

Electronic Plan Standards

File Naming Standards:

Electronic plans and documents shall be named as specified in the City of Vancouver [ePLANS](https://www.cityofvancouver.us/business/permits-licenses-and-inspections/eplans/) system:
<https://www.cityofvancouver.us/business/permits-licenses-and-inspections/eplans/>



Acceptable File Types:

Plans, calculations, specifications and supporting documents shall be uploaded as a PDF file.

Plan Sheet Standards:

All plans shall be drawn to scale, as identified in the checklist, and each sheet shall state the scale and show a measurable scale on the page for measurement calibrations.

Document Orientation:

All plans must be uploaded in "Landscape" format in the horizontal position with a north indicator. All other documents can be in "Portrait" format.

Stamped:

Where documentation contains a code analysis or engineering calculations, such documents shall be stamped by the design professional.

Minimum Submittal Checklist for Upload to ePLANS

- Completed Fire Installation Permit Application – Cutting and Welding (this document) Check all *Permit Conditions* checkboxes that are applicable to your project
- Supporting documents listed below (See *Document Details* below)
- Site plans and floor plans (see *Plan Details* below)

Document Details

HMMP Guide: <https://www.cityofvancouver.us/wp-content/uploads/2023/10/Hazardous-Materials-Management-Plan.pdf>
See *Vancouver Fire Department HMMP Guide* for direction on completing required HMMP and/or supplemental forms

- Narrative describing the nature and scope of this permit.
- Hazardous Materials Inventory Statement (HMIS), Site Map, and Storage Plan (see HMMP Guide linked above for direction on these forms) if applicable.

Plan Details

The following is a list of information required on all plan submittals for review of an aviation facilities permit. The plan shall be drawn to 1/8" = 1'-0" minimum scale. The applicant is required to submit all applicable information so an accurate and timely review may be completed:

General:

- Site plan to include a north arrow, a measurable scale for calibration purposes, fire hydrants, emergency access lanes and doors, vehicle gates, Fire Department Connection, points of assembly/accountability for evacuees, setbacks from property lines, the public way and unrelated combustible exposures, electrical room, gas meters, sprinkler riser, fire alarm control panel, Knox Box, roof access (if provided), and any outdoor hazardous storage.
- Interior plans showing all access points, hazardous materials storage rooms and/or cabinets, hazardous equipment or operations areas, proposed areas for Aircraft Fueling Vehicles storage
- Operational area of Aircraft Fueling Vehicles
- Exit routes, including stairs, exits, etc.

- Proposed Air Operations Area (AOA)
- Aircraft Fueling Apparatus Details
- Radar Location and Details
- Helicopter Landing Areas
- Portable fire extinguisher locations
- Fuel dispensing locations (note: a separate permit is required for motor fuel dispensing).

Permit Conditions

The following is a list of WSFC requirements related to aviation facilities operations. Use this form to confirm that all applicable requirements are met. Non-applicable requirements can be left blank.

General Precautions:

- Open flames, flame-producing devices and other sources of ignition shall not be permitted in a hangar, except in approved locations or in any location within 50 feet of an aircraft-fueling operation (WSFC 2003.1)
- Smoking shall be prohibited except in designated and approved smoking areas within aircraft-refueling vehicles, aircraft hangars and aircraft operation areas used for cleaning, paint removal, painting operations or fueling. "No Smoking" signs shall be provided in accordance with WSFC Section 310 (WSFC 2003.2).
Exception: Designated and approved smoking areas.
- The aircraft operation area (AOA, any area used or intended for use for the parking, taxiing, takeoff, landing or other ground-based aircraft activity) and related areas shall be kept free from combustible debris at all times (WSFC 2003.3).
- Fire apparatus access roads shall be provided and maintained in accordance with WSFC Chapter 5. Fire apparatus access roads and aircraft parking positions shall be designed in a manner so as to preclude the possibility of fire vehicles traveling under any portion of a parked aircraft (WSFC 2003.4).
- The dispensing, transferring and storage of flammable and combustible liquids shall be in accordance with WSFC Chapter 20 and Chapter 57. Aircraft motor vehicle fuel-dispensing facilities shall be in accordance with WSFC Chapter 23 (WSFC 2003.5).
- Combustible materials stored in aircraft hangars shall be stored in approved locations and containers (WSFC 2003.6).
- Hazardous materials shall be stored in accordance with WSFC Chapter 50 (WSFC 2003.7).

