

***SAN LUIS OBISPO COUNTY***



***COUNTY CODE TITLE 24 -  
AIRPORT RULES AND REGULATIONS***

**Appendix A**

**AVIATION RELATED  
CALIFORNIA FIRE CODE (2001)  
INFORMATION**

**San Luis Obispo County Airports**

San Luis Obispo County Regional Airport & Oceano Airport



**103.3.1 GENERAL**

**103.3.1.1 Authority to inspect.**

The fire prevention bureau shall inspect, as often as necessary, buildings and premises, including such other hazards or appliances designated by the fire chief for the purpose of ascertaining and causing to be corrected any conditions which would reasonably tend to cause fire or contribute to its spread, or any violation of the purpose or provisions of this code and of any other law or standard affecting fire safety.

**103.3.1.2 Right of entry.**

Whenever necessary to make an inspection to enforce any of the provisions of this code, or whenever the chief has reasonable cause to believe that there exists in any building or upon any premises any condition which makes such building or premise unsafe, the chief is authorized to enter such building or premises at all reasonable times to inspect the same or to perform any duty authorized by this code, provided that if such building or premise is occupied, the chief shall first present proper credentials and demand entry: and if such building or premises is unoccupied, the chief shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premise and demand entry. If such entry is refused the chief shall have recourse to every remedy provided by law to secure entry.

If the owner or occupant denies entry, the chief is authorized to obtain a proper inspection warrant or other remedy provided by law to secure entry. Owners, occupants or any other persons having charge, care or control of any building or premise shall, after proper request is made as herein provided, promptly permit entry therein by the chief for the purpose of inspection and examination pursuant to this code.

For the purpose of Section 103.2.1.2 the term "chief" shall include the chief officer of the fire department serving the jurisdiction and the officers named in Sections 103.2.1.2 and 103.2.2.2

**103.3.1.3 Stop orders.**

When any work is being done or a condition is being established contrary to the provisions of this code, the fire chief may order the work stopped by notice in writing served on any person engaged in doing or causing the work to be done. Such work shall stop until continuation is authorized by the chief.

**103.4.4 Citations.**

The Chief is authorized to issue a citation to persons operating or maintaining an occupancy, premise or vehicle subject to this code who allow a hazard to exist or fail to take immediate action to abate a hazard on such occupancy, premises or vehicle when ordered or notified to do so.

**SPECIAL OCCUPANCY USES**  
**ARTICLE 24 - AVIATION FACILITIES**

**SECTION 2401 -GENERAL**

**2401.1 Scope.**

Airports, heliports, helistops and aircraft hangars shall be in accordance with Article 24.

**2401.2 Definitions.**

**AIRCRAFT OPERATION AREA (AOA)** is any area used or intended for use for the parking, taxiing, takeoff, landing or other ground-based aircraft activity.

**AIRPORT** is an area of land or structural surface which is used, or intended for use, for the landing and taking-off of aircraft with an overall length greater than 39 feet (11,887 mm) and an overall exterior width greater than 6.6 feet (2,012 mm), and any appurtenant areas which are used or intended for use for airport buildings and other airport facilities.

**HELIPORT** is an area of land or water or a structural surface that is used, or intended for use, for the landing and taking-off of helicopters, and any appurtenant areas, which are used, or intended for use, for heliport buildings and other heliport facilities.

**HELISTOP** is the same as heliport, except that no fueling, defueling, maintenance, repairs or storage of helicopters is permitted.

*San Luis Obispo County Airports*

*Title 24 - Airport Rules And Regulations (Rev. 3/8/05)*

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**2401.3 Permits.**

For permits to operate aircraft refueling vehicles, application of flammable or combustible finishes, and welding or cutting, see Section 105, Permits a.2, h.3, or s.1.

**2401.4 Regulations Not Covered.**

Regulations not specifically contained herein pertaining to airports, aircraft maintenance, aircraft hangars and appurtenant operations shall be in accordance with UFC Standards 24-1 and 24-2.

**2401.5 Sources of Ignition.**

Open flames, flame-producing devices and other sources of ignition shall not be permitted in a hangar, except in approved locations or in any location within 50 feet (15 240 mm) of an aircraft fueling operation.

