
Supporting Documentation for Proposed TIA to NFPA 407

Statement of the problem and substantiation for the TIA:

No statistical data or studies have been performed showing that the requirements in section 5.1.12 and related requirements in section 6.1.3.12.2 are necessary or justified. The aviation refueling industry has been safely performing bottom loading operations of mobile refueling vehicles for decades without the use of automatic shutoffs at loading racks. The NFPA 407 already includes requirements that ensure this is the case. All mobile refuelers are required to be equipped with high-level shut off devices that close the internal valve of the refueler when full. The devices are tested before every loading operation to ensure they work. When operated properly under the existing requirements defined in the NFPA 407, the only means for spills to occur is through intentional non-compliance and gross negligence on behalf of the operator by defeating the dead-man control device and leaving the loading area unattended. Automatic shutoff devices at loading racks can also be bypassed and defeated allowing negligent operators to leave loading operations unattended. The requirements of 5.1.12 were made not only without verifiable data to justify them but will not solve the problem of spills caused by negligence and intentional non-compliance.

Detailed basis supporting that the TIA is of an Emergency Nature requiring Prompt action:

Thousands of general aviation (GA) airports will be affected by the requirements of 5.1.12 and related sections in 6.1.3.12.2. Prior to the July 2020 release of draft [FAA AC 5230-4C on Aircraft Fuel Storage, Handling, Training, and Delivery](#) the GA industry was unaware of the impact these requirements would have on them and unfortunately this was after the public comment periods for the 407 revision process had closed. The new AC 5230-4C makes compliance with the most recent edition NFPA 407 MANDATORY for all airports that receive federal funding under the Airport Improvement and Passenger Facility Charge programs. This means the scope of enforcement for the most recent revision of the 407 is far greater than just Part 139 airports and will have a profound financial impact on nearly every GA airport in the United States. Many of which are small, county run operations and small businesses who simply cannot afford the unnecessary cost of compliance with sections 5.1.12 and related 6.1.3.12.2.

Additional Requirements- NFPA 407 Technical Committee member agreement to processing TIA:

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