anywhere not listed on Appendix 01- LAX Designated Smoking Areas.
- 9.1.17.** The delivery of fuel shall at all times be under the control of the vehicle operator. Latching or fastening devices on the control units (deadman) are not permitted.
- 9.1.18.** The operator of any fueling service vehicle shall be outside the vehicle and in constant control at all times when refueling an aircraft.
- 9.1.19.** No fueling service vehicle shall be left unattended when attached to an aircraft or fuel hydrant pit.
- 9.1.20.** (Rescinded)
- 9.1.21.** All fueling service vehicles shall have the parking brake engaged and chocks set on the front and back of a tire whenever parked, fueling or being refueled.
- 9.1.22.** No fueling service vehicles (except fuel hydrant carts) shall be left unattended in the gate area.
- 9.1.23.** Fueling service vehicles shall be positioned for immediate dispersal at all times.
- 9.1.24.** When 5 or more refueling tank vehicles are parked in the same location, a 150-pound dry chemical wheel-type fire extinguisher shall be positioned no more than 100 feet from any vehicle.
- 9.1.25.** Fueling service vehicles shall not be parked in any public area except as designated by the General Manager or designee.
- 9.1.26.** The engine of any fueling service vehicle shall be turned off in these situations:
- a.** During fueling operations - both filling the tank and making/breaking the fuel filling connections
 - b.** During maintenance repairs to the fuel handling system

- 9.1.27.** No more than one fueling service vehicle shall be positioned to fuel each wing of an aircraft.
- 9.1.28.** When high-capacity aircraft are refueled, additional fueling service vehicles (tankers only) shall remain at least 100 feet from the aircraft being serviced and parked only in areas approved by the General Manager or designee.
- 9.1.29.** All aircraft fuelers shall have readily available a sufficient quantity and quality of absorbent material to contain accidental fuel spills at all times.
- 9.1.30.** No tank truck fueling will be permitted on terminal gates except when the following occur:
- a.** The cost of fuel delivered is greater than using a hydrant system
 - b.** The hydrant systems are not available or do not exist
 - c.** The hydrant system is not available for use by the carrier's fuel supplier because of the proprietary nature of the hydrant system, i.e., the owner of the system will not allow the delivery of the product into the system
 - d.** The fuel delivered from a hydrant system does not meet acceptable quality control standards
 - e.** Written approval from the General Manager or designee is granted prior to conducting any operation
- 9.1.31.** All fuel tankers that are out of service and empty must have a LAWA provided "Tanker Empty" placard clearly visible from 50ft away on the front and rear of the tanker.
- 9.1.32.** All newly introduced fueling service vehicles/carts shall be inspected and approved by Airport Operations prior to initial operation in the AOA.
- 9.1.33.** All aircraft fueling operations shall be conducted by trained personnel per Federal Aviation Regulations (FAR) Part 139.321 (b-f).

9.2. Automotive/Vehicle/Equipment Fueling

- 9.2.1.** Automotive and ground service equipment (GSE) shall be fueled only by authorized contractors, at prescribed locations, and from approved dispensing systems.
- 9.2.2.** No automotive fuel dispensing vehicles shall dispense fuel unless properly bonded and in accordance to NFPA standards.
- 9.2.3.** Automotive fuel dispensing vehicles shall carry at all times a sufficient quantity and quality of absorbent material to contain accidental fuel spills.
- 9.2.4.** Propane cylinders shall be properly stored, handled, and used to prevent damage to persons, equipment, and property.
- 9.2.5.** No propane cylinders shall be left abandoned anywhere in the Airport. Abandoned propane cylinders are subject to confiscation.

- 9.2.6. All fueling service vehicles shall have the parking brake engaged and chocks set on the front and back of a tire whenever parked, fueling or being refueled.

9.3. **Fuel Delivery**

- 9.3.1. No fuel storage tanks shall be filled beyond the designated safe fill level.
- 9.3.2. All drivers/operators or attendants shall be present at the fuel delivery vehicle at all times.
- 9.3.3. The fueling service vehicle, the tank truck filling rack, and the flammable liquid discharge piping shall be grounded to a point of zero electrical potential.
- 9.3.4. All personnel who receive/supply aviation fuel shall use the proper fuel storage area and delivery facilities.

NOTE: During a period where these facilities are not available, the operators may make other arrangements with their suppliers of aviation fuel for delivery. These arrangements are subject to the approval of the General Manager or designee.

9.4. **Fuel Spills**

- 9.4.1. All fuel spills shall immediately be reported to the ARCC (424) 646-5292 and/or Airport Police Emergency Dispatch (424) 646-7911.
- 9.4.2. In the event that an aircraft is evacuated because of a fuel spill, passengers shall not be re-admitted to the passenger boarding bridge or aircraft until permitted by LAFD.
- 9.4.3. In the event of a fuel spill, fueling service vehicles and any other vehicles or equipment shall not be moved until the spill is mitigated and approval has been given by LAFD.
- 9.4.4. All fuel spills shall be cleaned up immediately using appropriate absorbent material and the area secured to prevent fuel from entering into drains or contaminating soil.

NOTE: As part of the Los Angeles World Airports (LAWA) Storm Water Pollution Prevention Program (SWPPP), a number of BMPs related to aircraft vehicle and equipment fueling have been developed. Questions on the SWPPP and BMPs should be directed to the LAWA Environmental Services Division at (424) 646-6500. A list of BMPs is located in Appendix 02 - Best Management Practices.

9.5. **Records**

- 9.5.1. A current list of fueling equipment inventories shall be submitted on a monthly basis to regulatorycompliance@lawa.org, no later than the last day of each calendar month.
- 9.5.2. A current list of aircraft fuel handling personnel shall be submitted on a monthly basis to regulatorycompliance@lawa.org, no later than the last day of each calendar month.

- 9.5.3.** On each shift, fuelers shall inspect their vehicle/cart prior to use to ensure that it meets all applicable standards. This inspection shall be documented on a company provided inspection sheet that shall be kept with the vehicle/cart for the duration of the shift and presented to LAWA for inspection immediately upon request. Fuelers shall continuously monitor their vehicle/cart when in use for any unsafe conditions that may develop.