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NFPA 410 Aircraft Maintenance 1989 Edition

National Fire Protection Association Batterymarch Park, Quincy, MA 02269

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Policy Adopted by NFPA Board of Directors on December 3, 1982

The Board of Directors reaffirms that the National Fire Protection Association recognizes that the toxicity of the products of combustion is an important factor in the loss of life from fire. NFPA has dealt with that subject in its technical committee documents for many years.

There is a concern that the growing use of synthetic materials may produce more or additional toxic products of combustion in a fire environment. The Board has, therefore, asked all NFPA technical committees to review the documents for which they are responsible to be sure that the documents respond to this current concern. To assist the committees in meeting this request, the Board has appointed an advisory committee to provide specific guidance to the technical committees on questions relating to assessing the hazards of the products of combustion.

Statement on NFPA Procedures

This material has been developed under the published procedures of the National Fire Protection Association, which are designed to assure the appointment of technically competent Committees having balanced representation. While these procedures assure the highest degree of care, neither the National Fire Protection Association, its members, nor those participating in its activities accepts any liability resulting from compliance or noncompliance with the provisions given herein, for any restrictions imposed on materials or processes, or for the completeness of the text.

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NATIONAL FIRE PROTECTION ASSOCIATION

NFPA 410

Standard on

Aircraft Maintenance

1989 Edition

This edition of NFPA 410, *Standard on Aircraft Maintenance*, was prepared by the Technical Committee on Aircraft Maintenance Operations, released by the Correlating Committee on Aviation, and acted on by the National Fire Protection Association, Inc. at its Fall Meeting held November 14-17, 1988 in Nashville, Tennessee. It was issued by the Standards Council on January 13, 1989, with an effective date of February 6, 1989, and supersedes all previous editions.

The 1989 edition of this document has been approved by the American National Standards Institute.

Origin and Development of NFPA 410

Work on an overall project to develop recommendations on firesafety safeguards for aircraft maintenance was launched in 1955. NFPA 410A, *Recommendations on Safeguarding Aircraft Electrical System Maintenance Operations*, was adopted in 1958; NFPA 410B, *Recommendations on Aircraft Breathing Oxygen Systems Maintenance Operations*, was adopted in 1958; NFPA 410C, *Recommendations on Safeguarding Aircraft Fuel System Maintenance*, was adopted in 1962; NFPA 410D, *Recommendations for Safeguarding of Aircraft Cleaning, Painting, and Paint Removal*, was adopted in 1965; NFPA 410E, *Recommended Safe Practice for Aircraft Welding Operations in Hangars*, was adopted in 1963; and NFPA 410F, *Recommendations on Safeguarding Aircraft Cabin Cleaning and Refurbishing Operations*, was adopted in 1963. The 1980 edition was a compilation of the 410 series, compiled as a standard. The 1989 edition is a complete revision of the standard. A chapter was added for the fire protection of ramp areas where aircraft can be parked.

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NOTE: Membership on a Committee shall not in and of itself constitute an endorsement of the Association or any document developed by the Committee on which the member serves.

Contents

NFPA 410

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Aircraft Maintenance

1989 Edition

NOTICE: An asterisk (*) following the number or letter designating a paragraph indicates explanatory material on that paragraph in Appendix A.

Information on referenced publications can be found in Chapter 9 and Appendix B.

Chapter 1 Administration

1-1 Scope.

1-1.1 This standard covers the minimum requirements for firesafety to be followed during aircraft maintenance and does not include the health and safety requirements for personnel involved in aircraft maintenance. The operations include maintenance of electrical systems, maintenance of oxygen systems, fuel tank repairing, cleaning, painting and paint removal, welding operations in hangars, interior cleaning, and refurbishing operations.

1-1.2 This standard also covers requirements for fire protection of aircraft ramp areas.

1-2 Purpose.

1-2.1 The purpose of this standard is to provide a reasonable degree of protection for life and property from fire through requirements for aircraft maintenance based upon sound engineering principles, test data, and field experience.

1-3 Definitions.

Aircraft Breathing-Oxygen System. A system onboard aircraft to provide breathing oxygen to occupants of aircraft. Such systems do not include equipment used for or with either gaseous or liquid oxygen when used for any purpose other than for breathing. Such systems do not include equipment used for the storage and handling of breathing oxygen and charging equipment outside of operations directly associated with breathing oxygen systems.

Air Ventilation. To pass undiluted air (air not containing flammable vapors or inert gases) through an aircraft tank to render the atmosphere of the tank more suitable for human occupancy and to reduce the amount of flammable vapors in the tank to below the lower explosive limit of the fuel vapors involved. It is recognized that, at some time during and possibly after air ventilation, the tank may contain a flammable vapor-air mixture. During such periods, a fire and explosion hazard exists that requires the elimination of ignition sources within the vapor-hazardous areas.

Approved. Acceptable to the "authority having jurisdiction."

NOTE: The National Fire Protection Association does not approve, inspect or certify any installations, procedures, equipment, or materials nor does it approve or evaluate testing laboratories. In determining the acceptability of installations or procedures, equipment or materials, the authority having jurisdiction may base acceptance on compliance with NFPA or other appropriate standards. In the absence of such standards, said authority may require evidence of proper installation, procedure or use. The authority having jurisdiction may also refer to the listings or labeling practices of an organization concerned with product evaluations which is in a position to determine compliance with appropriate standards for the current production of listed items.

Authority Having Jurisdiction. The "authority having jurisdiction" is the organization, office or individual responsible for "approving" equipment, an installation or a procedure.

NOTE: The phrase "authority having jurisdiction" is used in NFPA documents in a broad manner since jurisdictions and "approval" agencies vary as do their responsibilities. Where public safety is primary, the "authority having jurisdiction" may be a federal, state, local or other regional department or individual such as a fire chief, fire marshal, chief of a fire prevention bureau, labor department, health department, building official, electrical inspector, or others having statutory authority. For insurance purposes, an insurance inspection department, rating bureau, or other insurance company representative may be the "authority having jurisdiction." In many circumstances the property owner or his designated agent assumes the role of the "authority having jurisdiction"; at government installations, the commanding officer or departmental official may be the "authority having jurisdiction."

Bladder Tanks. See Fuel Tanks, Bladder.

Cleaning, Exterior. The removal of soil from the complete aircraft exterior or from only localized areas where flammable or combustible solvents are used.

Cleaning, Interior.* The removal of soil from flight deck and cabin areas.

Coating. Application of special-purpose materials such as anticorrosion and walkway paints.

Combustible Liquids. Any liquid having a flash point at or above 100 °F (38 °C). Classifications are in accordance with NFPA 321, *Standard on Basic Classification of Flammable and Combustible Liquids.*

Electric Converters. Used to convert line voltage alternating current to the voltage and frequency, or direct current, suitable for the aircraft power system. Rectifier units are also used to accomplish this task.

Flammable Liquids. Any liquid having a flash point under 100 °F (38 °C) closed cup and having a vapor pressure not exceeding 40 psia (2068.6 mm) at 100 °F (38 °C).

Flight Deck. The area of the aircraft arranged for use by pilot/flight crew in operating the aircraft. Berths, galleys, and lavatory facilities can be associated with the flight crew compartment but are not included in the term flight deck.

Fuel Tanks, Bladder. Both collapsible and self-sealing tanks. The bladders themselves are of a special synthetic rubber and fabric material. Normally these cells have a

fairly low melting point and change pliability with relatively small changes in temperature. Pliability is a critical quality in the fuel cell material. A plasticizing agent is compounded into the synthetic rubber to keep it pliable. Fuel tends to extract the plasticizing agent; however, this is not detrimental since fuel itself keeps the material pliable.

Fuel Tanks, Integral. Fuel containers whose boundaries are made up of as nearly 100 percent primary structure as possible, primary structure being the elements of the aircraft that carry the major stresses of flight, such as stressed skin spar caps, spar webs, etc. Integral fuel tanks can be either part of the wing or the fuselage. Integral fuel tanks discussed here are confined to the types that are basically without gasket materials installed in the seams, the structural cavities being made fuel-tight by the installation of a sealing material after the completion of fabrication of the unit where the tank is located.

Fuel Tanks, Metal. All types of metal fuel containers, including surge and vent tanks, that can be removed from the aircraft for shop or bench repair, but not including metal fuel containers that are an integral part of the aircraft that, under certain major overhaul conditions, can be removed from the primary portion of the airframe.

Galley. An area of an aircraft used for storage, refrigeration, heating, and dispensing of food and beverages. Such an area typically includes storage of plastic trays, plastic dinnerware utensils, and paper napkins.

Hot Work. Work including welding, cutting, soldering, explosive riveting, or any similar process involving an open flame, the application of heat, or a spark-producing tool.

Inert Atmosphere. An atmosphere where combustion cannot occur.

Inert Gas. Any gas that is nonflammable, chemically inactive, noncontaminating for the use intended, and oxygen deficient to the extent required.

Inerting. The use of an inert gas to render the atmosphere of an enclosure nonexplosive or nonflammable. Inerting, in effect, reduces the oxygen content of the air in the tank vapor space below the lowest point at which combustion can occur by replacing the oxygen in air with an inert gas.

Integral Tanks. See Fuel Tanks, Integral.

Listed. Equipment or materials included in a list published by an organization acceptable to the "authority having jurisdiction" and concerned with product evaluation, that maintains periodic inspection of production of listed equipment or materials and whose listing states either that the equipment or material meets appropriate standards or has been tested and found suitable for use in a specified manner.

NOTE: The means for identifying listed equipment may vary for each organization concerned with product evaluation, some of which do not recognize equipment as listed unless it is also labeled. The "authority having jurisdiction" should utilize the system employed by the listing organization to identify a listed product.

Maintenance. Overhaul, repair, and service operations as herein defined.

Major Painting. Complete or virtually complete surface finishing of either the exterior or interior, or both.

May. This term is used to state a permissive use, or an alternative method to a specified requirement.

Metal Fuel Tanks. See Fuel Tanks, Metal.

Overhaul. The major disassembly, inspection, repair, and reassembly of aircraft.

Oxygen, Gaseous. Gaseous oxygen is colorless, tasteless, and nontoxic. It comprises about 21 percent of normal air by volume and is about 10 percent heavier than air. Above its critical temperature of $-180.4\ ^{\circ}F$ ($-82.4\ ^{\circ}C$), oxygen can exist only as a gas regardless of the pressure exerted upon it.

Paint Removal. The process of softening existing paint by application of appropriate solvents and spraying or brushing away the residue.

Purging. The removal of flammable vapor atmospheres or any residue capable of producing flammable vapors in the tank and connected distribution lines so that subsequent natural ventilation will not result in the reinstatement of a flammable atmosphere unless or until a flammable liquid is again introduced into the tank or its connected distribution lines.

Ramp. Any outdoor area at an airport, including aprons and hardstands, on which aircraft are normally fueled, defueled, stored, parked, maintained, or serviced.

Refurbishing. The types of refurbishing operations considered herein are the replacement of aircraft interior fabrics, plastic headliners, rugs or synthetic flooring, sound-insulating materials, windows, doors, or paneling.

Repair. The modification of aircraft, rebuilding structural damage, correcting system malfunction, or replacing a major component or subassembly that requires the aircraft to be in "out of flying" status.

Service Operation. Routine service checks, correction of flight crew complaints, and minor repair and maintenance performed while the aircraft is routinely in "out of flying" status.

Shall. Indicates a mandatory requirement.

Should. Indicates a recommendation or that which is advised but not required.

Tanks. See Fuel Tanks.

Touch-up Painting. The refinishing of only localized areas, exterior or interior, involving no more than 1 qt (1 L) of material by spray or 1 gal (4 L) by brush or roller.

1-4* Units. In this standard, values for measurement are followed by an equivalent in SI units, but only the first

value stated shall be regarded as the requirement. Equivalent values in SI units shall not be considered as the requirement as these values may be approximate.

Chapter 2 Electrical Maintenance Operations

2-1 General.

2-1.1 Electrical system maintenance as used herein and references to NFPA 70, *National Electrical Code®*, shall apply only to aircraft maintenance.

2-1.2 Electrical systems shall be de-energized during maintenance work except in those cases where a live circuit is necessary to accomplish the required maintenance.

2-1.3 Where more than one maintenance operation is being carried out at the same time and an electrical system is energized, steps shall be taken to inform personnel working on the aircraft that the system is energized.

2-1.4 Wherever possible, provision shall be made to effectively tag out or lock out de-energized circuits so that anyone attempting to energize them will be unmistakably alerted to the resulting hazard to other maintenance operations.

2-2 Battery Charging and Equipment.

2-2.1 Whenever possible, aircraft batteries shall be disconnected or removed during maintenance operations in order to de-energize all electrical circuits.

2-2.2 The battery switch on aircraft shall be in the "off" position before removing or installing batteries.

2-2.3* When moving batteries, including removal and replacement, precautions shall be taken to prevent the terminal prongs from contacting metal structure or objects.

2-2.3.1 During maintenance, extension cable used to provide power to the aircraft from batteries that are not in their normally installed location shall be equipped with standard aircraft battery connectors and integral fusible overload protection. Fuses shall be the instantaneous type and sized no larger than 10 amps above the maximum connected load.

2-2.4 When removing and replacing batteries, precautions shall be taken to prevent the electrolyte from spilling. Similar precautions shall be taken when replacing or adding electrolyte solutions in batteries.

2-2.5* Batteries in the aircraft shall only be charged where adequate on-the-ground ventilation is provided.

2-2.6 Flexible cords used for charging shall be suitable for the type of service used and approved for extra-hard usage.

2-2.7 Connectors shall have a rating not less than the current-carrying capacity of the cord.

2-2.8 Connectors to the battery terminals shall be of a positive type to prevent them from coming loose due to vibration, causing arcs that might ignite gas from the batteries or other flammables or combustibles.

2-2.9 Tables, racks, trays, and wiring shall conform to the provisions of Article 480 of NFPA 70, *National Electrical Code*, where storage batteries use acid or alkali as the electrolyte and consist of a number of cells connected in series with a nominal voltage in excess of 16 volts.

2-2.10 Mobile chargers shall carry at least one permanently affixed warning sign to read: "Warning—Keep 5 Ft (1.5 M) Horizontally Clear of Aircraft Engines, Fuel Tank Areas, and Vents."

2-2.11* Batteries shall be charged at a rate that will not produce a dangerous concentration of gas or excessive heat.

2-2.12 Battery manufacturer's instructions shall be followed with regard to segregation of nickel-cadmium battery-charging operations from lead-acid battery charging operations to prevent contamination.

