

OPERATIONAL EXCELLENCE

INSTRUCTIONS FOR THE SAFE USE OF: AVIATION FUEL TANKS

This document is issued in accordance with the requirements of DNV 2.7-1 and EN 12079 or ISO 10855 & IMDG. It outlines the care & safe use of **Aviation Fuel Tanks** & is based on the Oil & Gas UK "Best Practice for the Safe Packing & Handling of Cargo to & from Offshore Locations". It should also be read in conjunction with the instructions for the safe use of Wire Rope Slings & safe use of Shackles.

This information is of a general nature only covering the main points for the safe use of Aviation Fuel Tanks. It may be necessary to supplement this information for specific operations.

ALWAYS

- Always ensure operators wear appropriate personal protective equipment (PPE), e.g. gloves, hard hat, safety glasses, & safety footwear.
- Always ensure operators are trained & competent.
- Always ensure dangerous goods are shipped in compliance with the requirements of the IMDG code.
- Ensure the data plate is legible & demonstrates sufficient certification.
- Ensure the safety, identification, & information markings are clear & legible.
- Ensure the lifting set is correctly fitted with shackles & split pins fully engaged.
- Ensure the lifting set is free of obvious signs of damage, e.g. abrasion, corrosion, wear, chemical attack, & mechanical damage.

NEVER

- Never use equipment without carrying out a pre-use inspection.
- Never use equipment that has not been periodically inspected & certified.
- Never replace lifting sets without the approval of a competent person.
- Never use equipment out with its intended purpose.

PRE-USE INSPECTION

- Ensure earthing points are in place & are fit for purpose. All earthing points should be clean & corrosion free.
- Check capacity of tank including ullage is adequate.
- Ensure all gratings are secured where applicable.
- Prior to operating the vessel ensure the frame is earthed using either earthing point, typically located diagonally at opposite ends of the frame.
- Ensure the contents do not exceed the vessel capacity excluding ullage. The ullage allows for thermal expansion.
- The pressure relief valve is set to relieve the internal pressure of approximately 5/6th of the test pressure. When operating the vessel ensure the working pressure does not exceed what is stated on the tank plate/unit decals.
- To obtain a level reading either visually inspect the level gauge, located at the front of the vessel or alternatively access the dipstick via the front ladder ensuring that the vessel has been vented before unscrewing the dipstick cap.
- To fill the tank, ensure all bottom valves are closed, open the vent valve & remove the cap from the self-sealing tank unit. Connect hose fitted with 2.5" self-

LOADING & OPERATION

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sealing hose to the fill / discharge line. Open the internal valve on the fill / discharge line using the remote operating lever. Fill the tank to the required level. After filling close the valve on the filling / discharge line & disconnect the self-sealing hose & refit cap.

- To sample the tank, open the internal valve by means of the remote operating lever on the sample valve. Remove the dust cap & place a suitable container under the $\frac{3}{4}$ " valve. Slowly open the handle to obtain a sample. After the sampling procedure is complete close all valves & refit the dust cap. Repeat procedure for further samples.
- Once the vessel has been emptied of its contents the vessel and tank fittings must be cleaned.
- Only fill vessel with aviation fuel only.

MOVEMENT & TRANSPORT

- Ensure all signs & placards are in place & in compliance with the IMDG Code.
- Ensure roof, forklift pockets, frame, etc. are free of potential dropped objects.
- Ensure the total weight does not exceed the maximum gross weight of the unit.
- Ensure all lifting is performed using the forklift pockets or dedicated lifting set.
- Lifting must be carried out by competent persons in accordance with an appropriate lifting plan.
- Utilise tag lines when lifting as required.

MAINTENANCE & INSPECTION

Moving parts such as valves, man lids, grating hatches, shackles, etc. must be regularly checked to ensure the components are free from any

damage or corrosion. Ensure moving parts are free moving. Swing bolts should be lubricated & hand tight only.

Any surface damage must be regularly treated to combat corrosion.

Lifting sets shall be subjected to as a minimum as per requirements:

- Visual examination of complete lifting set at intervals not exceeding 12 months.
 - Non-destructive examination including visual examination of components & joining links excluding legs at intervals not exceeding 48 months.
 - Visual examination of shackles & wire rope legs at intervals not exceeding 6 months.
 - Non-destructive examination, & visual examination of chain sling legs at intervals not exceeding 48 months.
- Units shall be subjected to as a minimum as per DNV 2.7-1 requirements:
- Visual examination at intervals not exceeding 12 months.
 - Non-destructive examination including visual examination at intervals not exceeding 48 months.
 - Proof load test, non-destructive examination & visual examination after substantial repair or alteration.

