

 <p>Tel: 263-4-585073/88 263-4-585009/20 Fax: 263-4-585100 E-mail: ais@caaz.co.zw Website: www.caaz.co.zw</p>	<p>CIVIL AVIATION AUTHORITY OF ZIMBABWE</p> <p>AERONAUTICAL INFORMATION SERVICES P.BAG 7716 CAUSEWAY, HARARE</p>	<p>AIC</p> <p>B013/01</p> <p>26 MAR 2001</p>
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AERONAUTICAL INFORMATION CIRCULAR

AIC B41/94 is hereby replaced.

Fuelling of aircraft

It is the combined responsibility of the fuelling companies, aircraft operators and aircraft maintenance organizations to ensure that adequate precautions are taken against the risk of fire during fuelling operations.

In this connection attention is drawn to Aviation (Aerodromes) Regulations, 1974, Section 11, which states:

"Every person who undertakes the refueling or refueling of an aircraft within the area of an aerodrome shall display, in a place easily accessible to any servant of such person whose duty it is to carry out such refueling or refueling, written instructions approved by the controlling authority, for the procedure and safety precautions to be observed."

Companies whose written instructions have not been approved are required to submit these to the Airport Manager of the aerodrome concerned.

The instructions to be submitted should be aimed at the elimination or control of fuel spillage, release of excessive flammable vapours and ignition sources. The principle ignition sources likely to be present during fuelling operations include:

- a) Electrostatic sparks;
- b) Operating aircraft engines, and combustion heaters;
- c) Operating engines of serving equipment in the vicinity;
- d) Arcing of electrical circuits;
- e) Open flame or maintenance operations involving the use of heat.
- f) Energy from high maintenance operations involving the use of heat.
- g) Passengers or persons (other than maintenance, refueling and cabin service personal) on board the aircraft while refueling is in progress;
- h) Passengers in transit between buildings and aircraft;
- i) Automotive equipment operations;
- j) Lightning storms
- k) Use of photo flash equipment other than electronic type.
- l) Strobe lights on other aircraft.

With reference to para 3 (g) and (h) passengers may remain on board the aircraft being refueled at aerodromes in Zimbabwe or be in transit between the aircraft and the terminal building provided that:

1.
 - a) Prior notification that passengers will be on board during fuelling is given to the officer in-charge of the aerodrome fire section, and to the fuelling personnel concerned and, in addition the passengers concerned are to be informed that fuelling will take place and of the precautions to be observed by them;
 - b) The main cabin doors are kept open and unobstructed and the passenger steps are in position;
 - c) The no-smoking ordinance lights in the cabin must be on; or a "No Smoking" sign prominently displayed in the cabin or cabins;
 - d) Safety belts are to be unfastened;
 - e) Electrical switches are not to be operated when aviation kerosene is being taken aboard except for switches essential for the measurement of the quantity of fuel.
 - f) Matches or lighters are not to be used; and
 - g) An attendant is to remain at the main cabin door throughout the fuelling operations and is to be responsible for ensuring compliance with all the precautions listed above, and for notifying the fuelling personnel should fuel vapour be detected in the cabin or of any condition which might be a potential hazard.

2. Passengers in transit

When the movement of passengers to and from the aircraft during fuelling cannot be avoided, the person responsible for fuelling must, in conjunction with the Station Superintendent or his deputy, make the following arrangements:

- i) In respect of each aircraft, determine in advance the zones through which passengers should be routed so as to avoid hazardous areas;
- ii) Ensure that the passengers are moved through that fuelling zone under the supervision of a responsible person and are not allowed to linger near the aircraft;
- iii) Enforce the "No-smoking" rules during such movement.

Food and cabin servicing may be carried out during fuelling, but care should be taken to prevent blocking of cabin egress facilities if the aircraft is occupied.

Fire extinguishers of suitable type must be positioned before transfer of fuel commences, but must not be so placed as to form an obstruction. No-smoking notices should also be displayed. Vehicles should be so placed in such a manner that they have a clear exit path in case of emergency and will not obstruct egress from occupied portions of the aircraft. Each vehicle must be attended by at least one competent person.

Except in special circumstances, and at the discretion of the Senior Fire Officer, fire tenders may not be provided to stand by aircraft with passengers on board whilst fuelling is in progress.

Should any danger arise during fuelling fire officers and other airport staff are instructed to stop fuelling operations.

Auxiliary power units must not be started or stopped whilst fuelling is in progress, but they may be operated during this period providing the units are started before fuelling is commenced and stopped after completion of such operations.



K.KASEKE
ACTING CHIEF EXECUTIVE OFFICER

This circular is issued for information, guidance and necessary action.