Aircraft Maintenance:

- Flammable and combustible liquids shall not be dispensed into or removed from a container, tank, vehicle, or aircraft except in approved locations and a current fuel dispensing permit (WSFC 2004.1)
- The application of flammable or Class II combustible liquid finishes is prohibited unless both of the following conditions are met (WSFC 2004.2):
 1. The application of the liquid finish is accomplished in an approved location.
 2. The application methods and procedures are in accordance with WSFC Chapter 24.
- Class IA flammable liquids shall not be used to clean aircraft, aircraft parts or aircraft engines. Cleaning with other flammable and combustible liquids shall be in accordance with WSFC Section 5705.3.6 (WSFC 2004.3).
- In the case of a spill of flammable and combustible liquids and other hazardous materials (WSFC 2004.4):
 1. Activities in the affected area not related to the mitigation of the spill shall cease until the spilled material has been removed or the hazard has been mitigated
 2. Aircraft or other vehicles shall not be moved through the spill area until the spilled material has been removed or the hazard has been mitigated.
 3. Spills shall be reported, documented, and mitigated in accordance with the provisions listed in Fuel Spill Prevention and Procedures and WSFC Section 5003.3.
- Aircraft engines shall not be run in aircraft hangars except in approved engine test areas (WSFC 2004.5).

- Repairing of aircraft requiring the use of open flames, spark-producing devices or the heating of parts above 500°F shall only be done outdoors or in an area complying with the provisions of the International Building Code for a Group F-1 occupancy (WSFC 2004.6).
- Maintenance, repairs, modifications, or construction performed on aircraft not addressed elsewhere in this code shall be conducted in accordance with NFPA 410 (WSFC 2004.7).

Portable Fire Extinguishers:

- Portable fire extinguishers suitable for flammable or combustible liquid and electrical-type fires shall be provided as specified below and WSFC Section 906. Extinguishers required by this section shall be inspected and maintained in accordance with WSFC Section 906 (WSFC 2005.1).
- Vehicles used for towing aircraft shall be equipped with not less than one listed portable fire extinguisher complying with WSFC Section 906 and having a minimum rating of 20-B:C (WSFC 2005.2).
- Welding apparatus shall be equipped with not less than one listed portable fire extinguisher complying with WSFC Section 906 and having a minimum rating of 2-A:20-B:C (WSFC 2005.3).
- Aircraft fuel-servicing tank vehicles shall be equipped with not less than two listed portable fire extinguishers complying with WSFC Section 906, each having a minimum rating of 20-B:C. A portable fire extinguisher shall be provided with ready access from either side of the vehicle (WSFC 2005.4).
- Hydrant fuel-servicing vehicles shall be equipped with not less than one listed portable fire extinguisher complying with WSFC Section 906 and having a minimum rating of 20-B:C (WSFC 2005.5).
- Portable fire extinguishers at fuel-dispensing stations shall be located such that pumps or dispensers are not more than 75 feet from one such extinguisher. Fire extinguishers shall be provided as follows (WSFC 2005.6):
 1. Where the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute, not less than two listed portable fire extinguishers complying with WSFC Section 906 and having a minimum rating of 20-B:C shall be provided.
 2. Where the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute, not less than two listed portable fire extinguishers complying with WSFC Section 906 and having a minimum rating of 20-B:C shall be provided.
 3. Where the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute, not less than two listed portable fire extinguishers complying with WSFC Section 906 and having a minimum rating of 20-B:C shall be provided.
- Access to portable fire extinguishers required by this chapter shall be maintained at all times. Where necessary, provisions shall be made to clear accumulations of snow, ice, and other forms of weather-induced obstructions (WSFC 2005.7).
- Cabinets and enclosed compartments used to house portable fire extinguishers shall be clearly marked with the words "FIRE EXTINGUISHER" in letters not less than 2 inches high. Cabinets and compartments shall be provided with ready access at all times (WSFC 2005.7.1).
- Use of a fire extinguisher under any circumstances shall be immediately reported to the manager of the airport and City of Vancouver (WSFC 2005.8).