**2401.6 Smoking.**

Smoking shall be prohibited in aircraft refueling vehicles, aircraft hangars and aircraft operation areas used for cleaning, paint removal, painting operations or fueling. NO SMOKING signs shall be provided in accordance with Section 1109.4.1.

**EXCEPTION:** Designated and approved smoking areas.

**2401.7 Housekeeping.**

The AOA and related areas shall be kept free of combustible debris at all times.

**2401.8 Fire Department Access.**

Fire lanes and access roads shall be provided and maintained in accordance with Article 9. Fire lanes, access roads and aircraft parking positions shall be designed in a manner so as to preclude the possibility of fire vehicles traveling under any portion of a parked aircraft.

**2401.9 Dispensing Flammable and Combustible Liquids.**

Dispensing, transferring and storage of flammable and combustible liquids shall be in accordance with this article and Article 79.

**2401.10 Combustible Storage.**

Combustible materials stored in aircraft hangars shall be stored in approved locations and containers.

**2401.11 Hazardous Material Storage.**

Hazardous materials shall be stored in accordance with Article 80.

**SECTION 2402 - AIRCRAFT MAINTENANCE**

**2402.1 Transferring Flammable and Combustible Liquids.**

Flammable and combustible liquids shall not be dispensed into or removed from a container, tank, vehicle or aircraft except in approved locations.

**2402.2 Application of Flammable and Combustible Liquid Finishes.**

The application of Class I or Class II liquid finishes is prohibited unless all of the following conditions are met:

1. The application of the liquid finish is accomplished in an approved location, and
2. The application methods and procedures are in accordance with Article 45.

**2402.3 Cleaning Parts.**

Class I-A liquids shall not be used to clean aircraft, aircraft parts or aircraft engines. For cleaning with other flammable and combustible liquids, see Section 7903.2.2.

**2402.4 Spills.**

**2402.4.1 General.**

This section pertains to spills of flammable and combustible liquids as well as other hazardous materials. See also Section 2404.11.

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**2402.4.2 Cessation of work.**

All activities in the affected area not related to the mitigation of the spill shall cease until the spilled material has been removed or the hazard is mitigated.

**2402.4.3 Vehicle movement.**

Aircraft or other vehicles shall not be moved through the spill area until the spilled material has been removed and the hazard mitigated.

**2402.4.4 Mitigation.**

Spills shall be reported, documented and mitigated in accordance with the provisions of this article and Article 80.

**2402.5 Running Engines.**

Aircraft engines shall not be run in aircraft hangars except in approved engine test areas.

**2402.6 Open Flame.**

Repairing of aircraft requiring the use of open flames, spark-producing devices or the heating of parts above 500°F (260°C) shall only be done outdoors or in an area conforming with the Building Code for a Group H, Division 5 Occupancy.

**SECTION 2403 - PORTABLE FIRE EXTINGUISHERS**

**2403.1 General.**

Portable fire extinguishers suitable for flammable or combustible liquid and electrical-type fires shall be provided as specified in Section 2403 and UFC Standard 10-1. All extinguishers required by this section shall be inspected and maintained in accordance with UFC Standard 10-1.

**2403.2 On Towing Vehicles.**

Vehicles used for towing aircraft shall be equipped with at least one listed fire extinguisher having a minimum rating of 20-B:C in accordance with UFC Standard 10-1.

**2403.3 On Welding Apparatus.**

Welding apparatus shall be equipped with at least one listed fire extinguisher having a minimum rating of 2-A:10-B:C in accordance with UFC Standard 10-1.

**2403.4 On Aircraft Fuel-servicing Tank Vehicles.**

Aircraft fuel servicing tank vehicles shall be equipped with at least two listed fire extinguishers, each having a minimum rating of 20-B:C in accordance with UFC Standard 10-1. A fire extinguisher shall be readily accessible from either side of the vehicle.

**2403.5 On Hydrant Fuel,-servicing Vehicles.**

Hydrant fuel servicing vehicles shall be equipped with at least one listed fire extinguisher having a minimum rating of 20-B:C in accordance with UFC Standard 10-1.