2-2.13 Battery chargers and their control equipment, tables, racks, trays, and wiring shall not be located or operated within any of the hazardous areas defined in 513-2(b) of NFPA 70, *National Electrical Code*. They shall preferably be located in a separate building or in an area such as described in 513-2(d) of NFPA 70.

2-2.14 Areas wherein batteries are charged shall be well ventilated to assure that the maximum gas-air mixture that may be generated during charging is held below the lower explosive limits. Where mechanical ventilation is required to accomplish this, it shall be of the type listed for use in Class 1, Group B atmosphere locations as defined in Article 500 of NFPA 70, *National Electrical Code*, and shall be so interlocked as to ensure operation when batteries are on charge. Exhaust ducts shall lead directly to the outside, above roof level, where gases cannot accumulate.

2-2.15 Access to battery rooms shall be limited to qualified personnel only.

2-2.16 Smoking shall be prohibited, and open flames, sparks, arcs, and other sources of ignition shall be kept away from the immediate vicinity of batteries that are being charged. Appropriate warning signs shall be prominently displayed.

2-2.17 Brushes used to clean batteries shall have neither a metal frame nor wire bristles.

2-3 Ground Power Units.

2-3.1 Placement of ground power units in use shall comply with the requirements of Section 513-9 of NFPA 70, *National Electrical Code*, and 2-6.2 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

2-3.2 Ground power units shall be located as far as practical from fueling points, tank vents, tank outlet areas, fuel line drains, and wings. Ground power units shall not be positioned within a 25-ft (8-m) horizontal radius of aircraft fuel system vent openings. They shall not be used in areas

wherein adequate ventilation is not available or where they may constitute a fire hazard.

2-3.2.1 If used inside hangars, in addition to the requirements of 2-3.3 of this section, ground power units shall also be so designed and mounted that all electrical equipment, sparking contacts, hot surfaces, and any other possible ignition source shall be at least 18 in. (457 mm) above floor level. At no time shall engine-driven generators be refueled within any aircraft maintenance or storage area within a hangar.

2-3.3 Electrical equipment in hangar floor pits used to store cables shall be of the type approved for Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

2-3.4 A protection system shall be provided to protect against undervoltage and overvoltage.

2-3.5 Ground power units shall always be operated at the prescribed voltage.

2-3.6* The battery switch in the aircraft shall be turned to the "off" or "ground power" position when the ground power unit is connected to the aircraft.

2-3.7 In the event of extensive fuel spills or whenever similar hazardous conditions exist, ground power units in the vicinity that would constitute a fire hazard shall be withdrawn or left as is until the hazardous condition is corrected. If a portable ground power unit is to be moved under such hazardous conditions, the unit shall be de-energized before disconnecting the cable, and the cable shall be disconnected before the unit is moved.

2-3.8 Cables shall be stowed properly to prevent damage.

2-3.9 Strains on cables and connectors shall be avoided.

2-3.10 The ground power units shall be turned on only after the connector is installed in the aircraft receptacle. When connected, the unit shall be checked to determine that it is operating at the prescribed voltage before supplying power to the aircraft.

2-3.11 The ground power units shall be de-energized before disconnecting or anti-arcing provisions that interlock the load contactors with the aircraft electrical system shall be provided.

2-3.12 Portable ground power units shall be disconnected before they are moved.

2-4 Repair of Aircraft Electrical Systems.

2-4.1 Consideration shall be given to de-energizing the entire aircraft electrical system by disconnecting or removing the batteries and by disconnecting any outside power source. The use of a "dummy" ground power plug shall be considered.

2-4.2 Whenever the entire aircraft electrical system is not de-energized, all personnel working on the aircraft shall be informed that the aircraft's electrical systems are energized.

2-4.3 Whenever the entire aircraft electrical system is not de-energized due to other work being accomplished, the electrical system being worked on shall be isolated by placing the circuit breaker in an "off" position or pulling the fuse.

2-4.4 When an electrical system is to be isolated in order to work on it, the person who is going to work on the system shall place the circuit breaker in an "off" position or pull the fuse. That person shall not rely on someone else to do this. A positive test on the isolated circuit shall be made.

2-4.5 When two or more people are going to work on the same system, provisions shall be made to make one person responsible for energizing or de-energizing the system.

2-4.6 Circuit breakers shall be in the "off" position and fuses shall be pulled before removing and installing system units.

2-4.7* The use of a "tag-out" system, covering the switch with masking tape, or some other similar method shall be used to positively indicate that an electrical system is being worked on and that it shall not be energized except on the authorization of the supervisor. (*See Figure A-2-4.7.*)

2-4.8 When working on energized electrical systems in areas containing flammable fluid lines, the following precautions shall be taken:

(a)* Precautions shall be taken whenever working on any part of the aircraft to prevent accidental contact of control cables, tools, or metal parts with energized electrical systems, components, or both. Adjacent terminals, electrical components and wiring, and flammable fluid lines shall be protected to prevent arcing and fire if accidental cross contact is made.

(b) An extinguisher having a rating of not less than 20-B and a minimum capacity of 15 lb (6.8 kg) of agent shall be located within 50 ft (15.2 m) of the work operation.

2-4.9 When troubleshooting, all wires shall be considered "hot" until proven otherwise.

2-4.10 Nonconductive or insulated tools shall be used for working on "hot" circuits.

2-4.11 The aircraft electrical circuit involved shall be de-energized whenever equipment and wiring is removed or installed.

2-4.12 Equipment that is new or repaired shall be thoroughly tested and checked for short circuit before being installed on the aircraft.

2-4.13 Aircraft wiring shall be properly secured to prevent chafing.

2-4.14 All loops provided in electrical cables to prevent flammable fluids from entering electrical connections or components shall be re-formed so that they will perform their intended functions.

2-4.15 When dripshields, cables, sheaths, plug covers, or similar devices have been provided to prevent flammable fluids from contacting electrical components, care shall be taken to see that they are reinstalled so that they effectively perform their intended function.

2-5 Repairs to Communications and Navigation Equipment.

2-5.1 Radar and radio transmitting equipment shall not be operated, tested, or checked on the aircraft whenever fueling, defueling, tank repair operations during the time when flammable vapor-air atmospheres are present, or any other similar hazardous operation is taking place within the distance limits outlined in Section 2-9 of NFPA 407, *Standard for Aircraft Fuel Servicing*, or within the distances of the manufacturer's prescribed limitations.

2-5.2 Such operation, testing, or checking may be made at any time if a dummy load, which prevents the energizing of the antenna, is used. In addition, the precautions outlined in 2-4.10 through 2-4.15 of this chapter shall be followed.

2-6 Cleaning of Electrical Components Installed on the Aircraft.

2-6.1 Electrical components shall not be energized and shall be isolated from other power sources during cleaning operations.

2-6.2 Only nonflammable solvents shall be used for cleaning electrical components.

2-7 Testing of Electrical Equipment During and Following Repair Operations.

2-7.1 Testing of electrical equipment installed on aircraft shall be held to a minimum. Whenever possible, testing shall be done at a bench or in a shop away from the aircraft.

2-7.2 Equipment shall be checked for continuity of circuitry and resistance before power is applied.

2-8 Energizing and De-energizing Electric Circuits During Complete Engine Change.

2-8.1 Standard aircraft static-grounding procedures shall be followed.

2-8.2 Magneto circuits shall be grounded when disconnected at the fire wall.

2-8.3 The electrical systems involved in an engine installation shall be de-energized prior to removal of the engine and remain de-energized until any hazard of flammable vapors in the area has been removed.

2-8.4 Pertinent electrical systems shall be de-energized prior to installation of the engine and remain de-energized until all flammable fluid system connections are completed and no flammable vapors exist in the area.

2-8.5 Personnel performing an engine change shall be advised when the electrical systems are de-energized and re-energized following the principles expressed in 2-1.4 and 2-4.5 of this chapter.

2-8.6 The de-energized circuits shall be tagged out or locked out so that persons attempting to energize them will be definitely aware that others could be endangered by their action.

2-8.7 Electrical disconnects shall be protected against accidental contact, dirt, and moisture during the disconnect period, by tight-fitting blind plugs, tape wrapping, or both.

2-9 Electrical Equipment Mounted on Fixed Work Stands.

2-9.1 Electric wiring, outlets, and equipment, including lamps on or attached to fixed docks and stands that are located or likely to be located in hazardous areas as defined in 513-2 and 513-3 of NFPA 70, *National Electrical Code*, shall conform to the requirements for Class I, Group D, Division 2 locations.

2-9.2 Where docks and workstands are not located or likely to be located in hazardous areas as defined in 2-9.1 of this section, wiring and equipment shall conform to 513-4 and 513-5 of NFPA 70, *National Electrical Code*. Receptacles and attachment plugs shall be of the locking type, that will not break apart readily.

2-10 Electrical Equipment Mounted on Movable Stands. Movable docks and workstands with electrical equipment conforming to 2-9.2 of this chapter shall carry at least one permanently affixed warning sign to read: "Warning—Keep 5 Ft (1.5 M) Horizontally Clear of Aircraft Engines, Fuel Tank Areas, and Vents."

Chapter 3 Aircraft Breathing-Oxygen Systems

3-1 Oxygen System Charging Operations and Safeguards.

3-1.1* Because of the possibility of fire or explosion involving quantities of oxygen, the person choosing the site for oxygen charging operations shall consider such items as exposure of other aircraft, vehicles, structures, utilities, and people in the vicinity; and the accessibility of the aircraft to fire fighting equipment.

3-1.2 Where it is necessary to conduct gaseous oxygen system recharging or filling in a hangar or building, it shall be done under controlled conditions.

3-1.3 Liquid oxygen recharging shall not be conducted indoors under any conditions. At least a 50-ft (15.2-m) separation shall be maintained between a filling point and other aircraft, vehicles, and structures. Liquid oxygen charging operations shall not be performed within range of any drainage system elements, such as catch basins, through which a liquid oxygen spill could enter the drainage system since such systems can contain combustible material that could be extremely hazardous in contact with liquid oxygen in the confined space.

3-1.4 Good housekeeping practices, particularly with combustibles such as grease, lubricating oil, and asphalt,

shall be maintained in the vicinity of oxygen charging operations.

3-1.5 Open flames, including smoking, shall be prohibited within 50 ft (15.2 m) of charging equipment.

3-1.6 Safeguards shall be taken while performing aircraft servicing or maintenance operations such as fueling, fuel and hydraulic system repairs, use of cleaning fluids or deicing fluids, or operation of electrical equipment that can inherently or accidentally introduce ignition sources or combustibles concurrent with oxygen charging operations.

3-1.7 Only charging equipment and containers suitable for the specific aircraft breathing-oxygen system shall be used. Each container shall be identified by its marking before connecting it to the aircraft system. Equipment intended or used for other gases shall not be interchanged with oxygen equipment. High-pressure commercial containers, 1800 psi (12.4 MPa) or higher, shall be connected through a high-pressure regulator specified for oxygen service to service low-pressure aircraft systems. Oxygen charging hoses shall be kept clean, capped when not in use, and clearly marked or tagged, "For Oxygen Use Only."

3-1.8 Oil, grease, or other readily combustible substances shall not be permitted to come in contact with containers, flasks, valves, regulators, fittings, or any other part of the aircraft oxygen system or charging equipment. Oxygen equipment shall not be handled with oily gloves or tools. Charging operations shall not be performed while wearing oily or greasy clothing. Protective caps shall be kept on equipment as long as possible and replaced as soon as possible. Before charging, all connections shall be inspected for cleanliness. If dust, dirt, grease, or any other contaminant is found, it shall be removed with detergent or solvent approved for oxygen service. A small amount of oxygen shall be bled through hose or valve outlets before connecting to the fill fitting to eliminate foreign material that may escape external inspection.

3-1.8.1 The hose or valve outlet shall be aimed away from the body and equipment and only necessary valves shall be cracked open. A clean, dry container shall be available to collect any liquid oxygen discharge that might accidentally escape.

3-1.9 Only lubricating and thread compounds specifically approved for oxygen service under the pressures and temperatures involved shall be used. Other lubricants shall not be used.

3-1.10 Only valve packing and transfer hose gaskets that are suitable for oxygen service shall be used.

3-1.11 Damage to oxygen containers, hoses, flasks, or converters shall be avoided. Equipment shall be secured so that it cannot fall or roll.

3-1.12 Safety devices, identifying markings, symbols, and nameplates shall not be tampered with.

3-1.13 Valve outlets or controls that become clogged with ice shall be thawed with warm, not boiling, water.

3-1.14 Gaseous oxygen shall not be directed at the body or clothing and liquid oxygen shall not be allowed to contact the body or clothing because of the possibility of both fire and personal injury.

3-1.15 Desiccant cartridges may be required to ensure that only dry oxygen is introduced and, where required, only fresh desiccant cartridges with filters shall be used.

3-1.16 Threaded fittings on regulators, container valve outlets, and hoses shall properly mate with each other. Connectors that do not fit shall not be forced. Fittings with worn or damaged threads shall be replaced.

3-1.17 After connecting containers or charging hoses to the oxygen system fill fitting, the connection shall be checked for gastightness by audible and visual means. Leak testing shall be done with a solution specifically approved for that particular gaseous, chemical, or liquid oxygen service.

3-1.18 Charging equipment discharge valves shall be closed when charging is completed.

3-2* Specific Cautions Applicable to Gaseous Breathing-Oxygen.

3-2.1 Container charging valves shall be opened slowly to minimize fast discharge of oxygen into the aircraft oxygen system, which can cause dangerous heating and result in a fire or explosion. Container valves shall be fully opened to prevent leakage around the valve stem.

3-2.2 Wrenches, hammers, or other tools shall not be used to force container valves. If a container valve cannot be hand operated, it shall be considered defective and taken out of service.

3-2.3 The aircraft oxygen system shall be charged to the established pressure after properly setting the supply regulating valve to the proper setting.

3-2.4 Where the aircraft oxygen system does not have filler valves and it is necessary to remove the aircraft containers themselves for recharging, the container valve shall be closed and all oxygen in the lines released to atmosphere before attempting container removal. Before removing the container from the aircraft, the container valve outlet shall be disconnected and capped, and all distribution lines shall be plugged.

3-3* Specific Cautions Applicable to Liquid Breathing-Oxygen.

3-3.1 Liquid oxygen shall not be permitted to contact any part of the body or clothes.

3-3.2 Personnel shall wear approved protective clothing and equipment while handling liquid oxygen equipment.

3-3.3 If liquid oxygen is spilled on clothing, the clothing shall be removed immediately and thoroughly aired before reuse.

3-3.4 Personnel who have handled liquid oxygen shall refrain from smoking for at least 15 minutes after leaving the charging area.

3-3.5 If it is necessary to remove moisture from the system, dry, oil-free air, gaseous oxygen, or nitrogen shall be used before introduction of liquid oxygen.