Fueling Apparatuses:

- Aircraft motor vehicle fuel-dispensing facilities shall be in accordance with WSFC Chapter 23 (WSFC 2006.1).
- Airport fuel systems shall be designed and constructed in accordance with NFPA 407 (WSFC 2006.2).
- Aircraft-fueling vehicles shall comply with this section and shall be designed and constructed in accordance with NFPA 407 (WSFC 2006.3).
- Aircraft-fueling vehicles shall be equipped and maintained with an approved transfer apparatus (WSFC 2006.3.1).

- Where such transfer apparatus is operated by an individual unit of the internal-combustion-motor type, such power unit shall be located as remotely as practicable from pumps, piping, meters, air eliminators, water separators, hose reels and similar equipment, and shall be housed in a separate compartment from any of the aforementioned items. The fuel tank in connection therewith shall be suitably designed and installed, and the maximum fuel capacity shall not exceed 5 gallons where the tank is installed on the engine. The exhaust pipe, muffler and tail pipe shall be shielded.
- Where operated by gears or chains, the gears, chains, shafts, bearings, housing and all parts thereof shall be of an approved design and shall be installed and maintained in an approved manner.
- Flexible connections for the purpose of eliminating vibration are allowed if the material used therein is designed, installed and maintained in an approved manner, provided that such connections do not exceed 24 inches in length.
- Pumps of a positive-displacement type shall be provided with a bypass relief valve set at a pressure of not more than 35 percent in excess of the normal working pressure of such unit. Such units shall be equipped and maintained with a pressure gauge on the discharge side of the pump (WSFC 2006.3.2).
- Hoses shall be designed for the transferring of hydrocarbon liquids and shall not be any longer than necessary to provide efficient fuel-transfer operations. Hoses shall be equipped with an approved shutoff nozzle. Fuel-transfer nozzles shall be self-closing and designed to be actuated by hand pressure only. Notches and other devices shall not be used for holding a nozzle valve handle in the open position. Nozzles shall be equipped with a bonding cable complete with proper attachment for aircraft to be serviced (WSFC 2006.3.3).
- Electric wiring, switches, lights, and other sources of ignition, where located in a compartment housing piping, pumps, air eliminators, water separators, hose reels or similar equipment, shall be enclosed in a vapor-tight housing. Electrical motors located in such a compartment shall be of a type approved for use as specified in NFPA 70 (WSFC 2006.3.4).
- Compartments housing piping, pumps, air eliminators, water separators, hose reels and similar equipment shall be adequately ventilated at floor level or within the floor itself (WSFC 2006.3.5).
- Ladders, hose reels and similar accessory equipment shall be of an approved type and constructed substantially as follows (WSFC 2006.3.6):
 - Ladders constructed of noncombustible material are allowed to be used with or attached to aircraft-fueling vehicles, provided that the manner of attachment or use of such ladders is approved and does not constitute an additional fire or accident hazard in the operation of such fueling vehicles.
 - Hose reels used in connection with fueling vehicles shall be constructed of noncombustible materials and shall be provided with a packing gland or other device that will preclude fuel leakage between reels and fuel manifolds.
- Transfer apparatus shall be metallically interconnected with tanks, chassis, axles, and springs of aircraft-fueling vehicles (WSFC 2006.3.7).
 - Aircraft-fueling vehicles shall be provided and maintained with a substantial heavy-duty electrical cable of sufficient length to be bonded to the aircraft to be serviced. Such cable shall be metallically connected to the transfer apparatus or chassis of the aircraft-fueling vehicle on one end and shall be provided with a suitable metal clamp on the other end, to be fixed to the aircraft.
 - The bonding cable shall be bare or have a transparent protective sleeve and be stored on a reel or in a compartment provided for no other purpose. It shall be carried in such a manner that it will not be subjected to sharp kinks or accidental breakage under conditions of general use.
- Smoking in aircraft-fueling vehicles is prohibited. Signs to this effect shall be conspicuously posted in the driver's compartment of all fueling vehicles (WSFC 3006.3.8).
- Smoking equipment such as cigarette lighters and ash trays shall not be provided in aircraft-fueling vehicles (WSFC 2006.3.9).
- The operation, maintenance and use of aircraft-fueling vehicles shall be in accordance with the following and other applicable provisions of this permit (WSFC 2006.4).
 - Aircraft-fueling vehicles and all related equipment shall be properly maintained and kept in good repair. Accumulations of oil, grease, fuel and other flammable or combustible materials is prohibited. Maintenance and servicing of such equipment shall be accomplished in approved areas.

