

**PART 150 – AIRCRAFT FUELING AND DEFUELING REGULATIONS**

150.01	APPLICABLE LAW .....	1
150.03	AIRCRAFT FUELING LIMITATIONS.....	1
150.04	NON-MOTORIZED HYDRANT VEHICLES (CARTS) .....	1
150.05	BONDING OF AIRCRAFT AND FUELING VEHICLES .....	1
150.06	PLACES WHERE FUELING AND DEFUELING IS PROHIBITED.....	2
150.07	USE OF AIRCRAFT REFUELER UNITS AND OTHER REFUELING VEHICLES ..	2
150.08	QUALIFIED OPERATORS.....	2
150.09	AIRCRAFT ENGINES SHUT OFF.....	2
150.10	NO SMOKING.....	2
150.11	ANTI-SPARK EXHAUST SYSTEMS.....	3
150.12	RADIO TRANSMITTERS AND ELECTRICAL APPLIANCES .....	3
150.13	TRANSFER OF FUEL BETWEEN VEHICLES .....	3
150.14	SPILL CONTROL AND RESPONSE.....	3
150.15	INSPECTION OF REFUELING VEHICLES .....	3
150.16	STORAGE OF FUEL, REFUELED UNITS AND FUEL TRUCKS .....	4
150.17	PASSENGERS PROHIBITED ON OR ADJACENT TO AIRCRAFT .....	4
150.18	PROVISIONS OF FIRE CODE APPLY.....	4
150.19	AIRCRAFT MAINTENANCE .....	5
150.20	MAINTENANCE OF AREA AROUND AIRCRAFT FUEL OPERATION FACILITIES .....	5
150.21	SAFETY DEVICES .....	5
150.22	MECHANICAL OVERRIDES .....	5
150.23	SUPPORT VEHICLE FUELING.....	5
150.24	FUELING SUPPORT VEHICLES ON QUEENSBURG STREET .....	5

## **PART 150 – AIRCRAFT FUELING AND DEFUELING REGULATIONS**

### **150.01 APPLICABLE LAW**

All fueling and defueling of aircraft and all operation and management of Aircraft Fuel Operations Facilities shall be conducted in accordance with all DIA Rules and Regulations, the City and County of Denver approved fire code (presently the International Fire Code), , applicable NFPA regulations (including NFPA 385 and NFPA 407), applicable FAA Regulations; and all other applicable state, federal, and local laws and regulations, including Spill Prevention Control and Countermeasures (“SPCC”) regulations (40 CFR Part 112) promulgated by the United States Environmental Protection Agency (EPA).

Before access to the fuel system is allowed, all users of fuel systems at DIA shall execute the appropriate contractual agreements with DIA and the Contracting Airlines to define their status.

### **150.03 AIRCRAFT FUELING LIMITATIONS**

Only airlines, the fuel system operator, and fixed based operators (“FBOs”) are authorized to perform into-plane fueling services. All fueling and defueling of aircraft shall be conducted from fuel systems and refueler units or fuel trucks approved by the DIA Manager of Aviation. Refueler units and fuel trucks shall use a ticket meter approved by DIA or an approved fuel system operator. Fueling and refueling operators are responsible for compliance with all codes, regulations and laws associated with the process.

### **150.04 NON-MOTORIZED HYDRANT VEHICLES (CARTS)**

The use of non-motorized hydrant vehicles (carts) is allowed if they are positioned in designated and marked ramp locations. Each designated location will be determined based on the hydrant pit location, aircraft gate layout and ground service requirements.

The hydrant carts shall not be left unattended when connected to both the hydrant valve and the aircraft fueling point. They may be connected to the hydrant valve only during fueling banks and when aircraft are present at the gate.

### **150.05 BONDING OF AIRCRAFT AND FUELING VEHICLES**

All aircraft shall be fueled and defueled in accordance with the bonding ground procedures outlined in the applicable fire codes including NFPA 407 2-3.4. In general, all fueling equipment and aircraft shall be electrically bonded and grounded prior to and during fueling and defueling activities. All bonding connections shall be maintained until final completion of the fueling or defueling operation. Failure to bond correctly can easily lead to fire and explosion. It is incumbent on all fueling operators to be trained on proper procedures and to perform bonding operations correctly.

## **150.06 PLACES WHERE FUELING AND DEFUELING IS PROHIBITED**

### **150.06-1 Hangars and Enclosed Areas**

Aircraft (except helicopters) shall be prohibited from fueling and defueling while located within any hangar or any other enclosed area.

