

SECTION 6 - FIRE AND SAFETY

All fire and fire related safety provisions of regulations, including Hazardous Materials, shall be in accordance with applicable sections of the Uniform Fire Code, and/or the National Fire Protection Association's Code and Standards, and all applicable laws, rules and regulations as enforced by the Airport's Fire Chief assigned to the Airport by the Philadelphia Fire Department (" Fire Department").

A. FIRE CHIEF AUTHORITY

1. It shall be the duty of the Airport's Fire Chief to enforce all applicable sections of these Rules and Regulations pertaining to fire protection, fire prevention and fire spread control.
2. The Airport's Fire Chief or his/her duly authorized representative(s) shall periodically inspect all buildings, structures and premises to ensure compliance with all applicable sections of these Rules and Regulations pertaining to fire protection, fire prevention and fire spread control.
3. The CEO may authorize representatives of the Airport Operations Department or the Philadelphia Police to inspect fire hazards or flammable conditions on Airport property.

B. HANDLING OF EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

1. The classifications of explosives referenced in this subsection are taken from 29 C.F.R. § 1910.109 as amended.
2. Class A Explosives and all other explosives not acceptable for transportation under applicable Federal Regulations are not permitted in, on, upon or around the Airport.
3. The transportation of all Class B Explosives in or upon the Airport must comply with the following:
 - a. The FAA Air Traffic Control Tower, the Philadelphia Fire Department Engine 78 and the Airport Operations Department must be notified, pursuant to subsection 6 of this Section B, of the type and amount of the Class B Explosives to be transmitted through the Airport.
 - b. All federal, state and city laws and regulations.
 - c. Immediate availability for inspection by the Airport Fire Chief

and/or the Airport Operations Department of a copy of the Department of Transportation's waiver to transport/ship Class B Explosives.

4. Hazardous Materials shall be stored, kept, handled, used, identified, dispensed or transported only in accordance with applicable international, federal, state and local laws and regulations.
5. All applicable laws and regulations governing explosives which are acceptable for transportation must be strictly observed. Materials subject to federal, state and/or local regulations governing Hazardous Materials must be handled in strict compliance with these rules and regulations and any other rules or regulations that the CEO might impose. Any waiver of a rule or regulation or any part thereof by the FAA or by any other competent authority shall not constitute or be construed to constitute a waiver of that rule or regulation by the CEO or an implied permission by the CEO.
6. For any operation(s) requiring permission pursuant to this Section, advance notice of at least twenty four (24) hours must be given to the CEO through the Airport Operations Department at (215) 937-6914.
7. Permission for the movement of radioactive materials may only be given when such materials are packaged, marked, labeled and limited as required by appropriate federal, state and local laws and regulations and where such movement does not create any hazard to life or property at the Airport. The Philadelphia Fire Department shall provide information relative to the hazards of any material subject to this Section to the CEO.
8. All Tenants and Operators involved with the handling of Hazardous Materials must provide the Airport with a Hazardous Materials Removal Plan ("Plan"), including the Material Safety Data Sheet (MSDS) for the Hazardous Materials being handled. The Plan must also include the name of the company being used by Tenant or Operator for the removal/disposal of the Hazardous Material(s) and the names and phone numbers of Tenant or Operator staff authorized to handle such removals/disposals. The Plan must be updated annually.

C. TENANT FIRE EXTINGUISHERS AND EQUIPMENT

1. Fire extinguisher equipment at the Airport shall not be tampered with at any time, nor used for any purpose other than fire fighting or

fire prevention. All such equipment shall be regularly inspected to insure that it conforms with the National Fire Protection Association's Regulations and the Philadelphia Fire Code. Tags showing the date of the last such inspection shall be left attached to each inspected unit.

2. Fully charged and currently inspected fire extinguishers, of the type recommended by the National Fire Protection Association Codes for specific materials are required at all locations on the Airport where flammable materials are present or handled.
3. Fuel cut-off valves, located at terminal gate positions, are to be conspicuously located and marked for use during emergencies involving the underground hydrant fueling system.
4. Airport fire protection systems, alarms and equipment shall not be tampered with at any time.
5. No vehicle shall be parked within fifteen (15) feet of any fire hydrant, nor shall any Tenant or Operator allow any equipment to block any fire hydrant or prevent its use.