- Tanks, pipes, hoses, valves, and other fuel delivery equipment shall be maintained leak free at all times.
- Aircraft-fueling vehicles and related equipment that are in violation of the requirements above shall be immediately defueled and removed from service and shall not be returned to service until proper repairs have been made.
- Aircraft-fueling vehicles that are operated by a person, firm or corporation other than the permittee or the permittee's authorized employee shall be provided with a legible sign visible from outside the vehicle showing the name of the person, firm or corporation operating such unit.
- Aircraft-fueling and defueling operations shall be in accordance with the following (WSFC 2006.5.1):
 - Aircraft-fueling vehicles shall not be located, parked, or permitted to stand in a position where such unit would obstruct egress from an aircraft should a fire occur during fuel-transfer operations. Aircraft-fueling vehicles shall not be located, parked or permitted to stand under any portion of an aircraft.
 - Exception: Aircraft-fueling vehicles shall be allowed to be located under aircraft wings during underwing fueling of turbine-engine powered aircraft.
 - A clear path shall be maintained for aircraft-fueling vehicles to provide for prompt and timely egress from the fueling area.
 - A clear space of not less than 10 feet shall be maintained between aircraft fuel-system vent openings and any part or portion of an aircraft-fueling vehicle.
 - Prior to leaving the cab, the aircraft-fueling vehicle operator shall ensure that the parking brake has been set. Not less than two chock blocks not less than 5 inches by 5 inches by 12 inches in size and dished to fit the contour of the tires shall be utilized and positioned in such a manner as to preclude movement of the vehicle in any direction.
- Aircraft-fueling vehicles shall be electrically bonded to the aircraft being fueled or defueled. Bonding connections shall be made prior to making fueling connections and shall not be disconnected until the fuel-transfer operations are completed and the fueling connections have been removed. Where a hydrant service vehicle or cart is used for fueling, the hydrant coupler shall be connected to the hydrant system prior to bonding the fueling equipment to the aircraft (WSFC 2006.5.2).
 - In addition to the bonding cable required below, conductive hose shall be used for all fueling operations.
 - Transfer nozzles shall be equipped with approved bonding conductors that shall be clipped or otherwise positively engaged with the bonding attachment provided on the aircraft adjacent to the fuel tank cap prior to removal of the cap.
 - Exception: In the case of overwing fueling where an appropriate bonding attachment adjacent to the fuel fill port has not been provided on the aircraft, the fueling operator shall touch the fuel tank cap with the nozzle spout prior to removal of the cap. The nozzle shall be kept in contact with the fill port until fueling is completed.
 - Where required, metal funnels are allowed to be used during fueling operations. Direct contact between the fueling receptacle, the funnel and the fueling nozzle shall be maintained during the fueling operation.
- Aircraft-fueling hoses shall be maintained in accordance with the following (WSFC 2006.19):
 - Hoses used to fuel or defuel aircraft shall be inspected periodically to ensure their serviceability and suitability for continued service. The fuel service operator shall maintain records of all tests and inspections performed on fueling hoses. Hoses found to be defective or otherwise damaged shall be immediately removed from service.
 - Each hose shall be inspected daily. This inspection shall include a complete visual scan of the exterior for evidence of damage, blistering or leakage. Each coupling shall be inspected for evidence of leaks, slippage or misalignment.
 - A more thorough inspection, including pressure testing, shall be accomplished for each hose on a monthly basis. This inspection shall include examination of the fuel delivery inlet screen for rubber particles, which indicates problems with the hose lining.
 - Hose that has been subjected to severe abuse shall be immediately removed from service. Such hoses shall be hydrostatically tested prior to being returned to service.
 - Hoses are allowed to be repaired by removing the damaged portion and recoupling the undamaged end. When recoupling hoses, only couplings designed and approved for the size and type of hose in question shall be used. Hoses repaired in this manner shall be visually inspected and hydrostatically tested prior to being placed back in service.
 - New hose shall be visually inspected prior to being placed into service.