**2403.6 At Fuel-dispensing Stations.**

Portable fire extinguishers at fuel-dispensing stations shall be located such that pumps or dispensers are not more than 75 feet (22,860 mm) from one such extinguisher. Fire extinguishers shall be provided as follows:

1. When the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute (757 L/m), at least two listed extinguishers having a minimum rating of 20-B:C. in accordance with UFC Standard 10-1, shall be provided.
2. When the open-hose discharge capacity of the fueling system is more than 200 gallons per minute (757 L/m) but not over 350 gallons per minute (1325 L/m), at least one listed wheeled extinguisher having a minimum rating of 80-B:C, in accordance with UFC Standard 10-1, and having a minimum capacity of 125 pounds (57 kg) of agent, shall be provided.
3. When the open-hose discharge capacity of the fueling system is more than 350 gallons per minute (1325 L/m), at least two listed wheeled extinguishers having a minimum rating of 80-B:C each, in accordance with UFC Standard 10-1, and having a minimum capacity of 125 pounds (57 kg) of agent each, shall be provided.

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**2403.7 Fire Extinguisher Access.**

**2403.7.1 General.**

Fire extinguishers required by provisions of this article shall be accessible at all times. Where necessary, provisions shall be made to clear accumulations of snow, ice and other forms of weather-induced obstructions.

**2403.7.2 Cabinets.**

Cabinets and enclosed compartments used to house fire extinguishers shall be clearly marked with the words "Fire Extinguisher" in letters at least 2 inches' (51 mm) high. These cabinets shall be readily accessible at all times.

**2403.8 Reporting Use.**

Use of any fire extinguisher under any circumstances shall be reported to the manager of the airport and the chief immediately after use.

**SECTION 2404 - AIRCRAFT FUELING**

**2404.1 Aircraft Motor Vehicle Fuel-dispensing Stations.**

Aircraft motor vehicle fuel-dispensing stations shall be in accordance with Article 52.

**2404.2 Airport Fuel Systems.**

Airport fuel systems shall be designed and constructed in accordance with UFC Standard 24-1.

**2404.3 Construction of Aircraft Fueling Vehicles and Accessories.**

**2404.3.1 General.**

Aircraft fueling vehicles shall be in compliance with Section 2404 and shall be designed and constructed in accordance with UFC Standards 24-1 and 79-4.

**2404.3.2 Transfer apparatus.**

Aircraft fueling vehicles shall be equipped and maintained with an approved transfer apparatus.

If such transfer apparatus is operated by an individual unit of the internal combustion motor type, such power unit shall be located as remotely as practicable from pumps, piping, meters, air eliminators, water separators, hose reels, and similar equipment, and shall be housed in a separate compartment from any of the aforementioned items. The fuel tanks in connection therewith shall be suitably designed and installed, and the maximum capacity shall not exceed 5 U.S. gallons (18.9 L) when such tank is installed on any such engine in any compartment housing any such engine. The exhaust pipe, muffler and tail pipe shall be shielded.

If operated by gears or chains, the gears, chains, shafts, bearings, housing and all parts thereof shall be of an approved design and shall be installed and maintained in a workmanlike manner.

Flexible connections for the purpose of eliminating vibration are allowed if the material used therein is designed, installed and maintained in an approved manner, provided such connections do not exceed 24 inches (610 mm) in length.

**2404.3.3 Pumps.**

Pumps of a positive displacement type shall be provided with a bypass relief valve set at a pressure of not more than 35 percent in excess of the normal working pressure of such unit. Such units shall be equipped and maintained with a pressure gage on the discharge side of the pump.

**2404.3.4 Dispensing hoses and nozzles.**

Hoses shall be designed for the transferring of hydrocarbon liquids.

Hoses shall not be any longer than necessary to provide efficient fuel transfer operations. Hoses shall be equipped with an approved shutoff nozzle. Fuel transfer nozzles shall be of self-closing type, designed to be actuated by hand pressure only. Notches and other devices shall not be used for holding a nozzle valve handle in the open position. Nozzles shall be equipped with a bonding cable complete with proper attachment for aircraft to be serviced.

**2404.3.5 Protection of electrical equipment.** Electric wiring, switches, lights and other sources of ignition, when located in a compartment housing piping, pumps, air eliminators, water separators, hose reels or similar equipment, shall be enclosed in a vapor-tight housing. Electrical motors located in such a compartment shall be of a type approved for use as specified in the Electrical Code.

**2404.3.6 Venting of equipment compartments.** Compartments housing piping, pumps, air eliminators, water separators, hose reels and similar equipment shall be adequately ventilated at floor level or within the floor itself.