Tank vessels shall be subjected to as a minimum:

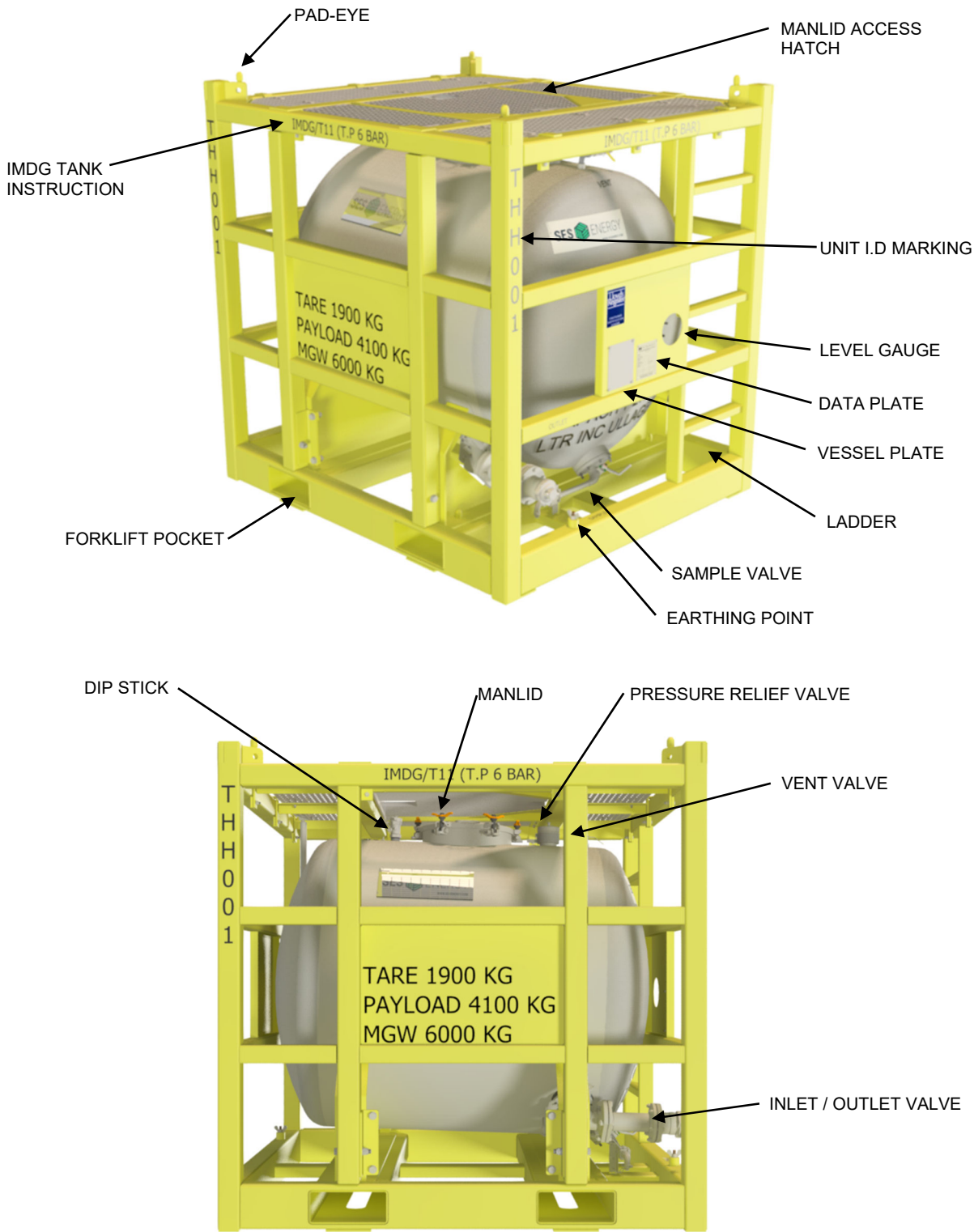
- 2.5-year visual examination & pneumatic test.
- 5-year visual examination & hydrostatic test.

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Note. Design may not be wholly representative of the actual Aviation Fuel Tank supplied.

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