Personnel Requirements:

- Aircraft-fueling vehicles shall be attended and operated only by persons instructed in methods of proper use and operation and who are qualified to use such fueling vehicles in accordance with minimum safety requirements (WSFC 2006.5.3)
 - Fuel-servicing personnel shall know and understand the hazards associated with each type of fuel dispensed by the airport fueling-system operator.
 - Employees of fuel agents who fuel aircraft, accept fuel shipments or otherwise handle fuel shall receive approved fire safety training.
 - Fuel-servicing personnel shall receive approved training in the operation of fire-extinguishing equipment.
 - The airport fueling-system operator shall maintain records of all training administered to its employees.
- During fuel-transfer operations, a qualified person shall be in control of each transfer nozzle and another qualified person shall be in immediate control of the fuel-pumping equipment to shut off or otherwise control the flow of fuel from the time fueling operations are begun until they are completed. The fueling operator shall monitor the panel of the fueling equipment and the aircraft control panel during pressure fueling or shall monitor the fill port during overwing fueling (WSFC 2006.5.4)

Exceptions:

1. For underwing refueling, the person stationed at the point of fuel intake is not required.
 2. For overwing refueling, the person stationed at the fuel-pumping equipment shall not be required where the person at the fuel-dispensing device is within 75 feet of the emergency shutoff device; is not on the wing of the aircraft and has a clear and unencumbered path to the fuel-pumping equipment; and the fuel-dispensing line does not exceed 50 feet in length.
- Fuel flow-control valves shall be operable only by the direct hand pressure of the operator. Removal of the operator's hand pressure shall cause an immediate cessation of the flow of fuel (WSFC 2006.5.5).

Fueling Logistics:

- Emergency fuel shutoff controls and procedures shall comply with the requirements below (WSFC 2006.6):
 - Emergency fuel shutoff controls shall be provided with ready access at all times when the fueling system is being operated.
 - The fueling-system operator shall establish a procedure by which the fire department will be notified in the event of an activation of an emergency fuel shutoff control.
 - Prior to reestablishment of normal fuel flow, the cause of fuel shutoff conditions shall be determined and corrected.
 - Emergency fuel shutoff devices shall be operationally tested at intervals not exceeding three months. The fueling-system operator shall maintain testing records.
- Before an aircraft-fueling vehicle is moved, fuel-transfer hoses shall be properly placed on the approved reel or in the compartment provided, or stored on the top decking of the fueling vehicle if proper height rail is provided for security and protection of such equipment. Fuel-transfer hose shall not be looped or draped over any part of the fueling vehicle, except as herein provided. Fuel-transfer hose shall not be dragged when such fueling vehicle is moved from one fueling position to another (WSFC 2006.7)
- Aircraft-fueling vehicles shall be loaded only at an approved loading rack. Such loading racks shall be in accordance with the following: (1) Where provided, loading racks, stairways or platforms shall be constructed of noncombustible materials. Buildings for pumps or for shelter of loading personnel are allowed to be part of the loading rack. Wiring and electrical equipment located within 25 feet of any portion of the loading rack shall be in accordance with 2, and (2) Tank vehicles or tank cars that have previously contained Class I liquids shall not be loaded with Class II or III liquids until such vehicles and all piping, pumps, hoses and meters connected thereto have been completely drained and flushed. The fuel cargo of such units shall be unloaded only by approved transfer apparatus into the fuel tanks of aircraft, underground storage tanks or approved gravity storage tanks (WSFC 2006.8).

Exceptions:

1. Aircraft-refueling units are allowed to be loaded from the fuel tanks of an aircraft during defueling operations.

2. Fuel transfer between tank vehicles is allowed to be performed in accordance with Section 5706.6 where the operation is not less than 200 feet from an aircraft.