**2404.3.7 Accessory equipment.** Ladders, hose reels and similar accessory equipment shall be of an approved type and constructed substantially as follows:

1. Ladders constructed of noncombustible material are allowed to be used with or attached to aircraft fueling vehicles, provided the manner of attachment or use of such ladders is approved and does not constitute an additional fire or accident hazard in the op-

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eration of such fueling vehicles.

2. Hose reels used in connection with fueling vehicles shall be constructed of noncombustible materials and shall be provided with a packing gland or other device that will preclude fuel leakage between reels and fuel manifolds.

**2404.3.8 Electrical bonding provisions.**

**2404.3.8.1 General.**

Transfer apparatus shall be metallically interconnected with tanks, chassis, axles and springs of aircraft fueling vehicles.

**2404.3.8.2 Bonding cables.**

Aircraft fueling vehicles shall be provided and maintained with a substantial heavy-duty electrical cable of sufficient length to be bonded to the aircraft to be serviced. Such cable shall be metallically connected to the transfer apparatus or chassis of the aircraft fueling vehicle on one end and shall be provided with a suitable metal clamp on the other end, to be fixed to the aircraft.

The bond cable shall be bare or have a transparent protective sleeve and be stored on a reel or in a compartment provided for no other purpose. It shall be carried in such a manner that it will not be subjected to sharp kinks or accidental breakage under conditions of general use.

**2404.3.9 Smoking.**

Smoking in aircraft fueling vehicles is prohibited. Signs to this effect shall be conspicuously posted in the driver's compartment of all fueling vehicles.

**2404.3.10 Smoking equipment.**

Smoking equipment, such as cigarette lighters and ash trays, shall not be provided in aircraft fueling vehicles.

**2404.4 Operation, Maintenance and Use of Aircraft Fueling Vehicles.**

**2404.4.1 General.**

The operation, maintenance and use of aircraft fueling vehicles shall be in accordance with Section 2404.4 and other applicable provisions of this article.

**2404.4.2 Proper maintenance.**

Aircraft fueling vehicles and all related equipment shall be properly maintained and kept in good repair. Accumulations of oil, grease, fuel and other flammable or combustible materials is prohibited. Maintenance and servicing of such equipment shall be accomplished in approved areas.

**2404.4.3 Vehicle integrity.**

Tanks, pipes, hoses, valves and other fuel-delivery equipment shall be maintained leak-free at all times.

**2404.4.4 Removal from service.**

Aircraft fueling vehicles and related equipment that are in violation of Section 2404.4.2 or 2404.4.3 shall be immediately defueled and removed from service. This equipment shall not be returned to service until proper repairs have been made.

**2404.4.4 Operators.**

Aircraft fueling vehicles that are operated by a person, firm or corporation other than the permittee or the permittee's authorized employee shall be provided with a legible sign visible from outside the vehicle showing the name of the person, firm or corporation operating such unit.

**2404.5 Fueling and Defueling.**

**2404.5.1 Positioning of aircraft fuel servicing vehicles.**

**2404.5.1.1 Aircraft egress.** Aircraft fueling vehicles shall not be located, parked or permitted to stand in a position where such unit would obstruct egress from an aircraft should fire occur during fuel transfer operations. In addition, tank vehicles shall not be located, parked or permitted to stand under any portion of an aircraft.

**2404.5.1.2 Fueling vehicle egress.** A clear path shall be maintained for aircraft fueling vehicles to provide for prompt and timely egress from the fueling area.

**2404.5.1.3 Aircraft vent openings.** A clear space of at least 10 feet (3,048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of an aircraft fueling vehicle.

**2404.5.1.4 Parking.** Prior to leaving the cab, the aircraft fueling vehicle operator shall ensure that the parking brake has been set. At least two chock blocks not less than 5 inches by 5 inches by 12 inches (127 mm by 127 mm by 304.8 mm) in size and dished to fit the contour of the tires shall be utilized and positioned in such a manner as to preclude movement of the vehicle in any direction.

**2404.5.2 Electrical bonding.**

**2404.5.2.1 General.**

Aircraft fueling vehicles shall be electrically bonded to the aircraft being fueled or defueled. Bonding connections shall be made prior to making any fueling connections and shall not be disconnected until the fuel transfer operations are completed and the

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fueling connections have been removed. When a hydrant service vehicle or cart is used for fueling, the hydrant coupler shall be connected to the hydrant system prior to bonding the fueling equipment to the aircraft.

