



TENANT DIRECTIVE

Tenant Directive No.: BWI 212.1
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Original Date: August 21, 1986
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Approved by: *Suzanne W. Sobel*
Director, Office of Airport Operations

Date: 8/11/23

**BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD
MARSHALL (BWI MARSHALL) AIRPORT PARKING OF FUELING VEHICLES**

Purpose

The purpose of this Directive is to:

- A. Provide for safe and proper parking procedures of Airport Fueling Vehicles.
- B. Ensure that tenants understand the requirements for parking Airport Fueling Vehicles to ensure safety and to relieve congestion on the Air Operations Area.
- C. Ensure that tenants understand that the Fuel Farm is designated as the primary parking area for all Airport Fueling Vehicles.

Reference(s)

- A. Code of Maryland Regulations (COMAR) 29.06.01, Fire Prevention Code.
- B. NFPA 407 Standard for Aircraft Fuel Servicing - Chapter 6 Airport Fueling Vehicles (current edition)
- C. COMAR, 11.03.01, Baltimore/Washington International Thurgood Marshall Airport.

Scope

This Tenant Directive is applicable to all BWI Marshall Airport tenants and employees who operate Airport Fueling Vehicles.

This Tenant Directive supersedes Tenant Directive 212.1, dated August 21, 1986.

Definitions

See page 2.

Responsible Parties:

Division Chief
Office of the Fire Marshal
Airport Fire and Rescue Department
410-859-7511

Director, Office of Airport Operations
410-859-7024

DIRECTIVE

I. Directive Statement

- A. The Fuel Farm is designated as the primary parking area for Airport Fueling Vehicles operated by fueling companies at BWI Marshall Airport.
- B. As the Authority Having Jurisdiction, the Office of the Fire Marshal recognizes the immediate need for fuel demand. Fueling vehicles must be immediately available to meet airline traffic and assure capability of fueling and defueling of aircraft. Parking positions are designated in the following areas (see Attachment 1):
 - 1. Commuter Concourse
 - 2. Concourse C near Gate C-2
 - 3. Between Concourses D and E
 - 4. Cargo Ramp Foxtrot (near Buildings 107 and 111)
 - 5. Midfield Cargo (rear of Cargo G)
- C. Parking fueling vehicles in areas other than those assigned by the Administration is prohibited, except for the accomplishment of minor adjustments or repairs necessary to move the vehicle to a designated storage or repair area. Fuel trucks are not permitted within any building at the Airport unless the building is properly designed and equipped for fuel truck repair purposes. Fueling or defueling aircraft in any building is strictly prohibited.

II. Definitions

For the purposes of this Directive, the following words have the following meanings:

- A. Air Operations Area means the nonmovement area (taxilanes, loading ramps, apron, parking, cargo areas, and vehicle service roads within the air operations area used

for servicing aircraft and movement vehicles), and movement area (runways, taxiways, and other areas of the Airport which are used for taxiing, takeoff, and landing of aircraft).

- B. Aircraft Fuel Servicing Hydrant Vehicle (Hydrant Vehicle) means a vehicle equipped with facilities to transfer fuel between a fuel hydrant and an aircraft.
- C. Aircraft Fuel Servicing Tank Vehicle (Fueller) means a vehicle having a cargo tank (tank truck, tank full trailer, tank semitrailer) designed for or used in the transportation and transfer of fuel into or from an aircraft.
- D. Authority Having Jurisdiction means the organization, office, or individual responsible for enforcing the requirements of a code or standard, or for approving equipment, materials, an installation, or a procedure.

III. Procedures

- A. Aircraft Fueling Vehicles in standby mode status waiting to refuel or defuel an aircraft shall be parked in the designated area per section I.C. of this Directive. Parking shall be arranged in the following manner:

1. Parking of Aircraft Fuel Servicing Tank Vehicles

- In the event of an emergency, vehicles must immediately evacuate the Fuel Farm.
- A minimum of 10 feet of clearance space between parked vehicles for accessibility for fire control purposes.
- Prevention of any leakage from draining to an adjacent building or storm drain that is not suitably designed to handle fuel.
- A minimum of 50 feet from any parked aircraft and buildings other than maintenance facilities and garages for fuel servicing tank vehicles.
- Parking of unattended fuel servicing tank vehicles is prohibited at the gates.

2. Parking of Aircraft Fuel Servicing Hydrant Vehicles and Carts

- In the event of an emergency, vehicles must immediately evacuate the Fuel Farm.
- Prevention of any leakage from draining to an adjacent building or storm drain that is not suitably designed to handle fuel.

- B. Aircraft Fueling Vehicles that are unattended but not in a standby status shall be parked at the Fuel Farm (see Attachment 1).
- C. The parking of Aircraft Fueling Vehicles in areas other than the designated parking areas is expressly prohibited.
- D. Aircraft Fueling Vehicles that are engaged in fueling operations shall be permitted at the Terminal gate in the proper parking positions with the wheels chocked for fueling or defueling of an aircraft.
- E. While completing documentation and fuel service tickets, drivers of aircraft fueling vehicles shall not leave their vehicles unattended for a period of more than 10 minutes. While unattended, engines shall not be left running after fueling the aircraft.
- F. Fuel Service Tank Vehicle Regeneration Areas (see Attachment 2).
 - 1. The Regeneration of Fuel Service Tank Vehicles shall occur in the following locations:**
 - Midfield Cargo concrete pad near Fire and Rescue Department Power Gate N.
 - Concrete pad between buildings 134 and 123.
 - 2. The Regeneration Cycle shall occur in the following manner:**
 - The regeneration cycle shall be performed only by trained personnel who shall remain with the vehicle until the regeneration cycle is complete.
 - The vehicle shall be visually inspected for any signs of fluid leaks under or around the vehicle before regeneration is initiated.
 - If there are any signs of any fluid leaks on or beneath the vehicle, diesel particulate filter regeneration shall not be initiated.
 - Once a regeneration cycle is started, it shall be completed without interruption.
 - After the regeneration process is successfully completed, the vehicle shall be permitted to return to normal service.
 - Problems occurring during the regeneration cycle shall be corrected prior to the vehicle returning to normal service.
 - Aircraft refueling operations shall not be initiated if the regenerative system indicates regeneration is required.

G. Leaks/Spills

For leaks/spills, refer to BWI Tenant Directive 502.1, Hazardous Fuel/Oil, Material and Sewage Spills:

- Call 911.
- Contact Airport Operations at 410-859-7018.
- Stop the flow of fuel if possible/prevent the flow of fuel into nearby drains.
- Evacuate the aircraft or personnel.
- DO NOT move the fuel truck.
- DO NOT start or operate any equipment.
- Airport fuel servicing hydrant vehicles and tank vehicles with excessive fuel leaks and motor oil leaks shall be placed out of service until repaired.

ADDITIONAL AUTHORIZED DOCUMENTS

- Attachment 1: Fuel Truck Standby Status Areas
- Attachment 2: Fuel Truck Regeneration Sites

ADDITIONAL INFORMATION

Contact Information:

Division Chief
Office of the Fire Marshal
Airport Fire and Rescue Department
410-859-7511

Director, Office of Airport Operations
410-859-7024

Manager, Airport Operations
410-859-7194

ATTACHMENT 1: Fuel Truck Standby Status Areas



ATTACHMENT 2: Fuel Truck Regeneration Sites