- Passenger traffic is allowed during the time fuel-transfer operations are in progress, provided that the following provisions are strictly enforced by the owner of the aircraft or the owner's authorized employee (WSFC 2006.9):
 - Smoking and producing an open flame in the cabin of the aircraft or the outside thereof within 50 feet of such aircraft shall be prohibited. A qualified employee of the aircraft owner shall be responsible for seeing that the passengers are not allowed to smoke when remaining aboard the aircraft or while going across the ramp from the gate to such aircraft, or vice versa.
 - Passengers shall not be permitted to linger about the plane, but shall proceed directly between the loading gate and the aircraft.
 - Passenger loading stands or walkways shall be left in loading position until all fuel-transfer operations are completed.
 - Fuel-transfer operations shall not be performed on the main exit side of any aircraft containing passengers except when the owner of such aircraft or a capable and qualified employee of such owner remains inside the aircraft to direct and assist the escape of such passengers through regular and emergency exits in the event fire should occur during fuel-transfer operations
- Smoking and producing open flames within 50 feet of a point where fuel is being transferred shall be prohibited. Electrical and motor-driven devices shall not be connected to or disconnected from an aircraft at any time fueling operations are in progress on such aircraft (WSFC 2006.10).
- During aircraft-fueling operations, only the equipment actively involved in the fueling operation is allowed within 50 feet of the aircraft being fueled. Other equipment shall be prohibited in this area until the fueling operation is complete. A clear space of not less than 10 feet shall be maintained between aircraft fuel-system vent openings and any part or portion of aircraft-servicing vehicles or equipment (WSFC 2006.13)
Exception: Aircraft-fueling operations utilizing single-point refueling with a sealed, mechanically locked fuel line connection and the fuel is not a Class I flammable liquid.
- Vehicles or equipment shall not be allowed beneath the trailing edge of the wing when aircraft fueling takes place over the wing and the aircraft fuel-system vents are located on the upper surface of the wing (WSFC 2006.13.1)
- Electrical equipment, including but not limited to, battery chargers, ground or auxiliary power units, fans, compressors or tools, shall not be operated, nor shall they be connected or disconnected from their power source, during fuel-servicing operations (WSFC 2006.14).
 - Electrical or other spark-producing equipment shall not be used within 10 feet of fueling equipment, aircraft fill or vent points, or spill areas unless that equipment is intrinsically safe and approved for use in an explosive atmosphere.
- Open flames and open-flame devices are prohibited within 50 feet of any aircraft fuel-servicing operation or fueling equipment (2006.15).
 - The City of Vancouver is authorized to establish other locations where open flames and open-flame devices are prohibited.
 - Personnel assigned to and engaged in fuel-servicing operations shall not carry matches or lighters on or about their person. Matches or lighters shall be prohibited in, on or about aircraft-fueling equipment.
- The City of Vancouver is authorized to require the airport authority and the fueling-system operator to establish written procedures to follow when lightning flashes are detected on or near the airport. These procedures shall establish criteria for the suspension and resumption of aircraft-fueling operations (WSFC 2006.16).
- Unattended aircraft fuel-servicing vehicles shall be parked in areas that provide for both the unencumbered dispersal of vehicles in the event of an emergency and the control of leakage such that adjacent buildings and storm drains are not contaminated by leaking fuel (WSFC 2006.20).
 - Parking areas for tank vehicles shall be designed and utilized such that a clearance of 10 feet is maintained between each parked vehicle for fire department access. In addition, a minimum clearance of 50 feet shall be maintained

between tank vehicles and parked aircraft and structures other than those used for the maintenance or garaging of aircraft fuel-servicing vehicles.