### **150.06-2 Safe Distance from Buildings**

During fueling and defueling operations, the vents and fill operations of aircraft fuel tanks (except helicopters) shall be not less than fifty (50) feet from the airport terminal or any other building. This distance may be modified only with prior approval of the Manager of Aviation.

## **150.07 USE OF AIRCRAFT REFUELER UNITS AND OTHER REFUELING VEHICLES**

Refer to local fire code, International Fire Codes, NFPA 385 and 407 and Title 14,CFR 139.321.

## **150.08 QUALIFIED OPERATORS**

The fueling and defueling contractors shall provide sufficient trained personnel to operate all equipment and maintain a safe operating process including the capability to automatically shut down or control the process when unsafe or spill conditions threaten personnel safety, the environment or the facility in general. The fueling and defueling contractors are responsible for operations of their personnel. The fueling contractor(s) shall be responsible for certifying the operators as qualified and trained in contractor and airport procedures. The fueling contractor(s) shall be responsible for certifying the operators as qualified and trained in contractor and airport procedures and that they have sufficient resources and backup to do their jobs competently.

Automatic shut-offs will be enabled and fully operational at all times.

## **150.09 AIRCRAFT ENGINES SHUT OFF**

Aircraft shall be fueled or defueled according to aircraft manufacturer's recommendations and in compliance with all applicable fire codes described above.

Note that NFPA 407 Section 5.5 states that onboard engines must be shut down except in an emergency situation where the Auxiliary Power Unit (APU) on a jet aircraft and the absence of suitable ground support equipment are not available and there is a safe engine on procedure available. This implies that a jet can be fueled with the APU in operation provided it is approved by the aircraft manufacturer.

## **150.10 NO SMOKING**

Smoking by any person on or within one hundred (100) feet of a fuel truck or refueling operation is prohibited. Approved "NO SMOKING" signs, with letters on a contrasting

background, shall be conspicuously posted throughout every hangar and at each fuel transfer point.

#### **150.11 ANTI-SPARK EXHAUST SYSTEMS**

Refueled units and all fuel trucks must be equipped with anti-spark exhaust systems. The engine exhaust system shall be designed, located and installed so as to minimize the hazard of fire.

#### **150.12 RADIO TRANSMITTERS AND ELECTRICAL APPLIANCES**

During fueling or defueling of aircraft, no person shall operate any radio transmitter or receiver in such aircraft, switch electrical appliances on or off in such aircraft, or perform any act which may cause a spark within fifty (50) feet of the aircraft.

#### **150.13 TRANSFER OF FUEL BETWEEN VEHICLES**

The transfer of bulk aircraft or commercial fuel from one fuel truck to another is prohibited within the boundaries of the Airport.

#### **150.14 SPILL CONTROL AND RESPONSE**

The fueling and defueling contractor(s) are responsible for training their personnel in spill response and reporting procedures. Persons engaged in fueling or defueling shall exercise care to prevent overflow or spillage and will take proper measures to remove any liquid when spilled. The Airport Fire Department must be called to stand by during cleanup of fuel spills. Any person involved with any fuel spill shall remove such spill immediately in compliance with Part 180 of the Airport Rules and Regulations, and must notify the DIA Communications Center (303-342-4200) immediately.

#### **150.15 INSPECTION OF REFUELING VEHICLES**

All fuel trucks and equipment used in the transfer of engine-operating fuels shall be maintained in a safe operating condition and shall be inspected daily by authorized and qualified owner/operator personnel. Individual records of such inspections shall be maintained by each owner/operator and readily available on each unit. The record will indicate identify of units, dates, extent of the inspections, the name of the inspector, and the organization represented. Any refueled units and trucks containing flammable liquids found to be in unsafe operating condition shall be taken out of service. If the vehicle is found to be unsafe, the vehicle will be taken out of service and an "Out of Service" sticker will be placed on the outside of the front windshield by the operator. After the vehicle is restored to a safe operating condition and the successful re-inspection, the owner may remove the "Out of Service" sticker and put the vehicle back into operation.

The Denver Fire Department ("DFD") may inspect all fuel trucks. Denver Police Department and Airport Operations personnel may conduct spot inspections of fuel trucks. Vehicles found to be in an unsafe operating condition during these inspections will be taken out of service at the discretion of the inspection agency and an "Out of Service" sticker will be placed on the outside of the front windshield by the operator. After the vehicle is restored

to a safe operating condition and the successful DFD re-inspection, the owner may remove the “Out of Service” sticker and put the vehicle back into operation.