3-3.6 Because of its low temperature, liquid oxygen shall be handled in equipment constructed of materials suitable for the service. Ordinary rubber or plastic hoses, gaskets, or seals shall not be used.

3-3.7 When it is necessary to transfer liquid oxygen from one container to another, splashing shall be avoided. To avoid breakage, the receiving container shall be cooled gradually. Glass containers shall not be reused and containers used shall be clean.

3-3.8 When transferring liquid oxygen, valves shall not be left open all the way. To prevent the valves from freezing in the open position, they shall be opened wide and then immediately closed one-quarter turn.

3-3.9 Pressure relief devices shall be installed on all lines in which liquid oxygen might be trapped between closed valves and on closed containers.

3-3.10 Drip pans shall be used where pavement surfaces may be combustible or contaminated with dirt, oils, or similar materials that could ignite on contact with any spilled liquid oxygen. If a spill does occur, the flow of liquid shall be stopped where possible and the area involving the liquid spill shall be evacuated for the time necessary for liquid oxygen to evaporate. Personnel shall not walk on or move equipment through a liquid oxygen spill.

3-3.11* The equipment manufacturer's instructions shall be followed when transferring liquid oxygen from the supply tank to the aircraft system.

3-4* Specific Cautions Applicable to Oxygen Generator Systems.

3-4.1 During maintenance operations that require the removal of the generator from its aircraft position, a safety cap shall be installed on the oxygen generator primer, since, when activated, it will generate temperatures up to 500 °F (260 °C).

3-4.2 If the generator is inadvertently activated, it shall immediately be placed on a noncombustible surface. However, if the generator is inadvertently activated in its aircraft position, it shall be left in its protected location.

3-5 Aircraft Breathing-Oxygen System Test and Repair Operations and Safeguards.

3-5.1* When flow testing the aircraft system, the minimum amount of oxygen necessary to check the system shall be used.

3-5.2 Distribution lines within the aircraft shall be inspected periodically in accordance with the aircraft manufacturer's recommendations.

3-5.3 Pressure shall be released before attempting to tighten or loosen fittings unless the containers incorporate self-opening and self-venting valves.

3-5.4 When making pressure tests of oxygen distribution lines, the valves isolating the supply containers shall be closed. The system shall be tested in accordance with the specific instructions for the particular application. Oil or grease shall not be permitted to come in contact with escaping oxygen. Only leak testing solutions specifically approved for the purpose shall be used. All solutions shall be carefully cleaned off following the test.

3-5.5 Close check shall be kept on the vacuum available on all vacuum-insulated liquid oxygen tanks, and the manufacturer's instructions shall be closely followed.

3-5.6 When oxygen regulators or other oxygen system components on the pressure side of shutoff valves are removed for repair or replacement, the oxygen in the lines shall be released in the same manner as for container replacement specified in 3-2.4 of this chapter, and all disconnected lines plugged or capped.

3-6 Fire Protection.

3-6.1* In case of a fire, the oxygen supply to the fire shall be shut off and the fire extinguished in the same manner as a fire in a normal air atmosphere.

3-6.2 An extinguisher having a rating of not less than 20-B and a minimum capacity of 15 lb (6.8 kg) of agent shall be located within 50 ft (15.2 m) of the work operation.

3-7* Breathing-Oxygen Cylinder Storage (DOT Gaseous Oxygen Cylinders and DOT-type 4L Cylinders of Liquid Oxygen).

3-7.1 Cylinders shall be stored in a definitely assigned location and protected against tampering by unauthorized individuals. Oxygen cylinders other than cylinders scheduled to be installed on the aircraft shall not be stored in aircraft servicing and maintenance areas of aircraft hangars.

3-7.2 Storage areas shall be reserved for liquid oxygen storage alone.

3-7.3 Oxygen storage areas shall be clearly placarded "Oxygen — No Smoking — No Open Flames" or equivalent.

3-7.4 Oxygen cylinders shall not be stored near flammable or combustible materials such as petroleum products, other readily combustible substances, or in the same area as compressed combustible gases. Empty and full cylinders shall be stored separately with empty cylinders clearly marked.

3-7.5 Each cylinder of aviator's breathing oxygen shall be clearly marked to indicate its content. Aviator's breathing oxygen shall be separately stored from all other oxygen cylinder supplies.

3-7.6 Cylinders shall be stored so that they are never allowed to reach a temperature exceeding 125 °F (51.7 °C). When stored in the open, they shall be protected against direct rays of the sun in localities where extreme temperatures prevail, from snow and ice where necessary, and from the ground beneath to prevent rusting.

3-7.7 Cylinders shall be protected against abnormal mechanical shock that could damage the cylinder, valve, or safety devices. Valve protection caps shall also be used when cylinders are not connected in use, providing that cylinders are designed for protection caps.

3-7.8 When moving cylinders, care shall be exercised to prevent dropping that might cause injury to the cylinder, valve, or safety devices. Lifting magnets, slings of rope or chain, or any other device in which the cylinders themselves form a part of the carrier shall not be used for hoisting oxygen cylinders. On hand or power trucks or tractors, cylinders shall be secured in an upright position.

3-7.9 DOT regulations regarding hydrostatic testing of DOT Specification 3A or 3AA cylinders shall be followed.

3-8* Liquid Breathing-Oxygen Storage (In Other Than DOT-type 4L Cylinders).

3-8.1 Liquid oxygen containers shall be stored outdoors or in a detached, noncombustible structure in accordance with NFPA 50, *Standard for Bulk Oxygen Systems at Consumer Sites*, if the oxygen quantities fall within the scope of that standard. Smaller quantities shall be located outdoors in a detached noncombustible structure or in a cutoff room provided the cutoff room has effective ventilation and necessary doorways protected by fire doors with ramps or curbs to prevent entrance of flammable liquids and exit of liquid oxygen.

3-8.2 Storage areas shall be reserved for liquid oxygen storage alone and shall be clearly placarded "Oxygen — No Smoking — No Open Flames" or equivalent.

3-8.3 In outdoor areas, valves and safety devices shall be protected from ice and snow accumulations.

3-9* Gaseous Oxygen Equipment.

3-9.1* Gaseous oxygen cylinders shall conform with DOT regulations; shall be equipped with a shutoff valve; shall be equipped with a frangible disc safety device that meets the requirements of CGA *Pressure Relief Device Standards*, Part 1 — Cylinders for Compressed Gases, S-1.1; shall be connected to a common header by suitable pigtails strong enough to safely withstand full cylinder pressure; and shall be securely fastened to the cart.

3-9.2 Manifolds shall be constructed with sufficient strength to safely withstand full cylinder pressure. Manifolds shall be equipped with a valve connection for use in filling the cylinders and a valved outlet connection to which the regulator is attached.

3-9.3 An approved spring-loaded relief valve, preferably equipped with a metal seat, shall be provided to protect the hose and other equipment that may be attached to the outlet of the manifold.

3-9.4 A frangible disc shall be provided in the system, downstream of the manifold outlet, to function in the event that the safety relief valve malfunctions.

3-9.5* Regulators.

3-9.5.1 Regulators and components shall be approved for oxygen service.

3-9.5.2 Seats used in regulators shall be of a material chosen for maximum resistance to ignition in an oxygen atmosphere and that will have the required physical characteristics needed to maintain a gastight seal.

3-9.5.3 Regulators shall be provided with a suitable filter to prevent foreign particles from entering their inlet chambers.

3-9.5.4* Regulators shall be provided with a means for dissipating heat of recompression resulting from admission of high-pressure oxygen to the regulator which might otherwise cause the regulator high-pressure seat to ignite.

3-9.5.5 Regulators shall be equipped with gages for indicating cylinder and discharge pressures.

3-9.6* Orifice.

3-9.6.1 Where a flow-restricting orifice is used, the orifice plate shall be constructed of approved material and shall be provided with a hole small enough to restrict the flow of oxygen to the equipment being filled to prevent development of excessive temperature in this equipment.

3-9.6.2 A pressure gage shall be provided downstream of the orifice as a means of indicating the pressure in the aircraft oxygen system being filled.

3-9.7 Dehumidifiers or Dryers.

3-9.7.1 Any drying agent used shall be approved for use with oxygen.

3-9.7.2 The container housing the drying agent shall be constructed of an approved material and shall be strong enough to safely withstand the pressure to which it may be subjected. If steel is used, it shall be protected from corrosion.

3-9.7.3 Gasket materials used shall be approved for use with oxygen.

3-9.8 Hose.

3-9.8.1 Hose shall be approved for use with oxygen. It shall be strong enough to safely withstand any pressure to which it might be subjected.

3-9.8.2 Hose connections shall be secured to prevent loosening.

3-9.8.3 The outlet end of the hose shall be equipped with a shutoff valve.

3-9.8.4 The valve outlet shall be attachable to the system fill receptacle and shall be secured to prevent loosening.

3-9.9 Precautions.

3-9.9.1 No oil, grease, or other such combustible material shall be allowed to come in contact with the equipment.

3-9.9.2 Thread-sealing compounds, when used, shall be approved for use with oxygen.

3-9.9.3 All parts of the equipment shall be thoroughly cleaned of oil or grease before being assembled.

3-9.9.4 The cart manifold outlet valve immediately upstream of the regulator shall be in the closed position before opening the cylinder valves on the cart.

3-9.9.5 Oxygen valves shall be opened slowly to avoid rapid pressure rise.

3-9.9.6 After opening cylinder valves on the cart, the manifold outlet valve shall not be opened for 60 seconds in order to permit heat of recompression to dissipate.

3-9.9.7 The regulator shall be relieved of pressure (if the regulator is not the self-relieving type) before opening the manifold outlet valve to the regulator.

3-9.9.8 Before disconnecting, the valve at the end of the fill hose shall be closed to avoid whipping.

3-10 Miscellaneous Requirements.

3-10.1 Oxygen shall not be used as a substitute for compressed air to operate pneumatic tools, or for pressurizing containers, paint spraying, or blowing out pipelines.

3-10.2 Gases shall not be mixed in an oxygen container.

Chapter 4 Aircraft Fuel System Maintenance

4-1 Fuel Transfer Equipment and Operations.

4-1.1* The requirements of this section shall apply to aircraft fuel transfer operations during aircraft maintenance and overhaul operations. The fuel transfer operations shall include:

(a) Transferring fuel from one tank to another within an aircraft while on the ground preparatory to maintenance;

(b) Transferring fuel from a tank in an aircraft to a tank in ground equipment or vice versa in order to achieve a maintenance objective;

(c) Transferring fuel for the purpose of performing tank repairs, replacement of tank accessories, or balancing of fuel loads.

4-1.2 Aircraft fuel transfer operations shall use one of the systems as required by 4-1.4. Where fuels used have a flash point under 100 °F (37.8 °C), fuel transfer operations shall be conducted only out of doors.

4-1.3 Fuel transfer operations shall be conducted only out of doors if the aircraft tanks contained gasoline or JET B fuels during the preceding 20 flying hours.

4-1.4 A fixed fuel transfer piping system shall be used where fuel transfer operations are conducted on a routine basis.

4-1.4.1 A limited capacity self-contained trailer having a closed liquid transfer system may be used.

4-1.4.2 Self-propelled fuel servicing vehicles may be used.

4-1.5 Where a fixed fuel transfer piping system specified in 4-1.4 is used, it shall meet the requirements of Chapter 5 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-1.5.1* Where fuel transfer piping extends into a hangar for aircraft fuel servicing operations, the portion of the piping located inside the hangar shall meet the requirements of Section 5-6 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-1.6 Where self-propelled fuel servicing vehicles specified in 4-1.4.2 of this section are used, the fuel servicing vehicles shall meet the requirements of Chapter 4 of NFPA 407, *Standard for Aircraft Fuel Servicing*. In addition, the fuel servicing vehicles shall not be permitted inside the hangar and shall be so positioned outside the hangar as to be readily movable.

4-1.7* All hangars used for these fuel transfer operations shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars*.

4-1.8 Each fuel transfer operation shall be tailored to the fuel system design features of each type aircraft and shall be performed only after the detailed procedures have been approved by the authority having jurisdiction.

4-1.9 Where multiple aircraft occupy one aircraft storage and servicing area, the location used for fuel transfer operations shall be identified.

4-1.10 During each fuel transfer operation, a trained and qualified person shall be assigned to specifically oversee the firesafety of the procedures used, including the handling of the fire protection equipment provided, spill emergency precautions, and ventilation techniques.

4-1.11 Any fueling hose used shall be continuous, without intermediate couplings, and shall conform and be maintained in accordance with Chapter 3 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-1.12 Nozzles shall comply with the requirements of 4-9.3 or 4-9.4 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-1.13 Only one aircraft shall undergo fuel transfer operations at any one time in a single aircraft storage and servicing area.

4-1.14 Any other simultaneous maintenance operation on that aircraft or within 25 ft (7.6 m) of the aircraft fuel system vents, fuel tank openings, or fuel servicing vehicle, if used, that can constitute a source of ignition of vapors that might be released during an operation shall not be permitted.

4-1.15 Personnel selected for fuel transfer operations shall have a thorough knowledge of the fuel system of the aircraft involved and the handling of flammable and combustible liquids, and shall be familiar with the operation and limitations of the fire extinguishing equipment available.

4-1.16 At least two extinguishers, each with a minimum rating of at least 80-B:C and a minimum capacity of 125 lb (57 kg) of agent, shall be located within a 50-ft (15-m) distance, one on each side of the aircraft undergoing maintenance.

4-1.17 All open flame and spark-producing equipment or devices within the vapor hazard area shall be shut down and not operated during the fuel transfer operations.

4-1.18 Electrical equipment used in the vapor hazard area shall be listed for use in Class I, Group D, Division 1, hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-1.19 Procedures to guard against the accumulation of static electrical charges on the aircraft wing section or tank, the procedures of Section 2-3 of NFPA 407, *Standard for Aircraft Fuel Servicing*, shall be followed, and the equipment as specified in Section 2-15 of NFPA 409, *Standard on Aircraft Hangars*, shall be utilized. Personnel wearing apparel shall be made of material that will not accumulate static charges.

4-1.20 Internal combustion engine-powered equipment shall not be operated within 25 ft (7.6 m) of the aircraft fuel system vents or fuel tank openings prior to the start of fuel transfer operations.

4-1.21 When transferring fuel from an aircraft tank by suction using an external pump or fuel servicing truck, sufficient personnel shall be assigned to accomplish the operation, to prevent overfilling, and to guard against hose slippage and any flammable or combustible liquid spillage.

4-1.22 Aircraft radio, radar, strobe lights, and electronic transmitting equipment shall not be operated during fuel transfer operations.