Fuel Spills:

- Fuel spill prevention and the procedures for handling spills shall comply with the following (WSFC 2006.11):
 - Aircraft fuel-servicing equipment shall be maintained and kept free from leaks. Fuel-servicing equipment that malfunctions or leaks shall not be continued in service (WSFC 2006.11.1).
 - Fuel nozzles shall be carried utilizing appropriate handles. Dragging fuel nozzles along the ground shall be prohibited (WSFC 2006.11.2).
 - Fueling from drums or other containers having a capacity greater than 5 gallons shall be accomplished with the use of an approved pump (WSFC 2006.11.3).
 - The fueling-system operator shall establish procedures to follow in the event of a fuel spill. These procedures shall be comprehensive and shall provide for all of the following (WSFC 2006.11.4):
 1. Upon observation of a fuel spill, the aircraft-fueling operator shall immediately stop the delivery of fuel by releasing hand pressure from the fuel flow-control valve.
 2. Failure of the fuel control valve to stop the continued spillage of fuel shall be cause for the activation of the appropriate emergency fuel shutoff device.
 3. Failure of the fuel control valve to stop the continued spillage of fuel shall be cause for the activation of the appropriate emergency fuel shutoff device.
 - The fire department shall be notified of any fuel spill that is considered a hazard to people or property or which meets one or more of the following criteria (WSFC 2006.5.11):
 1. Any dimension of the spill is greater than 10 feet.
 2. The spill area is greater than 50 square feet.
 3. The fuel flow is continuous in nature.
 - An investigation shall be conducted by the fueling-system operator of all spills requiring notification of the fire department. The investigation shall provide conclusive proof of the cause and verification of the appropriate use of emergency procedures. Where it is determined that corrective measures are necessary to prevent future incidents of the same nature, they shall be implemented immediately (WSFC 2006.11.6).
 - Simultaneous delivery of fuel from more than one aircraft-fueling vehicle to a single aircraft-fueling manifold is prohibited unless proper backflow prevention devices are installed to prevent fuel flow into the tank vehicles (WSFC 2006.11.7).

Fuel-Transfer:

- Aircraft fuel-transfer operations shall be prohibited indoors (WSFC 2006.17).

Exception: In aircraft hangars built in accordance with the provisions of the International Building Code for Group F-1 occupancies, aircraft fuel-transfer operations are allowed where either of the following conditions exist:

 1. Necessary to accomplish aircraft fuel-system maintenance operations. Such operations shall be performed in accordance with nationally recognized standards.
 2. Necessary to accomplish aircraft fuel-system maintenance operations. Such operations shall be performed in accordance with nationally recognized standards.
- Aircraft being fueled shall be positioned such that any fuel system vents and other fuel tank openings are not less than:
 1. Twenty-five feet from buildings or structures other than jet bridges.
 2. Fifty feet from air intake vents for boiler, heater or incinerator rooms.
- Access for fire service equipment to aircraft shall be maintained during fuel-servicing operations (WSFC 2006.17.2).

Defueling:

- The requirements for fueling operations contained in this permit shall also apply to aircraft defueling operations. Additional procedures shall be established by the fueling-system operator to prevent overfilling of the tank vehicle used in the defueling operation (WSFC 2006.18).

Radar Equipment:

- Aircraft fuel-servicing operations shall be prohibited while the weather-mapping radar of that aircraft is operating (WSFC 2006.21).
- Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists could be present shall not be conducted within 300 feet of an operating aircraft surveillance radar (WSFC 2006.21).
- Aircraft fuel-servicing operations shall not be conducted within 300 feet of airport flight traffic surveillance radar equipment (WSFC 2006.21).
- Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists could be present shall not be conducted within 100 feet of airport ground traffic surveillance radar equipment (WSFC 2006.21).
- The beam from ground radar equipment shall not be directed toward fuel storage or loading racks (WSFC 2006.21.1).

Exceptions:

1. Fuel storage and loading racks in excess of 300 feet from airport flight traffic surveillance equipment.
2. Fuel storage and loading racks in excess of 100 feet from airport ground traffic surveillance equipment.

NOTE: *This is not intended to be an all-inclusive list. The WSFC requirements listed are intended to ensure that we have adequate information to begin a review of the application. Additional information may be required.*

I understand that all applicable codes apply and that other regulatory codes may also apply. Errors and/or omissions on the plans and corrections from field inspections are the responsibility of the owner/contractor. All work is subject to compliance with City of Vancouver ordinances and laws of the State of Washington.

APPLICANT NAME: _____ APPLICATION DATE: _____

APPLICANT SIGNATURE: _____