**2404.5.2.2 Conductive hose.**

In addition to the bonding cable required in Section 2404.5.2.1. conductive hose shall be used for all fueling operations.

**2404.5.2.3 Bonding conductors on transfer nozzles.**

Transfer nozzles shall be equipped with approved bonding conductors that shall be clipped or otherwise positively engaged with the bonding attachment provided on the aircraft adjacent to the fuel tank cap prior to removal of the cap.

**EXCEPTION:** In the case of overwing fueling where no appropriate bonding attachment adjacent to the fuel fill port has been provided on the aircraft, the fueling operator shall touch the fuel tank cap with the nozzle spout prior to removal of the cap. The nozzle shall be kept in contact with the fill port until fueling is completed.

**2404.5.2.4 Funnels.**

Where required, metal funnels may be used during fueling operations. Direct contact between the fueling receptacle, the funnel and the fueling nozzle must be maintained at all times during the fueling operation.

**2404.5.3 Training.**

**2404.5.3.1 Qualified operators.**

Aircraft fueling vehicles shall be attended and operated only by persons instructed in methods of proper use and operation and who are qualified to use such fueling vehicles in accordance with minimum safety requirements.

**2404.5.3.2 Fueling hazards.**

Fuel-servicing personnel shall know and understand the hazards associated with each type of fuel dispensed by the airport fueling system operator.

**2404.5.3.3 Fire safety training.**

**2404.5.3.3.1 Employees.**

All employees of fuel agents who fuel aircraft, accept fuel shipments or otherwise handle fuel shall receive approved training on fire safety.

**2404.5.3.3.2 Fire extinguisher training.**

Fuel-servicing personnel shall be trained in the use of the available fire extinguishing equipment they might be expected to use.

**2404.5.3.3.3 Documentation.**

The airport fueling-system operator shall maintain records of all training administered to its employees. These records shall be made available to the chief upon request.

**2404.5.4 Transfer personnel.**

During fuel-transfer operations, a qualified person shall be in control of each transfer nozzle and another qualified person shall be in immediate control of the fuel pumping equipment to shut off or otherwise control the flow of fuel from the time fueling operations are begun until they are completed.

**EXCEPTION:** For underwing refueling, the person stationed at the point of fuel intake is not required.

The fueling operator shall monitor the panel of the fueling equipment and the aircraft control panel during pressure fueling or shall monitor the fill port during overwing fueling.

**2404.5.5 Fuel flow control.**

Fuel flow control valves shall be operable only by the direct hand pressure of the operator. Removal of the operator's hand pressure shall cause an immediate cessation of the flow of fuel.

**2404.6 Emergency Fuel-Shutoff.**

**2404.6.1 Accessibility.**

Emergency fuel-shutoff controls shall be readily accessible at all times when the fueling system is being operated.

**2404.6.2 Notification of the fire department.**

The fueling-system operator shall establish a procedure by which the fire department will be notified in the event of an activation of an emergency fuel-shutoff control.

**2404.6.3 Determining cause.**

Prior to reestablishment of normal fuel flow, the cause of any and all fuel shutoff conditions shall be determined and corrected.

**2404.6.4 Testing.**

Emergency fuel-shutoff devices shall be operationally tested at intervals not exceeding three months. Suitable records of these tests shall be maintained by the fueling-system operator.

**2404.7 Protection of Hoses.**

Before an aircraft fueling vehicle is moved, fuel transfer hoses shall be properly placed on the approved reel or in the compartment provided, or stored on the top decking of the fueling vehicle if proper height rail is provided for security and protection of such

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equipment. Fuel transfer hose shall not be looped or draped over any part of the fueling vehicle, except as herein provided. Fuel transfer hose shall not be dragged when such fueling vehicle is moved from one fueling position to another.

**2404.8 Loading and Unloading.**

Aircraft fueling vehicles shall be loaded only at an approved loading rack. Such loading racks shall be in accordance with Section 7904.5.2.

- EXCEPTIONS:**
1. Aircraft refueling units may be loaded from the fuel tanks of an aircraft during defueling operations.
  2. Fuel transfer between tank vehicles may be performed in compliance with Section 7904.5 when the operation is at least 200 feet (60,960 mm) from an aircraft.