4-1.23 Any fuel transfer hose nozzle used during these operations shall be electrically bonded to the aircraft. These bonding connections shall be made prior to the start of operations and maintained until after the fuel transfer operations have been completed.

4-1.24 When removing fuel from an aircraft tank by gravity, free fall of the fuel shall be avoided and a positive electrical bond shall be provided between the fuel tank and the receiving container.

4-1.25 Any spillage of fuel shall be handled in accordance with the requirements of Section 2-2 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-1.26 When transferring aircraft fuels by hose into a tank or drum, the hose shall be extended and fixed below the liquid level of the receiving tank to reduce the hazard of liquid surface electrostatic generation.

4-2* Air Ventilation.

4-2.1 Air mover equipment used to secure air ventilation shall not create fire hazards.

4-2.2 Air movers designed to operate by expansion of compressed air or steam shall be used.

4-2.3 Compressed air shall not be introduced directly into aircraft fuel tanks for air ventilation purposes.

4-2.4 Where electrical equipment is used, the appliances shall conform to the types specified by Article 513 of NFPA 70, *National Electrical Code*.

4-2.5 A safety factor shall be included where the lower flammable limit is the criterion and 20 percent of the limits shown in Table 4-2.5 shall be considered the maximum allowable concentration of fuel vapor.

Table 4-2.5 Lower Flammable Limits of Aviation Fuels

Fuel	Lower Flammability Limit	
	Percent by Volume	Parts per Million
Aviation Gasoline (all grades)	1.4	14,000
Type A (kerosene) Turbine Fuel	0.6	6,000
Type B (gasoline-kerosene blend)	0.8	8,000

4-2.6 Instruments used to measure the lower flammable limit shall only be used by qualified personnel and shall be calibrated accurately for the type of vapors present and checked periodically against standard samples to assure maintenance of calibration. Sampling tubes shall be of a type that will be impervious to absorption of the vapors. Instruments depending upon electrical power, if not designed for use in Class I, Group D, Division 1 atmospheres as defined in NFPA 70, *National Electrical Code*, or certified as instrinsically safe because of their low energy design, shall be operated only in nonhazardous locations.

4-2.7 Personnel selected to conduct air ventilation work shall have considerable knowledge of and experience in handling flammable liquids and a thorough knowledge of the aircraft fuel system.

4-2.8 Aircraft shall be defueled in accordance with Section 4-1 of this chapter.

4-2.9* Aircraft undergoing fuel tank ventilation procedures shall be segregated or isolated from other aircraft when the flash point of the fuel is less than 100 °F (37.8 °C) or until a flammable vapor concentration of 20 percent of the lower flammable limit is maintained.

4-2.10 When air ventilation is done in an enclosed hangar and where a closed ventilating system to discharge vapors from tanks to outside the hangar is not used and tank vapors are discharged into the hangar, tests shall be conducted to determine that the presence of such fuel vapor-laden air in the enclosed hangar does not constitute a hazard under the worst conditions that can normally be anticipated. Any flammable vapor concentration over 20 percent of the lower flammable limit downwind from any discharge point of a tank shall result in emergency revisions of procedures.

4-2.11 All open flame and spark-producing equipment or devices within the vapor hazard area shall be shut down and not operated during the ventilation procedures.

4-2.12 Electrical equipment used in the vapor hazard areas shall be listed for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code.*

4-2.13 Procedures to guard against the accumulation of static electrical charges on the aircraft wing section or tank shall utilize equipment as specified in Section 2-15 of NFPA 409, *Standard on Aircraft Hangars*. Exhaust equipment and the aircraft to be ventilated shall be electrically bonded and grounded. If ducting is used, a static bonding wire from each exhaust hose nozzle shall be connected to the aircraft before opening the fuel tank(s).

4-2.14 Aircraft electrical circuits that are in vapor-hazardous areas shall be de-energized.

4-2.15 Aircraft radar operations shall be controlled as required in Section 2-9 of NFPA 407, *Standard for Aircraft Fuel Servicing.*

4-2.16 Suitable warning signs shall be placed in conspicuous locations around the aircraft to indicate that tank ventilation is in progress until a flammable vapor concentration less than 20 percent of the lower flammable limit is maintained.

4-2.17* Aircraft hangars in which this work is conducted shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars.*

4-2.18 At least one extinguisher having a rating of not less than 20-B and a minimum capacity of 15 lb (6.8 kg) of agent shall be located within 50 ft (15.2 m) of the aircraft undergoing air ventilation.

4-2.19 When air exhaust only is used, precautions shall be taken to prevent building up a negative pressure, which might result in tank collapse. Where a blower is used, the volume and pressure of air introduced and discharged shall be so balanced that no pressure differential arises that might have an adverse effect on the tank structure.

4-2.20 The following equipment shall be required to accomplish air ventilation of aircraft fuel tanks:

(a) An air mover (exhaust) and, if circumstances dictate, a blower.

(b) When air ventilation is conducted in an enclosed hangar and conditions warrant, an exhaust system designed to discharge the vapors to the outside of the hangar.

(c)* Properly calibrated instruments designed to take readings of fuel and solvent vapor and oxygen concentrations within the tank volume being treated and appropriate gas sampling tubing.

4-3 Repair of Fuel Tanks.

4-3.1 Prior to conducting work on tanks, if it is necessary to defuel the tank or tanks to be repaired or inspected, such defueling operation shall be done in accordance with the requirements contained in Section 4-1 of this standard.

4-3.2 Residual fuel that cannot be withdrawn by normal defueling procedures shall be drained from the tanks by removal of tank access plates. With the opening of the tanks, air ventilation procedures shall be immediately instituted. Residual fuel shall be retrieved in the safest possible manner and the fuel prevented from excessively wetting the undersurface of the wing or dripping to the ground or ramp to form pools. The residual fuel shall be siphoned out of the tank or be manually sponged or mopped up from tank low points or where trapped by baffles or other internal structural members.

4-3.3 Prior to entry into the tank or the start of any repairs, tests shall be conducted to determine that a flammable vapor concentration less than 20 percent of the lower flammable limit exists.

4-3.4 When repairs are to be made to integral tanks that are interconnected to other integral or bladder tanks that do not require work, steps shall be taken to prevent vapors from entering the tank or the section undergoing repairs by plugging or taping interconnector openings, vent openings, or vent manifolds.

4-3.5 Personnel selected to perform fuel tank repair shall be trained in the hazardous characteristics of the work environment and the materials present.

4-3.6 The supervisor in charge of the operation shall have a thorough knowledge of the operation.

4-3.7 Aircraft hangars in which tank repair work is being conducted shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars.*

4-3.8 When tank repair work is done in an enclosed hangar and tank vapors are discharged into the hangar, tests shall be conducted to determine that the presence of such fuel vapor-laden air does not constitute a hazard under the worst conditions that can normally be anticipated. Any flammable vapor concentration over 20 percent of the lower flammable limit anywhere within the hangar shall result in emergency revision of procedures.

4-3.9 All open flame and spark-producing equipment or devices within the vapor hazard area shall be shut down and not operated during the repair operations.

4-3.10 Electrical equipment used in the vapor hazard area shall be listed for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code.*

4-3.11 Procedures to guard against the accumulation of static electrical charges on the aircraft wing section or tank, the procedures of Section 2-3 of NFPA 407, *Standard for Aircraft Fuel Servicing*, shall be followed and the equipment as specified in Section 2-15 of NFPA 409, *Standard on Aircraft Hangars*, shall be utilized. Apparel worn by personnel shall be made of material that will not accumulate static charges.

4-3.12 When tank repairs are in progress, steps shall be taken to prevent all electrical and manual controls to the affected tank from being activated or energized.

4-3.13 Aircraft electrical circuits that are in vapor hazardous areas shall not be energized.

4-3.14 At least one extinguisher having a rating not less than 20-B and a minimum capacity of 15 lb (6.8 kg) of agent shall be located within 50 ft (15.2 m) of the aircraft.

4-3.15 Portable electrical lights used in tank repair operations shall be listed for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-3.16 If flashlights are used within integral fuel cells, they shall be listed for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-3.17 Containers used to transport flammable solvents used in effecting compound removal within the fuel tanks shall be equipped with positive closing or antispill lids to prevent spills while entering the fuel tank.

4-3.18 Electrical heating units used in tank repair operations shall be approved for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-3.19 Blowers having electrical components used to accelerate cure time of sealant or to warm tank interiors shall be listed for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-3.20* Additional Requirements for Repair of Integral Fuel Tanks.

4-3.20.1* Removal of existing sealant shall be accomplished with nonsparking metallic or hardwood scrapers. Plastic scrapers that tend to accumulate a static electric charge shall not be used.

4-3.20.2 Repairs necessitating structural rework shall be accomplished with compressed air-driven tools.

4-3.20.3* During top coating of fuel tank sealant base materials, extreme caution shall be taken to eliminate all possible ignition sources.

4-3.21* Additional Requirements for Repair of Bladder Tanks.

4-3.21.1* Fuel cell repair areas shall be well ventilated and segregated from other maintenance or assembly areas.

4-3.21.2 During application of coats of solvent and sealer over and under the patch, extreme caution shall be taken to eliminate all possible ignition sources.

4-3.21.3 Upon reinstallation of the cell, air ventilation procedures shall be started again and maintained until the fuel cell is closed.

4-3.22* Additional Requirements for Repair of Metal Tanks.

4-3.22.1 Required procedures for the safe removal of flammable vapors from metal tanks shall be as specified in NFPA 327, *Standard Procedures for Cleaning or Safeguarding Small Tanks and Containers*.

4-3.22.2 In addition to the precautions contained in NFPA 327, *Standard Procedures for Cleaning or Safeguarding Small Tanks and Containers*, the following special precautions shall also be followed:

(a) Each compartment in a container having two or more compartments shall be treated in the same manner, regardless of which compartment is to be repaired.

(b) All tanks that have been cleaned and tested shall be stenciled and tagged. The stencil or tag shall include a phrase such as "Safe for Welding or Cutting," the signature of the person so certifying, and the date.

4-4 Pressure Testing of Aircraft Fuel Systems.

4-4.1 The requirements of this section shall apply to aircraft fuel system pressure testing using a test fluid or fuel to assure integrity of the fuel system.

4-4.2 Where fuels used have a flash point under 100 °F (37.8 °C), fuel system pressure testing shall be conducted out of doors.

4-4.3 Aircraft fuel system pressure testing shall only be conducted out of doors if the aircraft tanks contained gasoline or JET B fuels during the preceding 20 flying hours.

4-4.4 Dump-valve tests involving fuel discharge shall also be done out of doors.

4-4.5 Fuel transfer operations done in conjunction with aircraft fuel system pressure testing shall comply with the requirements specified in Section 4-1 of this chapter.

4-4.6* All hangars used for these operations shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars*.

4-4.7 Each fuel system pressure testing operation shall be tailored to the fuel system design features of each type of aircraft and shall be performed only after the detailed procedures have been approved by the authority having jurisdiction.

4-4.8 An aircraft undergoing fuel system pressure testing shall be located in the hangar so that it or adjacent aircraft, unless on jacks or otherwise immobilized, can be rapidly withdrawn from the hangar in an emergency. Provisions shall be made to tow aircraft using preplanned techniques so that emergency fire control procedures can be undertaken.

4-4.9 Hangar doors shall be open when weather conditions permit and, if closed, unlatched and in such condition so that in an emergency the doors can be opened.

4-4.10 The amount of test fluid or fuel transferred shall be the minimum considered essential to each pressure testing operation.

4-4.11 The area used for fuel system pressure testing operations shall be placarded with suitably worded warning signs.

4-4.12 During each fuel system pressure testing operation, a trained and qualified person shall be assigned to specifically oversee the firesafety of the procedures used, including the handling of the fire protection equipment provided, spill emergency precautions, and ventilation techniques.

4-4.13 Any fueling hose used shall be continuous, without intermediate couplings, and shall conform and be maintained in accordance with Chapter 3 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-4.14 Nozzles shall comply with the requirements of 4-9.3 or 4-9.4 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

4-4.15 Only one aircraft shall undergo fuel system pressure testing at any one time in a single aircraft storage and servicing area.

4-4.16 Any other simultaneous maintenance operation on that aircraft or within 25 ft (7.6 m) of the aircraft fuel system vents, fuel tank openings, or fuel servicing vehicle (if used) that can constitute a source of ignition of vapors that might be released during an operation shall not be permitted.

4-4.17 Personnel selected for fuel system pressure testing operations shall have a thorough knowledge of the fuel system of the aircraft involved and the handling of flammable and combustible liquids, and shall be familiar with the operation and limitations of the fire extinguishing equipment available.

4-4.18 At least two extinguishers, each with a minimum rating of at least 80-B:C and a minimum capacity of 125 lb (57 kg) of agent, shall be located within a 50-ft (15.2-m) distance, one on each side of the aircraft undergoing maintenance.

4-4.19 All open flame and spark-producing equipment or devices within the vapor hazard area shall be shut down and not operated during the ventilation procedure.

4-4.20 Electrical equipment used in the vapor hazard area shall be approved for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

4-4.21 Procedures to guard against the accumulation of static electrical charges on the aircraft wing section or tank shall utilize equipment as specified in Section 2-15 of NFPA 409, *Standard on Aircraft Hangars*. Apparel worn by personnel shall be made of material that will not accumulate static charges.

4-4.22 Internal combustion engine-powered equipment shall not be operated within 25 ft (8 m) of the aircraft fuel system vents or fuel tank openings prior to the start of fuel system pressure testing.

4-4.23 Ground power units, which are essential when employing the aircraft fuel booster pump for the fuel system pressure testing work, shall not be located within 25 ft (8 m) of the aircraft fuel system vents or fuel tank openings.

4-4.24 When transferring fuel from one aircraft tank to another by means of an aircraft fuel booster pump, sufficient personnel shall be assigned to accomplish the operation, to prevent overfilling and overpressurizing, and to detect possible leakage. Where such fuel transfer operations cannot be done utilizing the internal aircraft fuel system plumbing, there shall be sufficient personnel to perform the functions outlined in the previous sentence with particular attention given to the integrity of the external plumbing arrangement.

4-4.25 Aircraft radio, radar, strobe lights, and electronic transmitting equipment shall not be operated during fuel system pressure testing.

4-4.26 Caution shall be exercised to prevent intermixing of test fluids or different grades of fuel.

4-4.27 Any spillage of fuel shall be handled in accordance with the requirements given in Section 2-2 of NFPA 407, *Standard for Aircraft Fuel Servicing*.

Chapter 5 Aircraft External Cleaning, Painting, and Paint Removal

5-1 General.