Fuel trucks shall not conduct fueling operations with an “Out of Service” sticker on the vehicle. The first violation of this rule by an organization will result in a Violation Notice being issued. The second violation of this rule by an organization, even if a different vehicle is involved, will result in a citation written by the Denver Police Department. All third and subsequent violations of this rule by an organization, even if a different vehicle is involved, will result in the vehicle(s) being prohibited from operating on the airport and may result in further actions toward the operator.

#### **150.16 STORAGE OF FUEL, REFUELED UNITS AND FUEL TRUCKS**

Storage of AVGAS and Jet A Fuels is restricted to those facilities provided by the City and managed by the City’s authorized operator. Fuels may be stored in fuel tanker trucks provided the fuel was drawn from the Airport fuel system and proper containment is present for overnight storage.

Tank vehicles shall be parked in remote areas designated by the Manager of Aviation in such manner as to maintain clearance between trucks per applicable fire codes and DIA Operations instructions, unless said trucks are preparing to service or are actually servicing an aircraft.

Hydrant vehicles shall be parked only in designated areas per applicable fire codes and DIA Operations instructions in a manner to permit rapid removal and accessibility of fire apparatus. Parking elsewhere is permitted only during actual fuel transfer handling operations or for short periods with a driver in the vehicle

Gasoline may be stored in fuel tanker trucks provided the fuel was drawn from the Airport’s fuel system.

Fuel trucks, hydrants trucks, and any oil storage container 55-gallon capacity or greater are regulated under the SPCC regulations (40 CFR Part 112). SPCC plans must be prepared for mobile fueling and oil storage operations at DIA.

#### **150.17 PASSENGERS PROHIBITED ON OR ADJACENT TO AIRCRAFT**

Applicable fire codes require that no passenger or passengers will be permitted in any aircraft during fueling or defueling unless an attendant is at the cabin door, and no passenger will be permitted on the loading ramp adjacent to an aircraft during fueling or defueling operations on that aircraft.

#### **150.18 PROVISIONS OF FIRE CODE APPLY**

Provisions of the Fire Code apply. International Fire Code (NFPA by implication) , City and County of Denver and all other Fire Code Provisions and other laws, Rules and Regulations shall be complied with on the Airport during fueling and defueling operations and use of Aircraft Fuel Operation Facilities.

**150.19 AIRCRAFT MAINTENANCE**

Fueling and defueling as a matter of aircraft maintenance must follow all conditions of this Rule and Regulation. In addition, aircraft maintenance activities can only be conducted in areas approved by the Manager of Aviation.

**150.20 MAINTENANCE OF AREA AROUND AIRCRAFT FUEL OPERATION FACILITIES**

Yards in the vicinity of aircraft fuel operations facilities shall be kept free of trash and other debris at all times. Maintenance and operation practices shall control leakage and prevent spillage of flammable or combustible liquid.

**150.21 SAFETY DEVICES**

Bypassing any safety device on a refueling vehicle, or at an Aircraft Fuel Operation Facility or any component of the aircraft fueling system including any associated with the auxiliary equipment is prohibited.

**150.22 MECHANICAL OVERRIDES**

If the aircraft has a faulty gauge or valve, an airline authorized mechanic can override the overfill valve solely to ensure that an overflow does not occur, providing all reasonable steps are taken. "Reasonable" means checking dipsticks in wings, taking gauge readings under wing with cockpit gauge, and performing other available checks that do not require the aircraft to be taken apart on the apron.

**150.23 SUPPORT VEHICLE FUELING**

Tugs, loaders and other ground support vehicles will be fueled primarily at fuel terminals located at the east end of concourses A, B, and C and at the GSE south super island. When this is not feasible, fueling from a tanker vehicle may be permitted in accordance with Airport Operations guidelines relative to distance from the Airport concourses, jet ways, or other buildings.

**150.24 FUELING SUPPORT VEHICLES ON QUEENSBURG STREET**

Unlicensed vehicles directly and solely involved in the support of fueling operations and the Airport fuel system are permitted to exit the Restricted Area and to drive on Queensburg Street to 111th Avenue for access to the fuel farm facility. Restricted Area driving and permitting regulations apply, and the vehicles are prohibited from leaving Airport property or deviating from the assigned route described above.

**NOTICE**

The Rules and Regulations of the Denver Municipal Airport System are provided on the website of Denver International Airport, [www.flydenver.com](http://www.flydenver.com), as a convenience to the public. Copies may also be obtained from the Department of Aviation's Technical Services Office. The City Clerk is the official custodian of all City rules and regulations under the Revised Municipal Code of the City and County of Denver, sections 2-91 to 2-100. Official, current versions of these rules and regulations may be obtained at the City Clerk's office. For the Clerk's office location and hours, visit the City's website, [www.denvergov.org](http://www.denvergov.org).