The fuel cargo of such units shall be unloaded only by approved transfer apparatus into the fuel tanks of aircraft, underground storage tanks or approved gravity storage tanks.

**2404.9 Passengers.**

Passenger traffic is allowed during the time fuel transfer operations are in progress, provided the following provisions are strictly enforced by the owner of such aircraft or the owner's authorized employee:

1. Smoking and producing an open flame in the cabin of the aircraft or on the outside thereof within 50 feet (15,240 mm) of such aircraft shall be prohibited. A qualified employee of the aircraft owner shall be responsible for seeing that the passengers are not allowed to smoke when remaining aboard the aircraft or while going across the ramp from the gate to such aircraft, or vice versa.
2. Passengers shall not be permitted to linger about the plane, but shall proceed directly between the loading gate and the aircraft.
3. Passenger loading stands or walkways shall be left in loading position until all fuel transfer operations are completed.
4. Fuel-transfer operations shall not be performed on the main exit side of any aircraft containing passengers except when the owner of such aircraft or a capable and qualified employee of such owner shall remain inside the aircraft to direct and assist the escape of such passengers through regular and emergency exits in the event fire should occur during such fuel transfer operations.

**2404.10 Sources of Ignition.**

Smoking and producing open flames within 50 feet (15,240 mm) of a point where fuel is being transferred shall be prohibited. Electrical and motor-driven devices shall not be connected to or disconnected from an aircraft at any time fueling operations are in progress on such aircraft.

**2404.11 Prevention and Control of Fuel Spills.**

**2404.11.1 Maintenance of fuel-servicing equipment.**

Fuel-servicing equipment shall comply with the requirements of this article and be maintained in safe operating condition. Leaking or malfunctioning equipment shall be removed from service.

**2404.11.2 Transporting fuel nozzles.**

Fuel nozzles shall be carried utilizing appropriate handles. Fuel nozzles shall not be dragged along the ground.

**2404.11.3 Drum fueling.**

Fueling from drums or other containers having a capacity greater than 5 gallons (18.9 L) shall be accomplished with the use of an approved pump.

**2404.11.4 Fuel spill procedures.**

The fueling-system operator shall establish procedures to follow in the event of a fuel spill. These procedures shall be comprehensive and shall provide for at least all of the following:

1. Upon observation of a fuel spill, the aircraft fueling operator shall immediately stop the delivery of fuel by releasing hand pressure from the fuel flow control valve.
2. Failure of the fuel control valve to stop the continued spillage of fuel shall be cause for the activation of the appropriate emergency fuel shut-off device.
3. A supervisor for the fueling-system operator shall respond to the fuel spill area immediately.

**2404.11.5 Notification of the fire department.**

The fire department shall be notified of any fuel spill that is considered a hazard to people or property or that meets one or more of the following criteria:

1. Any dimension of the spill is greater than 10 feet (3,048 mm).
2. The spill area is greater than 50 square feet (4.64 m<sup>2</sup>).
3. The fuel flow is continuous in nature.

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An investigation shall be conducted by the fueling system operator of all spills requiring notification of the fire department. This investigation shall provide conclusive proof of the cause and verification of the appropriate use of emergency procedures. If it is determined that corrective measures are necessary to prevent future incidents of the same nature, they shall be implemented immediately.

**2404.11.6 Multiple fuel delivery vehicles.**

Simultaneous delivery of fuel from more than one aircraft fueling vehicle to a single aircraft fueling manifold is prohibited unless proper backflow prevention devices are installed to prevent fuel flow into the tank vehicles.

**2404.12 Operation of Aircraft Engines and Heaters.**

**2404.12.1 General.**

Fuel servicing shall not be performed on a fixed-wing aircraft while an onboard, propulsion engine is operating.

**EXCEPTION:** In an emergency resulting from the failure of an onboard auxiliary power unit on a jet aircraft and in the absence of suitable ground support equipment, a jet engine mounted at the rear of the aircraft or on the wing on the side opposite from the fueling point may be operated during fueling to provide power, provided that the operation follows approved written procedures.

**2404.12.2 Combustion heaters.**

Fuel servicing shall not be performed on an aircraft while any on-board combustion heating equipment is operating.