5-1.1 Cleaning, painting, or paint removal operations using flammable or combustible materials shall be conducted in accordance with this chapter.

5-1.2 Cleaning, painting, and paint removal of components and subassemblies that are small enough to be removed from the aircraft for work and that require a total application rate of more than 1 qt (1 L) of material in one hour, or the cumulative use of more than 1 gal (4 L) of material in eight hours shall be conducted in accordance with NFPA 33, *Standard for Spray Application Using Flammable and Combustible Materials*, and will not be discussed in this chapter.

5-1.3* In selecting materials for cleaning, painting, and paint removal purposes, material with the highest flash point available shall be used.

5-2 Operational Sites and Precautions.

5-2.1* When conducting cleaning, painting, or removing paint, the major consideration in choosing a location shall be that of good general ventilation and ease of cleanup.

5-2.2 When cleaning, painting, or paint removal operations of aircraft, major aircraft assemblies, or aircraft subassemblies that are not removable as specified in 5-1.2 are conducted in a hangar, that hangar shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars*.

5-2.2.1 Where the hangars house only aircraft with drained and purged fuel tanks as defined in 1-3.7 of NFPA 409, *Standard on Aircraft Hangars*, the hangar shall be protected with at least an automatic sprinkler system that meets the requirements specified in Section 4-2 of NFPA 409.

5-2.3* Ramp areas used for these maintenance procedures shall be servicing ramps not subject to public access. Sufficient clearance shall be maintained to avoid creating a hazard to adjacent aircraft or structures and to assure access by fire fighting equipment, and the aircraft being worked on shall not be in the path of other normal aircraft movements on the ramp.

5-2.4 Where cleaning, painting, or paint removal operations are being conducted, no concurrent, potentially hazardous operations shall be conducted within 50 ft (15.2 m) of the working area. Even for touch-up operations, the area shall be inspected prior to the start of operations for any ignition sources within the working area and these sources shall be eliminated. Such conditions shall be maintained hazard-free during the entire work period.

5-2.5 Sufficient air movement to prevent flammable vapor concentrations at floor level, in floor pits and drains, and in aircraft compartments from reaching 20 percent of the lower explosive limit during these operations shall be provided by general ventilation, by opening of hangar doors or by forced ventilation.

5-2.6 Fixed electrical equipment shall conform to Article 513 of NFPA 70, *National Electrical Code*. Temporary lighting used for general illumination during these operations shall be so located as not to be in direct range of any flammable sprays or liquids or in any "overspray" areas. Such equipment, if not listed for use in Class I, Group D hazardous locations shall be of the enclosed and gasketed type to minimize the danger of breakage and reduce entrance of hazardous vapors within the fixtures.

5-2.7 The use of heat lamps to accelerate the drying of painted surfaces shall be prohibited unless used as part of an approved drying booth or enclosure in accordance with the requirements of NFPA 33, *Standard for Spray Application Using Flammable and Combustible Materials*, and NFPA 86, *Standard for Ovens and Furnaces*.

5-2.8 When cleaning or paint removal agents are applied through spray nozzles under pressure, the nozzle shall be of the self-closing type so that, when the hand of the operator is removed, the nozzle will automatically close.

5-2.9 Aircraft electrical systems shall be de-energized during cleaning, painting, and paint removal operations.

5-2.9.1 When aircraft power is required for concurrent operations in accordance with 5-2.4 of this chapter, the electrical equipment exposed to flammable or combustible liquids or vapors shall be de-energized.

5-3 Control of Flammable and Combustible Materials for Painting of Aircraft.

5-3.1 Supply stores of paints and flammable thinners and solvents shall be located in a separate building or segregated from the aircraft maintenance and servicing areas of hangars by a fire partition with openings that shall be protected by an approved and listed fire door. Storage shall conform to the requirements of NFPA 30, *Flammable and Combustible Liquids Code*.

5-3.2 Only an operational supply of paints and flammable solvents, limited to not more than one day's needs, shall be maintained in a hangar. These shall be in approved, marked containers located remotely from other operations. Dispensing drums, when essential to the operation, shall be equipped with positive acting pumps and pressure relief fittings and shall be provided with drip pans and static bonding clamps and cables. No pneumatic devices that pressurize the drum shall be used for dispensing the liquids.

5-3.3 Flammable and combustible liquids on the job shall be kept in approved containers, marked with the product name. Premixed paints shall be kept in their original metal containers, covered when not in use. Maximum solvent or paint container size on the job shall be 5 gal (20 L).

5-3.4 Epoxy or polyester resins shall not be stored close to ketone-type thinners.

5-3.5 Petroleum distillate suitable for use as a dry cleaning solvent and other solvent cleaners such as mineral spirits, aliphatic naphtha, aromatic naphtha, trichlorethylene, xylene, methyl ethyl ketone, and other ketone-type thinners shall not be used in areas of aircraft oxygen systems.

5-4 Fire Extinguishing Equipment Requirements. Regardless of how small, all aircraft on which cleaning, paint removal, or painting operations are performed shall have a minimum of one hand-portable fire extinguisher having at least a 20-B:C rating with a minimum capacity of 15 lb (6.8 kg) of agent and one nonsparking wheeled fire extinguisher having at least an 80-B:C rating with a minimum capacity of 125 lb (58 kg) of agent, located within 50 ft (15.2 m) of the operation, available for immediate use.

5-5 Housekeeping and General Safeguards.

5-5.1 Upon completion of each cleaning, paint removal, or painting operation, and at least once each day during the progress of the operation, all waste solvents, wiping waste, used masking tape, and waste paper shall be collected and safely disposed of. Under no circumstances shall flammable liquids or painting materials be dumped into saniary or storm drains. Industrial waste disposal shall be made. Particular attention shall be paid to removing waste regularly from floor pits and trenches and from aircraft holds and recesses. Until properly disposed of, waste shall be kept in covered metal containers. Rags contaminated with finishing materials shall be kept in a separate container and not in those used to keep other waste materials.

5-5.2 The aircraft, unless immobilized, shall be parked in the painting area so that it can be readily removed in an emergency, with no obstacles between the aircraft and the doors.

5-5.3* To reduce the hazards associated with static electricity, aircraft shall be electrically grounded when parked in aircraft hangars. The aircraft manufacturer's description and maintenance instructions shall be consulted regarding the location of grounding points on the aircraft and the number of grounding cables required.

5-5.4* Spills shall be cleaned up as they occur.

5-5.5* Other than designated safe smoking areas, smoking shall be prohibited in hangars or aircraft servicing ramps used for cleaning, paint removal, or painting operations.

5-5.6 Footwear with metal cleats or tacks shall not be worn as they can cause sparks when scuffed along the floor.

5-5.7 No open flame shall be permitted in the vicinity of the working area.

5-6 Inspection and Preventive Maintenance.

5-6.1 Electrical equipment shall be inspected to ensure that it is being properly maintained in first-class condition and that it will not cause short circuits.

5-6.2 Grounding or bonding equipment shall be regularly inspected, properly maintained, and properly used.

5-6.3 Pumps, faucets, and pressure relief vents of containers used for flammable liquids or solvents shall be kept leak-free and functioning.

5-6.4 Any damage to containers, structure, seals, or flame arrestors shall be promptly and properly repaired.

5-6.5 Cleaning solution spray equipment, paint removal equipment, paint spray equipment, and other applicators shall be maintained in a safe condition.

5-6.6 Stands, docks, floors, filters, scaffolds, staging, and drop curtains shall be maintained on a regular basis to keep them sound and free from combustible accumulations.

5-6.7 Floors, roof trusses, light fixtures, and overhead equipment shall be regularly inspected for paint overspray and dust accumulation and cleaned when necessary.

Chapter 6 Aircraft Welding Operations

6-1 General Requirements.

6-1.1* Aircraft welding operations shall conform to the requirements of this chapter.

6-1.2 Only gas-shielded arc-welding shall be performed on aircraft.

6-1.3 Only qualified welders, trained in the technique and familiar with the hazards involved, shall be permitted to do this work.

6-1.4* A written, special welding permit shall be obtained for each welding operation conducted on an aircraft from an individual designated by management as responsible for authorizing welding operations. A welding fire-safety check list shall also be tailor made and used to cover the individual hazards of each type of operation. If a hazard is encountered that is not covered on the check list, work shall be stopped until the individual designated by management as responsible for authorizing welding operations provides any needed additional guidance.

6-1.5 No welding shall be conducted, or welding equipment brought to the work area, until a permit has been issued.

6-1.6 No other work shall be permitted within a 25-ft (7.6-m) radius of the location of any gas-shielded arc-welding operation.

6-1.7 If other aircraft are located adjacent to the welding operation, the person responsible for each aircraft shall be notified in advance that welding is to be conducted.

6-2 Flammable Vapors.

6-2.1 Welding shall not be done on an aircraft while work is in progress on any system or component of that aircraft which contains, or did contain, fuel or other flammable or combustible liquids.

6-2.2 Welding shall not be done on an aircraft while work is in progress on the fuel systems on any other aircraft within 50 ft (15.2 m) from the point of welding.

6-2.3 Fuel tank access plates and any fuel tank openings shall be closed on all aircraft within 50 ft (15 m) from the point of any welding. All fuel lines, valves, manifolds, and other fuel components on the aircraft on which welding is being done shall be in place, secured, or capped prior to the start of welding operations and during such welding operations.

6-2.4* All fuel tank vents on the aircraft being worked on and the vents of other aircraft within a 50-ft (15-m) radius of the welding operation shall be plugged or covered prior to the start of welding operations and during such welding operations.

6-2.5 Prior to the start of welding and at least every 15 minutes during the welding operation, a qualified person shall check with a combustible gas analyzer to assure that flammable vapors do not reach 20 percent of the lower explosive limit whenever welding is being done in the vicinity of sources of flammable vapors. Floor drains in the area of a welding operation, when conducted in a hangar, shall be checked in the same manner.

6-3 Equipment.

6-3.1 Welding generating equipment shall be placarded as follows: "Warning — Keep 5 Ft (1.5 M) Horizontally Clear of Aircraft Engines, Fuel Tank Areas, and Vents."

6-3.2 Welding equipment shall have no electrical components other than flexible lead cables within 18 in. (457 mm) of the floor. The ground leads shall be as close to the area to be welded as possible, and clamps used on such ground leads shall be of the "C" clamp type, not the clip type. Components that could produce arcs, sparks, or hot metal under any condition of operation shall be of the totally enclosed type or shall have suitable guards or spacing in compliance with the requirements of Article 500, Hazardous (Classified) Locations, of NFPA 70, *National Electrical Code*. The inert gas cylinder shall be securely fastened to prevent tipping and the regulator and gage shall be in proper working condition.

6-4 Fire Protection.

6-4.1 When welding operations are performed in an aircraft hangar, that hangar shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars*.

6-4.1.1 Where the hangars house only aircraft with drained and purged fuel tanks as defined in 1-3.7 of NFPA 409, *Standard on Aircraft Hangars*, the hangar shall be protected with at least an automatic sprinkler system that meets the requirements specified in Section 4-2 of NFPA 409.

6-4.2 Any welding performed shall take into consideration the type of automatic fire detection equipment installed in the hangar to avoid false alarms or accidental actuation of the fire protection equipment provided.

6-4.3 The specific location where the welding is being done shall be roped off or otherwise segregated by physical barrier to prevent unintended entry into the welding area. A placard reading "Welding Operations in Progress" shall be prominently displayed.

6-4.4 Good housekeeping shall prevail in the welding area.

6-4.5 At least one hand-portable fire extinguisher having a minimum rating of 20-B with a minimum capacity of 15 lb (6.8 kg) of agent shall be positioned in the immediate area of the welding operation ready for instant use, and one wheeled extinguisher having a minimum rating of 80-B with a minimum capacity of 125 lb (58 kg) of agent shall be readily available.

6-4.6 A qualified fire watcher shall be assigned to operate this equipment and shall monitor the entire welding operation. In the event a hazardous condition develops, the fire watcher shall have the authority to stop the welding operation.

Chapter 7 Interior Cleaning and Refurbishing Operations

7-1 General Requirements.

7-1.1* Flammable liquid cleaning agents shall not be used. Combustible liquid cleaning agents may be used.

7-1.2* Aircraft cleaning or refurbishing operations using combustible liquids shall be conducted in accordance with this chapter.

7-2 Precautions for Combustible Liquid Cleaning Agents.

7-2.1 Combustible liquids shall be stored and controlled in accordance with the provisions of NFPA 30, *Flammable and Combustible Liquids Code*. Container storage areas shall be segregated from the aircraft maintenance and servicing area of hangars by a fire partition with openings protected by an approved fire door or located in a separate building.

7-2.2 Combustible liquids shall be handled only in approved containers appropriately marked.

7-2.3 Aircraft interiors shall be provided with ventilation sufficient at all times to prevent the accumulation of flammable or combustible vapors. To accomplish this, doors to interiors shall be open to secure maximum advantage of natural ventilation. Where such natural ventilation is insufficient, approved mechanical ventilation equipment shall be provided and used to prevent the accumulation of flammable or combustible vapors from reaching 20 percent of the lower flammability limit of the particular vapor being used.

7-2.4 All open flame and spark-producing equipment or devices that might be brought within the vapor hazard area shall be shut down and not operated during the period when flammable or combustible vapors might exist.

7-2.5 Electrical equipment of a hand-portable nature used within a vapor hazard area shall be of the type approved for use in Class I, Group D, Division 1 hazardous locations as defined by NFPA 70, *National Electrical Code*.

7-2.6 Temporary lighting used outside the hazard area for general illumination within an interior during cleaning and refurbishing operations, that is not listed for use in Class I, Group D hazardous locations, shall be enclosed and gasketed to reduce entrance of hazardous vapors within the fixtures, attached and located so as to minimize danger of breakage, and installed so as not to be in direct contact with any combustible liquids or "overspray."

7-2.7 Switches to aircraft interior lighting and to the aircraft electrical system components within the interior area shall not be worked on or switched on or off during cleaning operations where flammable vapors might exist.

7-3 Fire Protection Requirements.

7-3.1* During such cleaning or refurbishing operations in an aircraft outside of the hangar, portable fire extinguishers having a minimum rating of 4-A:20-B with a minimum capacity of 15 lb (6.8 kg) of agent shall be provided at cabin entrances.

7-3.2 When such cleaning or refurbishing operations are performed in an aircraft hangar, that hangar shall meet the requirements of NFPA 409, *Standard on Aircraft Hangars*.

7-3.2.1 Where the hangars house only aircraft with drained and purged fuel tanks as defined in 1-3.7 of NFPA

409, *Standard on Aircraft Hangars*, the hangar shall be protected with at least an automatic sprinkler system that meets the requirements specified in Section 4-2 of NFPA 409.