D. OPEN FLAMES

No person shall conduct any open flame operation on the Airport, in any building or appurtenance or the airfield unless specifically authorized by the Division of Aviation ("DOA") and in accordance with all conditions of the approved DOA – Burn Permit. See Exhibit "6-1."

E. REPORTING FIRES

Any person observing any unattended or uncontrolled fire on the premises of the Airport shall immediately report it to the Airport Communication Center's Emergency Operator (215) 937-3111. No person shall make any regulation or order, written or verbal, that conflicts with the reporting obligations of this Section.

F. LITTER AND CLEANING OF ALOTTED SPACE

1. Each Tenant at the Airport shall keep their leased space policed and free from rubbish and debris. Flammable materials shall be stored only in approved containers in or about Tenant's leased space. All floors in Tenant's leased space shall be clean and free of fuel, oil and litter. **(See also Section 2.F).**
2. The use of volatile or flammable solvents for cleaning floors is

prohibited. Oily waste rags and similar materials must be stored in approved metal receptacles with tight-fitting, self-closing covers. The contents of these receptacles shall be removed daily

3. All clothes lockers shall be constructed of metal or other fire-resistant material.
4. All plastic sheeting used on the airfield Ramp shall be covered by webbing and tied securely.

G. CLEANING RAMPS AND OTHER SURFACES

Any spillage or dripping of fuel, oil, grease or any other material which may be unsightly or damaging to the pavement in any area on the Airport shall be removed immediately in a manner consistent with Airport Rules and Regulations and to the satisfaction of the CEO. The responsibility for the immediate removal of such fuel, oil, grease or other material shall be assumed by the operator of the apparatus causing the spillage or the Tenant of space where the damaged spillage or dripping occurred.

H. CONTROL OF CONTAMINENTS

1. No fuel, oil, grease, flammable liquids, or contaminants of any kind, including detergents used to wash Aircraft or any other vehicles or surfaces, shall be allowed to flow into or be placed in any storm drain, sewer system or open water areas in or on the Airport without a separator or unless connected to an industrial waste system, or as otherwise approved by the CEO.
2. Equipment used to scrub pavement surfaces must have the capability to pick up all cleaning water for disposal at the location(s) designated by the CEO for the disposal of such water.

I. FUELING OPERATIONS

1. Aircraft Fueling Operations
 - a. All fueling operation shall be conducted in strict compliance with all applicable Environmental Laws.
 - b. Aircraft fueling is prohibited while the engine of the Aircraft being fueled is running or being warmed up by external heat, while the Aircraft is inside a hangar or enclosed space or while located in any area posted or marked indicating that Aircraft fueling is prohibited.

- c. During all Aircraft refueling operations, the fueling vehicle or mobile equipment and the Aircraft must be properly bonded to prevent the possibility of ignition of the fuel by static electricity.
- d. Prior to **any** transfer and during refueling or de-fueling of Aircraft, the tank vehicle and the Aircraft shall be **bonded** to a point or points of zero electrical potential (the electrical potential of the Earth in the vicinity of the Aircraft and the fuel tank vehicle).
- e. Grounding of the Aircraft and the fueling vehicle or mobile equipment during refueling is not permitted.
- f. Bonding must be established between the Aircraft and the dispensing nozzle or coupler connection by use of the clamp and bonding wire device attached to the nozzle prior to opening Aircraft fuel tank, and maintained until after the Aircraft fuel tank is filled and the filler opening is closed.
- g. During all fuel handling operations in connection with any Aircraft, at least two (2) appropriately sized fire extinguishers meeting the requirements of the National Fire Protection Association shall be immediately available for emergency use.
- h. No person shall perform any act or use any material that is likely to cause a spark within five (5) feet of any Aircraft involved in a fuel handling operation.
- i. No airborne radar equipment shall be operated or ground tested on any passenger Ramp or Apron area or any area when the directional beam of high intensity radar is within 300 feet or the low intensity beam (less than 50kw output) is within 100 feet of another Aircraft, an Aircraft refueling operation, an Aircraft refueling truck or any facility storing flammable liquid.
- j. During fuel handling in connection with any Aircraft, no passenger shall be permitted to remain in such Aircraft or to enter or depart from such Aircraft unless a qualified attendant is at each door that is in use for this purpose, and unless means each door that is in use for this purpose, and unless means of safe egress are in position and readied for the safe and rapid debarkation of the passengers. Where fuel handling operations take place with passengers onboard

away from the terminal building, and stairways are not provided, such as during inclement weather, all slides shall be armed and the Aircraft Rescue and Fire Fighting (ARFF) services shall be notified to respond in standby position in the vicinity of the fuel handling operation with at least one vehicle. Aircraft Operators shall establish specific procedures covering emergency evacuation under such conditions for each type of Aircraft they operate. All "no smoking" signs shall be displayed in the cabin(s), and the no smoking rule shall be enforced.