**2404.13 Internal Combustion Engine Equipment around Aircraft other than Aircraft Fuel-servicing Vehicles.**

**2404.13.1 General.**

During aircraft fueling operations, only the equipment actively involved in the fueling operation will be allowed within 50 feet (15,240 mm) of the aircraft being fueled. Other equipment shall be prohibited in this area until the fueling operation is complete.

**EXCEPTION:** This restriction does not apply to aircraft fueling operations utilizing single-point-refueling with sealed mechanically locked fuel line connection and the fuel is not a Class I liquid. A clear space of at least 10 feet (3,048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of any aircraft servicing vehicle or equipment.

**2404.13.2 Overwing fueling.**

No vehicles or equipment shall be positioned under the trailing edge of the wing when aircraft fueling takes place over the wing and the aircraft fuel system vents are located on the upper wing surface.

**2404.14 Electrical Equipment.**

**2404.14.1 General.**

Electrical equipment, such as battery chargers, ground or auxiliary power units, fans, compressors or tools, shall not be operated, nor shall they be connected or disconnected from their power source during fuel-service operations.

**2404.14.2 Other equipment.**

No electrical or other spark-producing equipment shall be used within 10 feet (3,048 mm) of fueling equipment, aircraft fill or vent points, or spill areas unless that equipment is intrinsically safe and approved for use in an explosive atmosphere.

**2404.15 Open Flames on Aircraft Fuel-servicing Ramps.**

**2404.15.1 Where prohibited.**

Open flames and open-flame devices are prohibited within 50 feet (15,240 mm) of any aircraft fuel-servicing operation or fueling equipment.

**2404.15.2 Other areas.**

The chief may establish other locations where open flames and open-flame devices shall be prohibited.

**2404.15.3 Matches and lighters.**

Personnel assigned to and engaged in fuel-servicing operations shall not carry matches or lighters on or about their person. Matches or lighters are not permitted in, on or about aircraft fueling equipment.

**2404.16 Lightning Precautions.**

The chief may require the airport authority and the fueling-system operator to establish written procedures to follow when lightning flashes are detected on or near the airport. These procedures shall establish criteria for the suspension and resumption of aircraft fueling operations.

**2404.17 Aircraft Fuel-servicing Locations.**

**2404.17.1 General.**

Aircraft fuel-transfer operations shall be prohibited indoors.

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**EXCEPTION:** In Group H, Division 5 Occupancies, aircraft fuel transfer operations may be permitted:

1. Where necessary to accomplish aircraft fuel-system maintenance operations. Such operations shall be performed in accordance with nationally recognized standards, or
2. Where the fuel being used has a flash point greater than 100°F (37.8°C).

**2404.17.2 Position of aircraft.**

Aircraft being fueled shall be positioned such that any fuel system vents and other fuel tank openings are a minimum of:

1. 25 feet (7,620 mm) from buildings or structures other than jet bridges, and
2. 50 feet (15,240 mm) from air intake vents for boiler, heater or incinerator rooms.

**2404.17.3 Fire-equipment access.**

Access for fire service equipment to aircraft shall be maintained during fuel-servicing operations.

**2404.18 Defueling Operations.**

The requirements for fueling operations contained in this article shall also apply to aircraft defueling operations. Additional procedures shall be established by the fueling-system operator to prevent overfilling of the tank vehicle used in the defueling operation.

**2404.19 Maintenance of Aircraft Fueling Hose.**

**2404.19.1 Inspections.**

Hoses used to fuel and defuel aircraft shall be inspected periodically to ensure its serviceability and suitability for continued service. The fuel service operator shall maintain records of all tests and inspections performed on fueling hoses. Hoses found to be defective or otherwise damaged shall be immediately removed from service.

**2404.19.1.1 Daily inspection.**

Each hose shall be inspected daily. This inspection shall include a complete visual scan of the exterior for evidence of damage, blistering or leakage. Each coupling shall be inspected for evidence of leaks, slippage or misalignment.

**2404.19.1.2 Monthly inspection.**

A more thorough inspection, including pressure testing, shall be accomplished for each hose on a monthly basis. This inspection will include examination of the fuel delivery inlet screen for rubber particles, which will indicate problems with the hose lining.

**2404.19.2 Damaged hose.**

Any hose that has been subjected to severe abuse shall be immediately removed from service. Any such hoses shall be hydrostatically tested prior to returning it to service.