7-3.2.2 In all cases, aircraft undergoing such operations in any hangar shall also have the portable fire extinguishers required in 7-3.1 of this section.

7-3.2.3 In all cases, aircraft undergoing such operations in a Group I or II hangar shall also have at least one hose line available with an adjustable spray nozzle and a discharge of not less than 50 gpm (189.25 L/min). This hose line shall be capable of reaching into the cabin area.

Chapter 8 Aircraft Ramp Fire Protection

8-1 General Requirements.

8-1.1 This chapter shall apply to the minimum requirements for firesafety on aircraft ramps.

8-1.2 The requirements of NFPA 407, *Standard on Aircraft Fuel Servicing*, shall be met during aircraft fuel servicing operations.

8-1.3 Smoking shall be prohibited on the ramp.

8-1.4 Open flames shall not be allowed within a 50-ft (15-m) radius of aircraft.

8-1.5 A Permit to Work shall be obtained before commencement of any open flame or hot work on the ramp. The permit shall be issued on a daily basis by the authority having jurisdiction.

8-1.6 Aircraft shall be kept under observation when connected to ground power.

8-1.7 Rubbish shall not be allowed to accumulate on the ramp and shall be disposed of in approved containers.

8-1.8 All waste flammable liquids shall be placed in approved containers prior to disposal.

8-1.9 Flammable liquids shall not be placed in trash cans or poured down storm drains.

8-2 Fire Extinguishers.

8-2.1* At least one wheeled extinguisher having a rating of not less than 80-B and a minimum capacity of not less than 125 lb (55 kg) shall be provided at each gate or stand, or at intervals of 200 ft (61 m) along the length of aircraft ramps.

8-2.2 All portable extinguishers shall meet the requirements of NFPA 10, *Standard for Portable Fire Extinguishers*.

8-3 Fire Incidents.

8-3.1* In the event of a fire on or adjacent to an aircraft, the captain, crew, or personnel on board shall be alerted immediately so that an evacuation can be initiated.

8-3.2* The fire shall be reported immediately to the fire department and the exact location and aircraft registration given by one or more of the following methods:

(a) telephone
(b) mobile or portable radio
(c) aircraft radio
(d) fire alarm.

8-3.3* All personnel employed on aircraft ramps shall be given training on action to take in case of fire. This shall include hands-on training in the use of portable and wheeled extinguishers.

Chapter 9 Referenced Publications

9-1 The following documents or portions thereof are referenced within this standard and shall be considered part of the requirements of this document. The edition indicated for each reference is the current edition as of the date of the NFPA issuance of this document.

9-1.1 NFPA Publications. National Fire Protection Association, Batterymarch Park, Quincy, MA 02269.

NFPA 10-1988, *Standard for Portable Extinguishers*

NFPA 30-1987, *Flammable and Combustible Liquids Code*

NFPA 33-1985, *Standard for Spray Application Using Flammable and Combustible Materials*

NFPA 50-1985, *Standard for Bulk Oxygen Systems at Consumer Sites*

NFPA 70-1987, *National Electrical Code*

NFPA 86-1985, *Standard for Ovens and Furnaces*

NFPA 321-1987, *Standard on Basic Classification of Flammable and Combustible Liquids*

NFPA 327-1987, *Standard Procedures for Cleaning or Safeguarding Small Tanks and Containers*

NFPA 407-1985, *Standard for Aircraft Fuel Servicing*

NFPA 409-1985, *Standard on Aircraft Hangars.*

9-1.2 Other Publications.

9-1.2.1 CGA Publication. Compressed Gas Association, Inc., 1235 Jefferson Davis Highway, Arlington, VA 22202.

CGA Pressure Relief Device Standards, Part 1 — *Cylinders for Compressed Gases,* S-1.1, 1979.

Appendix A

This Appendix is not a part of this NFPA standard, but is included for information purposes only.

A-1-3

Cleaning, Interior. The principal areas of aircraft interiors that may need periodic cleaning are:

(a) Aircraft passenger interior areas (seats, carpets, side panels, headliners, overhead racks, curtains, ashtrays, windows, doors, and decorative panels of plastic, wood, or similar materials).

(b) Aircraft flight station areas (similar materials to those found in passenger interior areas plus instrument panels, control pedestals, glare shields, flooring materials, metallic surfaces of instruments and flight control equipment, electrical cables and contacts, etc.).

(c) Lavatories and buffets (similar materials to those found in passenger cabin areas plus toilet facilities, metal fixtures and trim, trash containers, cabinets, wash and sink basins, mirrors, ovens, etc.).

A-1-4 Metric units of measurement in this standard are in accordance with the modernized metric system known as the International System of Units (SI). One unit (liter), outside of but recognized by SI, is commonly used in international fire protection. For additional information, see ASTM E380, *Standard for Metric Practice*.

The conversion procedure for the SI units is to multiply the quantity by the conversion factor and then round the result to the appropriate number of significant digits.

A-2-2.3 A short across these terminals can burn or weld metal, and resultant arcs can cause an explosion if the short circuit occurs in the presence of a flammable vapor.

Wrenches and other hand tools should be used carefully to avoid short circuits. Finger rings, wrist watches, wrist chains, etc., should not be worn while working near battery terminals because a short circuit could cause an arc or result in a severe burn.

A-2-2.5 Most aircraft have battery compartments designed for in-flight ventilation only, and if batteries are charged in such compartments while the aircraft is on the ground, an explosive gas-air mixture can be trapped in the battery compartment.

A-2-2.11 Lead-acid batteries can release hydrogen gas during charging, and any sulfuric acid vapors released are corrosive. Vented nickel-cadmium batteries can release oxygen and hydrogen if overcharged. Sealed nickel-cadmium batteries can swell, vent, or rupture if charged at a greater than recommended rate or if excessively overcharged.

A-2-3.6 This is extremely important, because in some aircraft the battery switch has a midposition, and, if the switch is in this position and the batteries have not been removed or disconnected, the batteries will be charged in the aircraft battery compartment, giving off excessive heat and hydrogen gas.

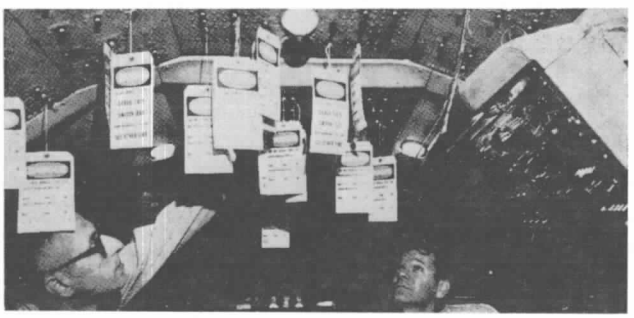

Figure A-2-4.7 Typical Illustration of the Use of a "Tag-Out" System.
(Courtesy of American Airlines, Inc.)

A-2-4.8(a) No fewer than two persons should work on energized electrical systems in areas containing flammable fluid lines.

A-3-1.1 For information on bulk storage of oxygen, see NFPA 50, *Standard for Bulk Oxygen Systems at Consumer Sites*, and NFPA 53M, *Fire Hazards in Oxygen-Enriched Atmospheres*.

Description of Gaseous and Liquid Oxygen.

Current aircraft breathing-oxygen systems can utilize either gaseous or liquid oxygen or a chemical-oxygen generator.

Gaseous oxygen is colorless, odorless, tasteless, and nontoxic. It comprises about 21 percent of normal air by volume and is about 10 percent heavier than air. Above its critical temperature of −180.4 °F (−82.4 °C), oxygen can exist only as a gas regardless of the pressure exerted upon it.

Liquid oxygen is a light blue, transparent liquid that flows like water. It boils at −297 °F (−147.2 °C) at standard atmospheric pressure. The gaseous oxygen formed at room temperature [70 °F (21 °C)] and standard atmospheric pressure [29.92 in. (760 mm) of mercury] by vaporization of liquid oxygen will occupy a volume about 862 times that occupied by the original liquid. If a volume of liquid oxygen is confined and allowed to warm to room temperature, the attempt of the vaporizing oxygen to expand will result in the attaining of extremely high pressures [in the order of 40,000 psi (276 MPa)]. For this reason, liquid oxygen containers must be fitted with safety relief devices or vented to the atmosphere.

Hazards.

Both gaseous and liquid oxygen are stable materials and are nonflammable. Combustible materials ignite more readily in an oxygen-enriched atmosphere. The intensity of a fire increases in the presence of oxygen. This makes it very important to keep concentrations of oxygen separated from combustibles and from any source of ignition. Therefore, the highest standards of housekeeping are essential in areas where oxygen is stored or serviced. Physical damage to or failure of oxygen containers, valves, or plumbing can result in an explosive rupture in oxygen system components with resultant danger to life, limb, and property.

Combustible materials, particularly easily ignitible flammable liquids and lubricating oil, are especially hazardous when present inside the aircraft breathing-oxygen systems where the oxygen concentrations are high. There have been several incidents where explosive rupture of system components has resulted under these circumstances.

In addition to aggravating the fire hazard, liquid oxygen will cause severe "burns" (frostbite) in contact with the skin because of its low temperature.

Since oxygen-enriched atmospheres accelerate the corrosion process, only materials approved for oxygen service should be used.

A-3-2

Low-Pressure Breathing-Oxygen Systems.

These fixed systems utilize compressed gaseous oxygen stored in containers having a maximum service pressure of about 400 to 450 psi (2.76 to 3.10 MPa). A typical system consists of one or more containers manifolded to suitable oxygen distribution piping, check valves to isolate individual containers, relief devices to prevent container overpressure from overcharging or heating, a pressure gage to indicate quantity of oxygen available, a manual shutoff valve, valves to isolate portions of the system, a fill fitting to permit charging the system, and one or more of the types of regulators previously described.

High-Pressure Breathing-Oxygen Systems.

These fixed systems utilize compressed gaseous oxygen stored in containers having a maximum service pressure of about 1800 to 2200 psi (12.4 to 15.2 MPa). A typical system is quite similar to the low-pressure systems except that fill fittings may sometimes not be provided. (In such systems, the entire container is replaced with a full container as needed.)

Portable Equipment.

Portable equipment (''walk-around bottles'') utilize compressed gaseous oxygen in either the low- or high-pressure containers. A typical system is comprised of either a demand or continuous flow regulator, a pressure reducer, a quick disconnect fill fitting equipped with a check valve for charging, a container pressure gage, and a snap-in connection for mask fittings.

A-3-3 Liquid Breathing-Oxygen Converter Systems. These fixed systems utilize liquid oxygen stored in highly insulated containers that can be vented to the atmosphere or operated under low or moderate pressure. A typical system utilizes demand or continuous flow regulators and the liquid oxygen is passed through tubing where it vaporizes and then through a warm-up coil (heat exchanger) to raise the temperature of the gaseous oxygen to a comfortable breathing level. A pressure-operated control valve maintains the desired delivery pressure and volume. Overpressure relief devices vent excessive pressures overboard. Other components include a cockpit oxygen quantity indicator, a fill fitting, and the necessary distribution piping and check valves. Some liquid oxygen containers are spherical in shape and are surrounded by integral vaporizer tubing. Others have the vaporizer tubing separate from the container. Liquid breathing-oxygen charging operations are not regarded as more hazardous than gaseous breathing-oxygen charging operations; however, a spill of liquid oxygen introduces a new hazard that should be specifically safeguarded.

A-3-3.11 The following recommendations outline procedures considered typical; however, variances in design between aircraft systems and charging equipment might require deviations. Always observe the equipment manufacturer's instructions.

(a) Before transferring liquid oxygen from the supply tank to the aircraft system, be sure that the pressure relief valve on the supply tank is operating.

(b) To develop the desired pressure to effect transfer, close the vent valve and open the pressure buildup valve slowly. Allow the pressure to reach the desired level and then close the pressure buildup valve.

(c) Attach the transfer hose to the tank and open the fill-drain valve. Purge the transfer hose in accordance with the specific instructions of the manufacturer and then close the fill-drain valve.

(d) After purging, attach the hose to the fill fitting in the aircraft oxygen system and open the fill-drain valve slowly.

(e) Fill the aircraft converter until a steady flow of liquid (caught in a clean, dry container specifically reserved for this purpose) comes from the converter vent line, decreasing the built-up pressure in the supply tank as the converter approaches the full condition by opening the supply tank vent valve.

(f) When the aircraft converter is full, close the fill-drain valve on the tank and release pressure in the transfer hose by opening the pressure relief valve. It might be necessary to operate the pressure relief valve several times until there is no further pressure rise. Disconnect the transfer hose from the aircraft fill fitting.

(g) Replace the cap on the aircraft fill fitting and set the buildup and vent valves in accordance with the manufacturer's instructions.

Liquid oxygen might contain trace quantities of dissolved hydrocarbon impurities. Repeated recharging of containers from which oxygen is withdrawn as a gas, without periodically warming such containers sufficiently to volatilize and clean out the impurities, can concentrate these impurities to an objectionable degree. Normally this will not be a problem if the system is warmed and purged at each major overhaul period.

A-3-4 Oxygen Generator Systems. These systems utilize a generator with a chemical core. Chemical reaction is initiated by an electrically fired squib or a firing pin. Upon initiation, the generator supplies oxygen to the masks. The generator systems are installed on some turbine aircraft to supply emergency oxygen to the passengers and interior attendants in the event of loss of interior pressure.

A-3-5.1 If available, breathing air, rather than oxygen, can be used for this purpose.

A-3-6.1 If liquid oxygen is involved in a fire, it is normally desirable to allow the fire to burn until the liquid oxygen present in the fire area has evaporated. The combustible materials ignited should be attacked with the appropriate agent. Oxygen can combine with a number of combustible materials and cause an explosion. Liquid oxygen, as a vigorous oxidizing agent, cannot be effectively blanketed by extinguishing agents.

A-3-7 Breathing-Oxygen Cylinder Storage.

(a) Gaseous breathing oxygen is generally received in high-pressure [1800 to 3000 psi (12.4 to 20.7 MPa)] containers. The containers can be conventional commercial cylinders, in which case they are stored and transported to the charging site where they are used to charge the aircraft system storage containers. In some instances the air-

craft system storage containers themselves might be received, in which case they are stored and transported to the charging site and interchanged with the empty containers in the aircraft system.

(b) Liquid breathing oxygen is generally received in a tank car or truck and is transferred to a storage vessel. It is then transferred as needed to a mobile charging vehicle and transported to the charging site where it is used to charge the converter in the aircraft system.

