

VOLUME 6 SURVEILLANCE**CHAPTER 11 OTHER SURVEILLANCE****Section 21 Safety Assurance System: Monitor Air Carrier's or Operator's Refueling Procedures (Parts 121, 125, and 135)****6-2666 REPORTING SYSTEM(S).**

A. Program Tracking and Reporting Subsystem (PTRS). For Title 14 of the Code of Federal Regulations (14 CFR) part 125, use PTRS activity codes 3638 and 5638.

B. Safety Assurance System (SAS). For 14 CFR parts 121 and 135, use SAS. This section is related to SAS Element 6.2.1 (AW), Fueling.

6-2667 OBJECTIVE. This section provides information, policy, and guidance for inspectors to verify that a 14 CFR part 119 certificate holder is following its procedures for:

- Refueling aircraft;
- Eliminating fuel contamination;
- Protection from fire; and
- Supervising and protecting passengers during refueling.

6-2668 GENERAL. There are many aviation fuel quality specifications used throughout the world. However, in the United States, air carriers commonly use Airlines for America (A4A) Specification 103, Standard for Jet Fuel Quality Control at Airports, and National Fire Protection Association (NFPA) Specification 407, Standard for Aircraft Fuel Servicing, as the basis for developing their procedures to comply with regulatory requirements. The requirements of Specifications 103 and 407 become effective only when the air carrier adopts them and incorporates them into its manual.

6-2669 RESPONSIBILITY.

A. Airports. The Airport Safety and Operations Division (AAS-300) is primarily responsible for the verification of 14 CFR part 139 requirements for airports with airport operating certificates. Airport inspections include verification of fuel-related requirements in part 139, §§ 139.301, 139.311, 139.321, and 139.325. However, these inspections do not include the fuel-related requirements in parts 121, 125, and 135 for air carriers and operators. For more information on airport responsibilities and surveillance activities, go to http://www.faa.gov/airports/airport_safety/.

B. Flight Standards Service (AFS). While airport inspections mainly focus on part 139 fuel storage and dispensing safety practices, AFS inspections focus on parts 121, 125, and 135 aircraft refueling procedures for air carriers or operators. The Federal Aviation Administration (FAA) considers refueling to be servicing, not maintenance, and assigns primary oversight responsibility to the Airworthiness inspector.

6-2670 AUTHORITY. Part 119, § 119.59 provides the inspector with authority to conduct any inspection or test to determine whether an air carrier or operator is complying with applicable statutes and regulations. This includes inspections of fuel vendors to verify compliance with the certificate holder's procedures. Inspectors perform the inspection from the perspective of the air carrier or operator and report all findings to the air carrier or operator for resolution. However, for any safety-related finding, the inspector must take immediate action to stop an unsafe condition and then follow up with the air carrier or operator.

6-2671 REGULATORY REQUIREMENTS.

A. Overview. Parts 121, 125, and 135 have similar regulations for aircraft refueling and other aviation fuel-related requirements. Each part requires the air carrier and operator to have procedures for refueling aircraft, eliminating fuel contamination, protection from fire, and supervising and protecting passengers during refueling. Besides fuel quality and safe handling practices, parts 121 and 125 also contain regulations on servicing requirements. Inspectors must consider these regulations because refueling is servicing.

B. Manual Requirements.

1) Part 121.

a) Section 121.135(b)(17) requires the air carrier to include instructions and procedures for maintenance, preventive maintenance, and servicing in its manual.

b) Section 121.135(b)(19) requires the air carrier to include in its manual procedures for refueling aircraft, eliminating fuel contamination, protection from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

c) Sections 121.105 and 121.123 require the air carrier to show that competent personnel and adequate facilities and equipment (F&E) (including spare parts, supplies, and materials) are available for the proper servicing, maintenance, and preventive maintenance of aircraft and auxiliary equipment.

2) Part 125.

a) Section 125.73(j) requires the operator to include in its manual procedures for refueling airplanes, eliminating fuel contamination, protecting from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

b) Section 125.73(h) requires the operator to include procedures for the pilot in command (PIC) to follow to obtain maintenance, preventive maintenance, and servicing of the airplane at a place where the operator has not made previous arrangements, when the pilot is authorized to so act for the operator.