**2404.19.3 Repairing hose.**

Hoses may be repaired by removing the damaged portion and recoupling the undamaged end. When recoupling hoses, only couplings designed and approved for the size and type of hose in question shall be used. Hoses repaired in this manner must be visually inspected and hydrostatically tested prior to being placed back in service.

**2404.19.4 New hose.**

New hose shall be visually inspected prior to being placed into service.

**2404.20 Parking for Aircraft Fuel-servicing Vehicles.**

**2404.20.1 General.**

Unattended aircraft fuel-servicing vehicles shall be parked in areas that provide for unencumbered dispersal of the vehicles in the event of an emergency and control of any leakage such that adjacent buildings and storm drains are not contaminated by leaking fuel.

**2404.20.2 Additional provisions for tank vehicles.**

Parking areas for tank vehicles shall be designed and utilized such that a clearance of 10 feet (3,048 mm) is maintained between each parked vehicle for fire department access. In addition, a minimum clearance of 50 feet (15,240 mm) shall be maintained between tank vehicles and parked aircraft and structures other than those used for the maintenance and garaging of aircraft fuel-servicing vehicles.

**2404.21 Loading of Aircraft Fuel-servicing Tank Vehicles.**

Loading of aircraft fuel-servicing tank vehicles shall be in accordance with Section 7904.5.

**2404.22 Radar Equipment.**

**2404.22.1 Fueling prohibited.**

Aircraft fuel-servicing operations shall not be permitted for any aircraft while the weather-mapping radar of that aircraft is operating.

**APPENDIX A: AVIATION RELATED CALIFORNIA FIRE CODE (2001) INFORMATION**

Aircraft fuel servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 300 feet (91,440 mm) of an operating aircraft surveillance radar.

Aircraft fuel servicing shall not be conducted within 300 feet (91,440 mm) of airport flight traffic surveillance radar equipment.

Aircraft fuel servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 100 feet (30,480 mm) of airport ground traffic surveillance radar equipment.

**2404.22.2 Direction of radar beams.** The beam from ground radar equipment shall not be directed toward fuel storage or loading racks.

**EXCEPTIONS:**

1. Fuel storage and loading racks in excess of 300 feet (91,440 mm) from airport flight traffic surveillance radar equipment.
2. Fuel storage and loading racks in excess of 100 feet (30,480 mm) from airport ground traffic surveillance radar equipment.

**SECTION 2405 - HELISTOPS AND HELIPORTS**

**2405.1 General.**

Helistops and heliports shall be maintained in accordance with Section 2405. Helistops and heliports on buildings shall be constructed in accordance with the Building Code.

**2405.2 Clearances.**

The touchdown area shall be surrounded on all sides by a clear area having minimum average width at roof level of 15 feet (4,572 mm) but no width less than 5 feet (1,524 mm). The clear area shall be maintained.

**2405.3 Class I and II Liquid Spillage.**

Landing areas on structures shall be so maintained as to confine Class I and II liquid spillage to the landing area itself, and provisions shall be made to drain such spillage away from any exit or stairway serving the helicopter landing area or from a structure housing such exit or stairway.

**2405.4 Exits.**

Exits and stairways shall be maintained in accordance with Article 12. Landing areas located on buildings or structures shall have two or more exits. For landing platforms or roof areas less than 60 feet (18,288 mm) in length or less than 2,000 square feet (185.8 m<sup>2</sup>) in area, the second exit is allowed to be a fire escape or ladder leading to the floor below.

**2405.5 Standpipe Systems.**

When a building with a rooftop helistop or heliport is equipped with a standpipe system, the system shall be extended to the roof level on which the helistop or heliport is located. All portions of the helistop and heliport area shall be within 150 feet (45,720 mm) of a 2<sup>1</sup>/<sub>2</sub>-inch (63.5 mm) outlet on a Class I or III standpipe.

**2405.6 Foam Protection.**

Foam fire-protection capabilities shall be provided for rooftop heliports.

**2405.7 Fire Extinguishers.**

At least one fire extinguisher having a minimum 80-B:C rating shall be provided for each permanent take-off and landing area and for the aircraft parking areas. Installation, inspection and maintenance of these extinguishers shall be in compliance with UFC Standard 10-1.

**2405.8 Federal Approval.**

Before operating helicopters from helistops and heliports, approval shall be obtained from the Federal Aviation Administration.