- k. During fuel handling operations in connection with any Aircraft, no person shall allow any motorized ground equipment to be positioned under any Aircraft involved in fuel handling operations. Aircraft fuel tanks are vented through the wing tips, which may produce a dangerous and explosive mixture. Any fuel handling operations shall be immediately terminated should any vehicle become positioned under an Aircraft wing tip.
- l. Persons engaged in fuel handling operations shall exercise all care and caution to prevent overflow of fuel.
- m. All Operators of Aircraft at the Airport who receive, and all persons who supply aviation fuel to the Airport shall use the aviation fuel storage area and delivery facilities designated by the CEO for such activities.
- n. If for any period the aviation fuel storage area and delivery facilities are not available, any Operator may make arrangements with its suppliers of aviation fuel for deliveries thereof to their Aircraft. All such alternative arrangements are subject to the approval of the DOA.
- o. During fueling operations, tank vehicles shall be placed as to be readily removable in event of a fire or other emergency, so as to permit direct driving away from the loading or refueling position. Not more than one (1) refueling vehicle shall be positioned to refuel each wing of an Aircraft. Not more than two (2) refueling vehicles shall be positioned to serve the same Aircraft. During refueling of high fuel capacity Aircraft, additional refueling vehicles shall not be parked or positioned within 100 feet of the Aircraft being refueled and then only in areas approved by the CEO.

- p. Following fueling of an Aircraft, all hose shall be removed and properly stowed. Fuel nozzles shall not be dragged along the ground.

2. Fueling Vehicle Operations

- a. All fueling operation shall be conducted in strict compliance with all applicable Environmental Laws.
- b. A “no smoking sign” shall be posted prominently in the cab of every Aircraft fuel service vehicle. Smoking equipment such as cigarette lighters and ashtrays shall not be permitted on any fuel service vehicles.
- c. All fueling handling operations shall be discontinued during electrical storms.
- d. No Aircraft fuel service vehicle shall be parked, stored, repaired or operated within fifty (50) feet of a building or hangar, other than a designated fuel service area, or within ten (10) feet of any other fuel service vehicle.
- e. The transfer of bulk Aircraft or commercial fuel from on fuel service vehicle to another is prohibited within the boundaries of the Airport, unless required for safety or other emergency reasons as approved by the Airport Fire Chief and/or Airport Operations Department.
- f. Automotive and Ramp equipment, other than fuel service vehicles and tank vehicles shall be refueled by the fuel service contractors authorized by the CEO and only at prescribed locations and from dispensing systems approved by the CEO.
- g. No tank vehicle and/or fuel service vehicle shall be allowed in or upon the Airport unless it conforms to the rules and regulations provided in this Section, any additional rules and regulations prescribed by the CEO, applicable provisions of the Airport’s fuel system lease, and all applicable federal, state and local laws and regulations, including but not limited to 14 C.F.R. Part 139.
- h. All tank vehicles and fuel service vehicles used for the transportation of flammable liquids upon the Airport must be inspected and approved by and registered with the CEO.