3) Part 135.

a) Section 135.23(h) requires the air carrier to include in its manual procedures for the PIC to follow to obtain maintenance, preventive maintenance, and servicing of the

aircraft, at a place where the operator has not made previous arrangements, when the pilot is authorized to so act for the operator.

b) Section 135.23(j) requires the air carrier to include in its manual procedures for refueling aircraft, eliminating fuel contamination, protecting from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

C. Reviewing the Manual. Prior to the inspection, the inspector must review the air carrier's or operator's manual to determine how the air carrier or operator complies with the regulations noted in subparagraphs 6-2671B1), 2), and 3). The FAA does not intend for the inspector to reevaluate the air carrier's or operator's already accepted procedures. However, if the inspector finds deficiencies in the procedures, the inspector must report the findings to the principal inspector (PI) for resolution. The inspector will use the procedures in the air carrier's or operator's manual as the standard for the inspection.

D. Incorporation by Reference. When the air carrier or operator accepts an industry specification or standard as the means of complying with the regulation, the standard becomes, in effect, a part of the air carrier manual. The FAA expects the air carrier or operator to have an actual copy of any specification it references in its manual. The FAA inspector will obtain a copy of the specification from the air carrier or operator and use it as the standard for the inspection.

E. Deviations.

1) Part 125.

a) Section 125.71(a) contains language that permits deviation from manual requirements, in whole or in part, that might affect the operator's guidance for ground personnel on refueling. The regulations state, "the Administrator may authorize a deviation from this paragraph if the Administrator finds that, because of the limited size of the operation, all or part of the manual is not necessary for guidance of flight, ground, or maintenance personnel."

b) In cases where an operator under part 125 has a deviation from manual requirements, the inspector will use the same guidance specified in subparagraph 6-2671E2)b).

2) Part 135.

a) Section 135.21(a) contains language that permits deviation from manual requirements for single pilot operations. Volume 2, Chapter 4, Section 6 contains details on part 135 manual deviations.

b) A full or partial deviation from the requirements of § 135.21 also means a full or partial deviation from the manual content requirements contained in § 135.23. Depending on the authorized level of deviation, the air carrier might not be required to have § 135.23 requirements. This has caused confusion with inspectors when performing surveillance on the air carrier. Even though the air carrier might not be required to have refueling procedures in its manual, it does not relieve the air carrier from its statutory requirement to perform its services to a high degree of safety. Therefore, when the FAA authorizes a deviation from the manual to include refueling procedures, the air carrier should follow the aircraft manufacturer's

recommended refueling procedures and other industry standards and practices to ensure safety in its operation.

6-2672 PROCEDURES FOR REFUELING AIRCRAFT.

A. Aircraft-Specific. Aircraft refueling procedures fall into two categories: those that apply to a specific aircraft and those that generally apply to all aircraft. Most aircraft manufacturers publish refueling procedures for each aircraft model they manufacture. The air carrier or operator normally accepts these procedures as their own or uses them as a basis for developing their own refueling procedures. Regardless of how the air carrier uses the procedures, the inspector should review the manufacturer's procedures to better understand the details involved with refueling the aircraft.

B. General. Inspectors can find general aircraft refueling procedures in documents such as advisory circulars (AC). These procedures usually cover general safety and fuel handling practices based on years of industry experience with refueling aircraft. Also, some aircraft manufacturers provide general safety practices in their manuals that the air carrier should follow.

6-2673 INSPECTION CHECKLISTS. Since the focus of this inspection is on the air carrier's refueling procedures and those procedures can vary from air carrier to air carrier, a checklist for this inspection is not practical. As stated in subparagraph 6-2671C, the inspector will use the air carrier's manual as the standard for this inspection.

6-2674 TASK OUTCOMES.

A. Complete the PTRS Record. For part 125.

B. Follow SAS Guidance for Modules 4 and 5. For parts 121 and 135.

C. Complete the Task. The inspector must report all findings noted during the inspection to the air carrier or operator.

6-2675 FUEL STANDARDS (current editions):

- Title 14 CFR Part 139.
- AC 00-34, Aircraft Ground Handling and Servicing.
- AC 20-29, Use of Aircraft Fuel Anti-Icing Additives.
- AC 20-43, Aircraft Fuel Control.
- AC 20-125, Water in Aviation Fuels.
- AC 25.899-1, Electrical Bonding and Protection Against Static Electricity.
- AC 91-13, Cold Weather Operation of Aircraft.
- AC 91-32, Safety in and Around Helicopters.
- AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.
- Type Certificate Data Sheet (TCDS).

RESERVED. Paragraphs 6-2676 through 6-2678.