(c) In general, the applicable provisions of NFPA 51, *Standard for the Design and Installation of Oxygen-Fuel Gas Systems for Welding, Cutting, and Allied Processes*, and NFPA 50, *Standard for Bulk Oxygen Systems at Consumer Sites*, should be followed. NFPA 51 is applicable to cylinder storage in smaller quantities. NFPA 50 is applicable to larger systems of both gaseous and liquid oxygen.

A-3-8 Liquid Oxygen Storage Equipment. In the United States, liquid oxygen storage containers are fabricated from materials meeting the impact test requirements of Paragraph UG-84 of the ANSI B31.1 *Boiler and Pressure Vessel Code*, Section VIII — Unfired Pressure Vessels, or meet the specifications of DOT for 4L cylinders. Vessels (other than DOT 4L cylinders) operating at pressures above 15 psig (103 kPa gage) are designed in accordance with the further appropriate provisions of the ASME code. A gastight, carbon steel jacket generally encloses the liquid-holding container, the annular space is filled with noncombustible insulation, and a high vacuum is maintained in the space. Containers used for this purpose should be painted and legibly marked "Aviator's Breathing Oxygen" in a manner similar to that described in A-3-9(e).

A-3-9 Gaseous Oxygen Equipment. (*See also A-3-8.*)

(a) In the United States, regulations of the Department of Transportation (DOT) govern the type and capacity of containers in which commercial oxygen as a nonflammable compressed gas can be transported and stored. In Canada, specifications issued by the Board of Transport Commissioners apply. In other countries, similar rules are generally issued by the appropriate governmental agencies. In the United States, commercial oxygen at a pressure in excess of 40 psi (276 kPa) absolute [25 psig (272 kPa gage) approximate] at 70 °F (21.1 °C) is most commonly packed and shipped in seamless steel cylinders constructed to DOT Specification 3A or 3AA.

(b) Commercial oxygen container valve outlet and inlet connections should conform to standards prepared by the Compressed Gas Association, Inc., that have been adopted by both the American and Canadian standards associations.

(c) Most oxygen cylinders are required by DOT to be equipped with safety devices. Usually, this is accomplished by using a frangible disc, a fusible metal core, or a combination thereof on the cylinder valve, designed to release the gas in the event the cylinder is subjected to an abnormally high temperature, as in a fire.

(d) Each DOT 3A and 3AA cylinder is marked with a service pressure, and filling of the cylinder at 70 °F (21.1 °C) must not exceed 110 percent of the service pressure if the cylinder is marked with a plus sign following the last test date and if the cylinder valve is fitted with a frangible disc (without fusible metal) safety device; if not so marked and fitted, the filling must not exceed the marked service pressure.

(e) DOT cylinders are required to have the DOT specification number followed by the service pressure (e.g., DOT3A2015); a serial number and identifying symbol (registered with the Bureau of Explosives) of the purchaser, user, or maker; the inspector's official mark and the date of the test to which the cylinder was subjected in manufacture; and the word "Spun" or "Plug" when an end enclosure is made by the spinning process or effected by plugging. In addition, cylinders used in this service should be painted and legibly marked "Aviator's Breathing Oxygen" as recommended by ANSI Z48.1, *Method for Marking Portable Compressed Gas Cylinders to Identify the Material Contained.*

A-3-9.1 The conventional equipment consists of a wheeled cart on which is mounted a number of high-pressure cylinders with an attached manifold. A pressure-reducing device, such as a regulator, installed on the manifold is provided with an outlet connection to which the hose used to fill the aircraft oxygen system is attached. A dehumidifier, used to dry the oxygen, is sometimes interposed between the regulator outlet and the filling hose.

A-3-9.5 Types of Aircraft Breathing-Oxygen Regulators. The three basic types of aircraft breathing-oxygen regulators are supplied from fixed or portable oxygen systems as described in A-3-2, A-3-3, and A-3-4.

(a) A continuous flow-type regulator, automatic or manual, is a means for increasing the flow with altitude. With this regulator, the breathing-oxygen flow is fixed for any given adjustment and does not vary automatically to suit work or rest conditions.

(b) A demand-type regulator allows breathing oxygen to flow only when a suction is applied, as by inhaling through a mask or tube. This regulator might feed only pure breathing oxygen, or the diluter demand-type may have automatic means for mixing air with the pure breathing oxygen to maintain the partial pressure of oxygen in the lungs at a preset, low-altitude condition up to some predetermined altitude. An emergency valve for eliminating the dilution of pure breathing oxygen is normally provided.

(c) A pressure breathing demand-type regulator, when used with the proper mask, imposes a predetermined pressure upon the lungs at certain altitudes [usually above 30,000 ft (9000 m)]. Below that altitude, the regulator functions as an ordinary diluter demand-type.

A-3-9.5.4 This can be a dead-end chamber directly connected to the inlet passage of the regulator or some other heat-absorbing device.

A-3-9.6 Pressure reduction can also be achieved through the use of a flow-restricting orifice installed at the manifold outlet valve or in the line between the outer valve and the cylinder to be filled. This arrangement, unlike the one employing a regulator, requires the presence of an operator to shut off the gas supply from the manifold when the aircraft oxygen system comes up to specified pressure.

A-4-1.1 See NFPA 407, *Standard for Aircraft Fuel Servicing*, for aircraft fuel transfer operations not associated with aircraft maintenance or overhaul operations.

A-4-1.5.1 While Chapter 5 of NFPA 407 does not allow fuel transfer piping to be located in a building, NFPA 407 does not apply to aircraft fuel system maintenance operations. (*See 1-1 of NFPA 407, Standard for Aircraft Fuel Servicing.*) This document, NFPA 410, covers aircraft fuel system maintenance, and the provisions of 4-1.5.1 allow the fuel transfer piping to extend into a hangar for aircraft fuel system maintenance operations provided that it is protected as stated.

A-4-1.7 Aircraft that are brought into a heated hangar from a cold outdoor atmosphere should be carefully watched for fuel expansion, because normalization to ambient temperature can take several hours.

A-4-2 Air ventilation of aircraft fuel tanks is recommended for the sole purpose of rendering the atmosphere in an aircraft fuel tank more suitable for personnel to enter the tank area for inspection or work purposes. This basically requires reducing the fuel tank vapors to below a predetermined toxic threshold (unless respiratory protection is provided) and below the predetermined lower flammability limits of the flammable vapors and, then, maintaining this condition throughout the period of inspection or work. Air ventilation is not a method of inerting an aircraft fuel tank, and this distinction must be clearly understood.

Air ventilation should be accomplished by exhausting the fuel tank atmosphere of toxic and flammable concentrations of fuel vapors through a specified vapor exhaust system with or without a blower designed to augment the sweeping of the fuel vapors from the tank. The design of the air ventilation system used on any particular aircraft must be tailor-engineered to satisfy the requirements of the aircraft in question, and detailed specifications will be required for each fuel tank configuration to properly achieve these objectives.

When using air ventilation procedures, there might be times when the fuel vapor-air mixture in the tank will be within the flammability range. During such periods, a fire and explosion hazard exists. It is thus vitally important that there be no ignition sources within the tank or within reach of the vapors being discharged from the tank.

Successful use of air ventilation depends heavily on three basic factors:

(a) Complete drainage of the fuel tank to be treated, including siphoning, sponging, or mopping up of fuel residues that might be trapped in the tank. During the latter operations, extreme caution is necessary to prevent accidental ignition of the vapors that will be present. Fuel vapor concentrations must be maintained below 20 percent of lower flammable limit.

(b) Establishment of adequate air circulation through the tank to assure that the air movement rids the entire tank volume of hazardous quantities of fuel vapors. This requires tests on each tank configuration to establish the correct tank openings required, the rate of air movement, and the time needed. Such tests should include combustible vapor measurements of the entire tank volume to assure that no hazardous vapor pockets remain, especially in tank corners that might not be properly air ventilated if the air currents established by the exhaust and/or blower systems are ineffective.

(c) Continuation of air ventilation during the entire period that the tanks are open and any work is being done.

Under some conditions (particularly in integral-type fuel tanks having sealing compounds at tank joints and in baffled tanks where drainage through baffles might not be efficient), it is possible to reinstate a flammable fuel vapor-air concentration after initial ventilation has secured a satisfactory condition. Where flammable solvents are used to remove or replace sealant or where fuel vapors are released by the breaking of sealing compound blisters, a localized toxic or flammable vapor atmosphere can be created. To minimize this type of hazard, nonflammable solvents should be used wherever possible. Periodic checks should be made with a combustibles detector or other appropriate instrument in the area of work to assure the maintenance of a safe tank atmosphere.

The periodic checks are to check any unusual conditions that might develop and to help maintain a firesafety consciousness among the employees involved in fuel tank maintenance work.

Example Procedure, Air Ventilation (Enclosed Aircraft Hangar). This example procedure is illustrative of one method only and can be altered as required for different situations and conditions. However, these principles should be followed.

(a) Place the aircraft in the proper position in the hangar with fuel tanks drained, residual fuel mopped up, and the proper underwing tank plates removed; where possible, air ventilation should have been started outdoors and a satisfactory combustible instrument reading indicating a nonhazardous tank atmosphere secured.

(b) Guard against static spark hazards by electrically bonding and grounding exhaust equipment and the aircraft to be ventilated. If ducting is used, connect a static bonding wire from each exhaust hose nozzle to the aircraft before opening the fuel tank(s).

(c) When a closed ventilating system (*see 4-2.10*) is used, connect the prearranged exhaust system to an explosion-proof exhaust fan designed to extract air at a specific rate. (Airflow must be calibrated for each tank volume and configuration to assure effective fuel vapor removal.)

NOTE: It cannot be assumed that a high rate of airflow through a tank will be more efficient than a moderate rate. Complete sweeping of the tank volume is desired without bypassing corners or creating excessive turbulence.

(d) When portable air movers or blowers are used, place this equipment in position, secure the equipment, and, for exhaust systems, seal around tank attachment. When ducting is used with air-moving equipment to help sweep vapors from the tank, bond the ducting (if conductive) to the aircraft and pressurize the ducting before making a tight connection around attachment openings. Having a positive pressure in the ducting should prevent any flammable vapors from entering the ducting that might ignite by a source of ignition in the air-moving equipment. The air introduced into the tank through the ducting should be clean and should not contain any entrained dust, moisture, or flammable vapors. When exhaust ducts are used, the air should be exhausted to a location not containing any ignition source and to a point outside the hangar or building.

(e) Maintain the ventilation for the time prescribed to achieve a safe atmosphere within the tank (*see 4-2.5*) and during all tank maintenance work. Check the actual conditions periodically with the combustibles detector.

(f) Halt tank maintenance operations when any unsafe condition develops, and do not resume operations until a safe condition is restored. (*See 4-2.10.*)

(g) When work has been completed, remove ventilating equipment. When ducts are used, remove the exhaust nozzles from the tank(s) leaving the exhaust fan operating and static bonding wire(s) attached. Replace tank caps or plates. Allow the exhaust fan to run for three or four minutes to permit removal of all vapors from the ducts. Disconnect the static bond wires from the aircraft and turn off the exhaust fan.

A-4-2.9 Where such facilities are available and practical, hangar docks (open-faced structures) are preferable to enclosed hangars for the balance of the air ventilation procedure.

A-4-2.17 See A-4-1.7.

A-4-2.20(c) Warning! The reliance placed on combustible vapor detectors requires great care in the selection of the proper instrument and thorough knowledge of its capabilities and limitations. Expert maintenance is normally required. Only persons specially trained in the use of the instruments selected and in interpreting the measurements secured should be relied on to perform the required tests.

A-4-3.20 The designation integral fuel tank is confined to fuel containers whose boundaries are made up of as nearly 100 percent primary structure as possible, primary structure being the elements of the aircraft that carry the major stresses of flight, such as stressed skin, spar caps, spar webs, etc. Integral fuel tanks can be either part of the wing or the fuselage. Integral fuel tanks discussed here are confined to the types that are basically without gasket materials installed in the seams, the structural cavities being made fuel-tight by the installation of a sealing material after the completion of fabrication of the unit where the tank is located.

Example Procedure. The example procedure detailed herein might have to be altered under certain conditions depending on aircraft design factors and the fuel tank configuration.

(a) Place the aircraft in the proper position in the hangar dock or hangar building with fuel tanks, fuel lines, and cross-feed system drained as required. Consideration should be given to cross-feed and selector valve positions to obtain the desired isolation of fuel within the system.

(b) Suitable warning signs should be placed in conspicuous locations around the aircraft to indicate that tank repairs and air ventilation are in progress.

(c) Guard against static spark hazards by electrically grounding the aircraft to be repaired.

(d) Attach air movers or blowers to the exhaust system, seal around tank attachments, and electrically bond to the aircraft. For blower system, remove the necessary tank door and insert the exhaust hose nozzle, bond, and ground as necessary to guard against static spark hazards.

(e) Maintain ventilation for the time prescribed to achieve a safe atmosphere within the tank and during all tank repair work. Check the actual conditions periodically with the combustible gas detector and maintain frequent verbal contact with personnel within tanks. (*See 4-2.*)

(f) Remove additional tank access doors when necessary to effect repairs. Such removal can expose additional quantities of trapped or residual fuel. When such is the case, applicable precautions, as outlined in the text, should be followed.

A-4-3.20.1 Removal of sealant and cleanup of the area to be resealed often requires considerable agitation of the solvent or stripper. When flammable solvents or strippers are used for this operation, it becomes imperative that extreme caution be exercised to eliminate all possible ignition sources. To minimize this type of hazard, nonflammable solvents should be used whenever possible, recognizing, however, that nonflammable solvents might be more toxic.

A-4-3.20.3 Application of top coating by spray method is not recommended.

A-4-3.21 The designation "bladder tank" includes both collapsible and self-sealing tanks. The bladders themselves are of a special synthetic rubber and fabric material. Normally these cells have a fairly low melting point and change pliability with relatively small changes in temperature. Pliability is a critical quality in the fuel cell material. A plasticizing agent is compounded into the synthetic rubber to keep it pliable. Fuel tends to extract the plasticizing agent; however, this is not detrimental since fuel itself keeps the material pliable.

Example Procedure. The example procedure detailed herein might have to be altered under certain conditions depending on aircraft design factors and the type of bladders being repaired.

(a) Place the aircraft in the proper position in the hangar dock or hangar building with fuel tanks, fuel lines, and cross-feed system drained. Consideration should be given to cross-feed and selector valve positions to obtain the desired isolation of fuel within the system.

(b) Suitable warning signs should be placed in conspicuous locations around the aircraft to indicate that fuel system repairs and air ventilation are in progress.

(c) Guard against static spark hazards by grounding the aircraft.

(d) Remove the access doors and open the fuel cells.