- i. Every fuel service vehicle and/or tank vehicle shall be provided with signs visible from the outside of the unit and displaying the name of the operator of the unit and the type of fuel contained therein. All signs must also comply with applicable regulations of the Department of Transportation and Standard 407, issued by the National Fire Protection Association.
- j. All fuel service vehicles operating in or upon the Air Operations Area of the Airport must be properly equipped, maintained and meet all requirements established by the CEO.
- k. In order to determine compliance with DOA requirements for safe operating conditions, all fuel service vehicles operating in or upon the Air Operations Area of the Airport are subject to periodic, on the spot inspections by a duly authorized representative of the CEO.
- l. Only personnel trained in the safe operation of the equipment and fuels they use, the operation of emergency controls, and the procedures to be followed in an emergency shall be permitted to handle fuel.
- m. The delivery of fuel shall at all times be under the control of the vehicle attendant through the use of approved flow controlling devices operated by the attendant, designed to shut off automatically upon release or hand or foot pressure. Latching or fastening devices on the control units are not permitted.
- n. The driver, operator or attendant of any fuel service vehicle shall be in attendance with the vehicle at all times when the vehicle is being filled or while refueling an Aircraft.
- o. During the filling of fuel storage tanks, no compartment shall be completely filled and the driver/operator or the attendant shall be present at the vehicle at all times. The fuel tank vehicle, the tank truck filling rack, and the flammable liquid discharge piping shall be bonded to a point of zero electrical potential.
- p. All fuel service vehicles shall be equipped with at least two (2) chock blocks. The parking brake shall be set and chock blocks shall be placed in such manner as to prevent the forward or backward motion of the vehicle whenever it is

parked, left unattended by the driver, or during loading and unloading operations.

- q. When parked, fuel service vehicles shall be positioned for immediate drive away or towing, and a clear space of not less than ten (10) feet shall be maintained between any parked fuel service vehicle and any similar or other parked or moving vehicle. Where five (5) or more fuel service vehicles are parked, there shall be 150 pound dry chemical wheel-type fire extinguishers positioned so one or more units will be located no more than 100 feet from any vehicle. Tank vehicles and fuel service vehicles shall not be parked in any non-leased area, except as designated by the CEO.
- r. The motor of a refueling tank vehicle shall not be run during the filling of the cargo tank, while making or breaking fuel-filling connections, or during repairs to the fuel handling system. The propulsion motor of the fuel service vehicle shall not be run during fuel transfer or while making or breaking host connections.
- s. When it is deemed not feasible to dispense automotive fuel from underground tanks with a fixed fueling system, the CEO may permit fuel to be dispensed by an approved automotive fuel-dispensing vehicle operated by an authorized fuel service contractor at an approved site. Such operations shall comply with the protective requirements and restrictions as designated by the CEO.
- t. Automotive fuel dispensing vehicles shall not dispense fuel unless properly bonded.
- u. Aircraft or automotive fuel dispensing vehicles shall have at all times a sufficient quantity of absorbent material, approved by the CEO, immediately available to contain accidental fuel spills.

J. FUEL SPILLS

1. In the event of a fuel spill involving in excess of five (5) gallons of Jet A or any amount of aviation gasoline, the operator of the fuel service vehicle present at the fuel spill, or if no fuel service vehicle was present any employee of the company engaged to operate the Airport's fuel system who was present at the fuel spill shall immediately notify the Airport Communications Center by calling the emergency operator at (215) 937-3111. Additionally, the fuel

service vehicle operator or fuel system operator employee shall also immediately notify the CEO through the Airport Operations Department at (215) 937-6914 whenever **any** amount of fuel is spilled, regardless of type. Such notification responsibility does not depend on the operator or employee being responsible for the fuel spill.

2. In addition to such reporting by the fuel service vehicle operator or fuel system operator employee, any other person who witnesses a fuel spill – for example, any airline employee, whether or not the employee’s aircraft was involved in the spill, and any operator of any kind of vehicle who observes the spill – also shall immediately notify the CEO through the Airport Operations Department at (215) 937-6914 whenever **any** amount of fuel is spilled, regardless of type.
3. The Philadelphia Fire Department shall be notified if a spill covers over ten (10) feet in any direction or is over fifty (50) feet in area, continues to flow, or is otherwise a hazard to persons or property.
4. Should passengers evacuate because of a fuel spill, no passenger shall be readmitted to the jet bridge or the Aircraft until the Fire Department has given permission for passenger re-admittance.
5. In the event of fuel spillage and when there is no apparent presence of fire, fuel delivery units shall not be moved until the spillage is dispersed or removed in such manner as shall be acceptable to the Fire Department and Airport Operations Department. Spilled fuel must be cleaned up **immediately** and to the satisfaction of the Airport Fire Chief and/or Airport Operations Duty Officer. No Aircraft or vehicular movement shall be allowed in the area until authorized by the DOA.
6. If a fuel spill damages non-impervious areas of the Airport or enters the Airport storm drainage system, the Tenant(s) occupying the damaged or compromised area(s) shall be responsible for all costs associated with any necessary environmental cleanup or remediation.
7. All fuel spills shall be investigated by the responsible Tenant or operator to determine the cause, to determine whether emergency procedures were properly carried out, and to determine the necessary corrective measures. An update on the progress of the investigation shall be submitted to the Airport Operations Department within fifteen (15) days of the investigated spill. A final

incident report shall be submitted to the Airport Operations Department within thirty (30) days of the investigated spill.

8. The DOA is required by Environmental Law to take proper remedial action in incidents involving a fuel spill or any other contamination on DOA property. The DOA is required to verify that remediation efforts taken at PHL are in compliance with the Environmental Law. In the event of a fuel spill or other contamination at PHL, the DOA reserves the right to, and will, seek financial recovery for all remediation and oversight actions taken. Under the Airport/Airline Use and Lease Agreement, a signatory airline is responsible for any fuel, pollutant or contaminant spilled on leased premises at PHL. Other Airport users are responsible under these Rules & Regulations for any fuel, pollutant or contaminant spilled on PHL premises. These responsibilities include remedial actions and financial recovery of costs associated with remedial actions taken by the Division of Aviation. Remedial actions may include, but are not limited to, the removal of contaminated surface water, (including storm drains), excavation of contaminated soil, environmental consulting fees, collection of samples, laboratory testing, notification to the National Response Center and the submission of reports to the Pennsylvania Department of Environmental Protection ("PaDEP"). The DOA may conduct remediation responsibilities itself or employ the services of outside parties. All remediation efforts, whether taken directly by the DOA or contracted for by the DOA, may be subject to reimbursement for the party(s) responsible for any fuel spill or contamination.

K. TENANT FUELING SERVICES

Tenants who perform fueling services must provide, and ensure that Tenant's employees involved in providing fueling services, attend and complete a FAA approved training program which conforms to regulatory standards, and must also provide written certification once a year to the CEO through the Airport Operations Department that the training required by this Section and FAR Part 139.321 has been accomplished.

L. AIRCRAFT PARTS CLEANING MATERIALS

All persons shall make best efforts to use non-flammable cleaning agents for the cleaning of Aircraft parts and other equipment. If flammable combustible cleaning agents must be used, only liquids having flash points in excess of 100 degrees Fahrenheit (38 degrees Celsius) shall be used. Special precautions shall be taken to eliminate ignition sources in

compliance with the good practice recommendations of the Philadelphia Fire Code and the National Fire Protection Association.

M. PAINT, VARNISH AND LACQUER USE

For all paint, varnish, or lacquer spraying operations, the arrangement, construction, ventilation and protection of spraying booths and the storing and handling of materials shall comply with the standards of the Philadelphia Fire Code, the National Fire Protection Association and all other standards prescribed by the CEO for such operations.

N. SEWAGE AND INDUSTRIAL WASTE

In addition to all Environmental Laws, all Tenants, Operators and all other persons shall comply with the requirements of the City of Philadelphia Water Department's Regulations regarding the discharge of sewage and industrial waste into the City's wastewater system and all other applicable regulations or procedures prescribed by the CEO.

O. OPERATION OF VALE EQUIPMENT

Any Tenant or Operator operating equipment whose use is regulated under the Federal Aviation Administration's Voluntary Airport Low Emissions Program (VALE) shall ensure that the use of such equipment meets all the requirements of this Section 6 and all other sections of the PHL Rules and Regulations.

**EXHIBIT 6-1
BURN PERMIT (REQUEST)**

**PHILADELPHIA INTERNATIONAL AIRPORT
NOTICE OF FLAME CUTTING/WELDING**

LOCATION: _____

CONTRACTOR: _____

TELEPHONE CONTACT NUMBER: _____

HOURS OF BURN ACTIVITY: _____

NOTE: All burn activity is to be reported to Airport Engineering and supervised by the contractor for three (3) hours after termination of the burn activity. Airport Operations, Communications Center, Fire Department Airport Engineering and Job Control are all to be notified via fax at least two (2) Hours prior to the commencement of any burn activity. **All burn activity Requests are subject to approval by the Division of Aviation.**

Airport Operations Fax #:	(215) 937-6873
Communications Center Fax #:	(215) 037-6882
Philadelphia Fire Department Fax #	(215) 492-1258
Airport Engineering Department Fax #:	(215) 937-6734
Job Control Fax #:	(215) 937-6898

Sent by: _____