(e) Attach the ventilation system and maintain for the time prescribed to achieve a safe atmosphere within the tank and until the cell is ready for removal. Check the actual conditions periodically with a combustible gas detector. (*See 4-2.*)

NOTE: Turbine-powered aircraft are most frequently fueled with Type A (kerosene) fuel. The use of a combustible vapor detector can be recommended only to detect the possible mixtures of lower flash point Type B turbine fuels or aviation gasoline.

(f) Remove all of the equipment, lines, etc., and detach the cell from the fuel cell cavity. Prior to the removal of

the cell, all equipment, pumps, lines, etc., should be removed, and any residual fuel remaining in the cell should be siphoned out or manually sponged or mopped up from cell low points.

(g) Collapse the cell and remove from the aircraft.

(h) After removal of the cell, the cell cavity should be checked with a combustible gas detector to be certain that a safe condition exists.

(i) Transport the cell to the repair area and preserve in accordance with the manufacturer's recommendations.

A-4-3.21.1 It is recommended that aircraft be segregated or isolated during the time fuel cells are being removed.

A-4-3.22 The term "metal tanks" applies to all types of metal fuel containers, including surge and vent tanks that can be removed from the aircraft for shop or bench repair, but does not include metal fuel containers that are an integral part of the aircraft that can, under certain major overhaul conditions, be removed from the primary portion of the airframe.

A-4-4.6 See A-4-1.7.

A-5-1.3 Paint Removal.

(a) Polyurethane paint systems consisting of an epoxy coat and a polyurethane topcoat have been widely used in the aerospace industry. One phase of the aircraft surface conditioning requires solvent wipe-down just before applying the epoxy primer. This solvent could be methyl ethyl ketone or aliphatic naphtha, both of which have low flash points and require safeguards of proper ventilation and control of ignition sources to reduce the incidence of fire.

(b) Walkway coatings are applied to internal and external areas of aircraft that are normally walked upon frequently by personnel. It is used to protect the metal surface and to provide a safe footing for personnel. This paint system is suitable for brush or roller application, but the thinner most used is xylene with a flash point less than 100 °F (38 °C), which requires the appropriate fire hazard safeguards.

(c) In the aerospace industry the low flash point paint removers have largely been replaced by self-extinguishing water-rinsable type with a low fire hazard.

A-5-2.1 All areas used for paint finishing should be provided with mechanical ventilation discharging to the outside atmosphere of such capacity to permit between 20 to 30 air changes per hour by volume. Exhaust from spray booths should be of such capacity as to provide an airflow of not less than 250 linear ft per minute (76.2 m/min). Air exhausted from spraying operations should not be circulated. Exhaust ducts should pass directly through the nearest outside wall or through the roof. Ducts should not pass through fire walls or the floor. Air intake should be from the outside atmosphere (through steam blast coils where necessary). Air intake should be from other areas provided the atmosphere does not contain flammable vapor or residue. Air intake openings should be protected with automatic dampers that close in the event of a fire. Hangar ventilation will reduce human respiratory hazard, but dermatic hazard, eye hazard, and other protective health measures should also be considered. See also NFPA 90A, *Standard for the Installation of Air Conditioning and Ventilating Systems*, and NFPA 91, *Standard for the Installation of Blower and Exhaust Systems for Dust, Stock, and Vapor Removal or Conveying*.

A-5-2.3 See NFPA 415, *Standard on Aircraft Fueling Ramp Drainage*, for applicable data.

A-5-5.3 When aircraft maintenance platforms are used in the painting operation, they should be bonded to the aircraft. Cables used for grounding painting equipment such as metal tables, racks, tanks, maintenance stands, etc., should be attached in such a manner that they cannot be disconnected or broken if the equipment is accidentally moved.

A-5-5.4 Hangar and shop floors should be protected from fuel, oil, and other spillage through the use of drip trays or collection containers.

A-5-5.5 Cigarette lighters and matches should not be carried by personnel.

A-6-1.1 The chapter covers the welding of aircraft by the gas-shielded arc method. Welding operations other than those on aircraft should conform to NFPA 51, *Standard for the Design and Installation of Oxygen-Fuel Gas Systems for Welding, Cutting, and Allied Processes*, NFPA 51B, *Standard for Fire Prevention in Use of Cutting and Welding Processes*, and ANSI Z49.1, *Safety in Welding and Cutting*.

Occasionally it is necessary to stress-relieve certain portions of the aircraft engines or structures by normalizing through the use of an oxyacetylene flame. Silver soldering is also required on certain electrical connections and fluid lines. The same basic precautions outlined herein should apply to these operations.

NFPA 51B, *Standard for Fire Protection in Use of Cutting and Welding Processes*, gives the basic rules for cutting and welding processes using electric arcs or oxy-fuel flames.

NFPA 51, *Standard for the Design and Installation of Oxygen-Fuel Gas Systems for Welding, Cutting, and Allied Processes*, applies to the installation and operation of all gas welding and cutting systems. Structural welding in hangars should follow the procedures outlined in NFPA 51 and NFPA 51B. It is recommended that any contract to perform structural or general welding in a hangar take special note of the hazard to the contents. Aircraft should be removed wherever possible and the precautions herein applied as applicable.

A-6-1.4

Figure A-6-1.4(a)
Typical Welding Permit and Aircraft Welding Firesafety Check List

Welding Permit
Required for Each Welding Operation

Aircraft Type ..... No. .....
Part to Be Worked on .....
.....
Specify in detail, e.g., "Inlet Vanes on No. 3 Engine"
Location of Work .....
Name of Mechanic .....
Name of Fire Watcher .....
Date of Work: ..... Approvals:
Shift ..... Foreman .....
Fire Watcher .....

A-6-2.4 Streamers should be attached to covered vents and promptly removed after completion of the welding operation.

A-7-1.1 Nonflammable Agents and Solvents.

(a) In selecting nonflammable agents, care should be exercised to assure that a toxicity hazard is not introduced that cannot be effectively controlled by practical protective means under normal working conditions. While health hazards are outside the scope of this standard, a number of effective nonflammable cleaning agents (e.g., carbon tetrachloride) do present a serious toxicity problem. Industrial hygienists and safety professionals as well as fire protection engineers should be consulted before selecting any cleaning agent or solvent for this use.

(b) Types of Nonflammable Agents and Solvents.

1. *Detergents and Soaps.* These have widespread application for most aircraft cleaning operations involving fabrics, headliners, rugs, windows, and similar surfaces that are not easily damaged by water solutions because they are colorfast and nonshrinkable. Care should be taken to prevent leaching of water-soluble fire-retardant salts that might have been used to treat such materials in order to reduce their flame spread characteristics.

2. *Alkaline Cleaners.* Most of these agents are water soluble and thus have no fire hazard properties. They can be used on fabrics, headliners, rugs, and similar surfaces in the same manner as detergent and soap solutions with only minor added limitations resulting from their inherent caustic characteristics that might increase their efficiency as cleaning agents but result in somewhat greater deteriorating effects on certain fabrics and plastics.

3. *Acid Solutions.* A number of proprietary acid solutions are available for use as cleaning agents. They are normally mild solutions designed primarily to remove carbon smut or corrosive stains. As water-based solutions, they have no flash point but should require more careful and judicious use, not only to prevent damage to fabrics, plastics, or other surfaces, but also to protect the skin and clothing of those using the materials.

4. *Deodorizing or Disinfecting Agents.* A number of proprietary agents useful for aircraft interior deodorizing or disinfecting are nonflammable. Most of these are designed for spray application (aerosol type) and have a nonflammable pressurizing agent, but check this carefully as some might contain a flammable compressed gas for pressurization.

5. *Abrasives.* Some proprietary nonflammable mild abrasive materials are available for rejuvenating painted or polished surfaces. They present no fire hazard.

6. *Dry-Cleaning Agents.* Perchlorethylene and trichlorethylene, as used at ambient temperatures, are examples of nonflammable dry-cleaning agents. These materials do have a toxicity hazard requiring care in their use. Fire-retardant-treated materials might be adversely affected by the application of these agents as can water-soluble agents.

Figure A-6-1.4(b)
Aircraft Welding Firesafety Check List

Attach to Welding Permit — Display at Job Site
Gas-Shielded Arc Welding

	YES	NO
Safeguarding Fuel Systems		
Fuel system closed on aircraft being welded	___	___
Portions of fuel system on adjacent aircraft within 100 ft (30 m) from welding point closed	___	___
Fuel tank access plates in place	___	___
Fuel tank fill and vent openings closed, covered, or plugged	___	___
Fuel lines, valves, manifolds in place, secured or capped	___	___
Streamers attached to covered fuel vents	___	___
Pressure removed from fuel systems	___	___
Area including hangar floor drains checked with Combustible Gas Analyzer	___	___
Ramp area work location checked for sources of flammable/combustible vapors	___	___
Safeguarding Other Work		
All other work suspended within 20 ft (6 m) of welding point	___	___
Area placarded: "Welding Operations in Progress"	___	___
Adjacent workers notified prior to start of operations	___	___
Housekeeping		
Area cleaned where weld is to be made	___	___
Combustible materials removed in surrounding area	___	___
Area cleared of any oil or fuel spills	___	___
Drains checked in area for oil contamination	___	___
Welding Equipment		
Generators 5 ft (1.5 m) clear of aircraft engine, fuel tanks	___	___
Electrical equipment 18 in. (375 mm) (minimum) off floor	___	___
Ground leads clamped to grounding plug	___	___
Gas cylinder securely fastened to prevent tipping	___	___
Regulators, gages working properly	___	___
Mobility of Aircraft		
Aircraft parking brakes off and wheels chocked	___	___
Tug available — tow bar attached	___	___
Hangar doors open	___	___
Path cleared to permit towing aircraft outside	___	___
Qualified tow operator available and alerted	___	___
Fire Protection		
Fire extinguisher (20-B rating minimum) immediately adjacent	___	___
Fire extinguisher (80-B rating minimum) wheeled, within 100 ft (30 m)	___	___
Automatic sprinkler protection operable	___	___
Fire watcher assigned, on duty	___	___

Approved Fire Watcher .....

Date ..... Supervisor .....

A-7-1.2 The Underwriters Laboratories Inc. Gas and Oil Equipment List contains a listing of liquid products classified by fire hazard. Flash Point Index of Trade Name Liquids gives important details on the fire hazard properties of some 8,800 trade name liquids (including cleaning agents) commonly used in the United States and Canada. See NFPA 325M, *Fire Hazard Properties of Flammable Liquids, Gases, and Volatile Solids*, for a complete listing.

A-7-3.1 All-purpose (ABC) dry chemical-type extinguishers should not be used in situations where aluminum corrosion is a problem.

A-8-2.1 At least one portable extinguisher having a rating of not less than 20-B and a minimum capacity of not less than 15 lb (6.8 kg) should be provided on mobile service equipment including:

(a) air conditioning units
(b) aircraft tractors
(c) air starter units
(d) cabin service trucks
(e) catering trucks
(f) container loaders
(g) de-icer trucks
(h) engine driven passenger loading steps
(i) ground power units
(j) mobile lounges.

In those vehicles classified in (d), (e), (g), (h), and (j), consideration should be given to placing an extinguisher on both the chassis and the elevated section of the vehicle.

At least one portable extinguisher having a rating of not less than 5-B and a minimum capacity of 3 lb (1.5 kg) should be provided on other miscellaneous motorized vehicles that operate within 25-ft (8-m) radius of any part of the aircraft.

A-8-3.1 When an aircraft lands with a suspected fire or smoke warning in a cargo hold, the fire department should be informed immediately and a full passenger evacuation of the aircraft should be carried out before any hold door is opened. Hold doors should not be opened until the fire department is in attendance at the aircraft.

Failure to observe this recommendation could result in an in-rush of air into the hold, which could cause the fire to erupt, creating danger if passengers or crew are still onboard the aircraft.

A-8-3.2 When a fire is discovered in an aircraft, immediate action should be taken to extinguish it, with either the fire extinguishers available in the aircraft or those situated on the ramp. The fire department should be informed immediately.

In some instances, it might not be possible to extinguish the fire, or alternatively, the fire might have developed to a point where the readily available fire extinguishers are inadequate. If so, the progress of the fire and the damage caused can be reduced by vacating the aircraft and closing all doors, hatches, etc.

A-8-3.3 When dealing with aircraft wheel fires, approach should be made from a fore or aft direction and never from the side. The heating of aircraft wheels and tires presents a potential explosion hazard, greatly emphasized when fire is present. It is important not to mistake hot brakes for brake fires. Hot brakes will normally cool by themselves, or with the assistance of an air cooling appliance, without the use of an extinguishing agent.

Since the heat is transferred to the wheel from the brake, it is essential that the extinguishing agent be applied to the brake area. Once the fire has been extinguished, further extinguishing agent should not be discharged for cooling purposes.

Too rapid cooling of a hot wheel, especially if localized, can cause explosive failure of the wheel. Solid streams of water or carbon dioxide should not be used. Halon 1211 is an effective extinguishing agent for wheel fires. Dry chemical has a limited cooling effect, but is an effective extinguishing agent.

Appendix B Referenced Publications

B-1 The following documents or portions thereof are referenced within this standard for informational purposes only and thus are not considered part of the requirements of this document. The edition indicated for each reference is the current edition as of the date of the NFPA issuance of this document.

B-1.1 NFPA Publications. National Fire Protection Association, Batterymarch Park, Quincy, MA 02269.

NFPA 50-1985, *Standard for Bulk Oxygen Systems at Consumer Sites*

NFPA 51-1987, *Standard for the Design and Installation of Oxygen-Fuel Gas Systems for Welding, Cutting, and Allied Processes*

NFPA 51B-1984, *Standard for Fire Prevention in Use of Cutting and Welding Processes*

NFPA 53M-1985, *Manual on Fire Hazards in Oxygen-Enriched Atmospheres*

NFPA 90A-1985, *Standard for the Installation of Air Conditioning and Ventilating Systems*

NFPA 91-1983, *Standard for the Installation of Blower and Exhaust Systems for Dust, Stock, and Vapor Removal or Conveying*

NFPA 325M-1984, *Fire Hazard Properties of Flammable Liquids, Gases, and Volatile Solids*

NFPA 407-1985, *Standard for Aircraft Fuel Servicing*

NFPA 415-1987, *Standard on Aircraft Fueling Ramp Drainage*

NFPA *Flash Point Index of Trade Name Liquids*, 9th edition (1978).

B-1-2 Other Publications.

B-1-2.1 ANSI Publications. American National Standards Institute, 1430 Broadway, New York, NY 10018.

ANSI/CGAC-4 (1978), *Method for Marking Portable Compressed Gas Clyinders to Identify the Material Contained*

ANSI Z49.1-1983, *Safety in Welding and Cutting.*