

Corvallis Airport Handbook

Rules, Regulations, Pilot Information, and Building Standards

Corvallis Municipal Airport
City of Corvallis, Oregon

Adopted by City Council
January 1996

Revised by City Council
May, 2002
August 19, 2002
December 1, 2003
February 7, 2005
March 19, 2007
October 7, 2013

Published by: City of Corvallis, Public Works (541) 766-6916

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Governing Rules and Regulations Corvallis Municipal Airport

Chapter I. Definitions and Authority

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Section A. Airport

“Airport” as used herein shall mean any and all of the properties owned and controlled by the City of Corvallis, Oregon, being used as a public airport and located in Benton County, Oregon, one-half mile south of the Corvallis city limits at latitude 44°29'54", and longitude 123°17'17".

Section B. Authority

This Airport is subject to the Corvallis Municipal Code and all City ordinances.

Section C. Person

“Person” as used herein shall mean and include any individual, firm, partnership, corporation, association, joint stock association, and body politic that uses the airport and shall include any trustee, receiver, assignee, or other representative thereof.

Section D. Airport Administrator

The Airport Administrator is the Corvallis City Manager or his/her designee, and shall have authority to appoint an Airport Manager.

The Airport Administrator or his/her designee shall have authority to:

1. Take such action as may be necessary to safeguard the public in attendance at the Corvallis Municipal Airport;
2. Suspend or restrict any or all operations without regard to weather conditions whenever such action is deemed necessary in the interest of safety;
3. Suspend, as a means of safeguarding this airport and the public, the privileges of this airport and its facilities to any person refusing to comply with these rules and regulations;

4. Issue permits for special events and/or demonstrations; no such event or demonstration shall be conducted by anyone without such written permission; and
5. In contingencies or emergencies not specifically covered by these rules, to make such decisions that to him/her may seem proper.

Section E. Airport Manager

The Airport Manager shall have the right to exercise all of the authority granted to the Airport Administrator in the physical operation of the airport for aeronautical purposes, grass seed farming activities, and in the enforcement or application of these rules subject to the paramount right of the Airport Administrator to supervise or overrule his/her action, inaction, or decision.

Section F. Airport Commission

The Airport Commission is made up of eight persons appointed by the Mayor and an exofficio City Councilor and shall provide advice to the City Council, Airport Administrator, and Airport Manager on management, care, and control of the Municipal Airport; required rules and regulations in connection therewith; and the expenditure of such funds as shall be appropriated by the Council.

Section G. Authorized Vehicle on Airport Property

An authorized vehicle must have a yellow flashing light on the vehicle and a two-way radio capable of communicating on the Unicom frequency when operating on the Airport Operating Area (AOA). The maximum speed limit on the AOA is 20 MPH. Authorized vehicles will include FBO fuel trucks, FBO or Airport maintenance vehicles, Airport Manager's vehicle, and vehicles with prior authorization of the Airport Manager.

Section H. Taxiway and Taxi-lane

Taxiway - paved area used for aircraft movement between runways and aircraft parking areas.
Taxi-lane - paved area used for aircraft movement between hangar buildings.

Section I. Web Site References

Appendix D, has web sites available for reference to documents supplementing or supporting the rules and regulations of this document.

Chapter II. Federal Regulations

- Section A. Federal Aviation Regulations - Adopted by Reference - Familiarity Required
- Section B. Federal Aviation Regulations - Conformance Required
- Section C. Compliance Required - Penalty for Violation
- Section D. Violations - Penalty

Section A. Federal Aviation Regulations - Adopted by Reference - Familiarity Required

1. The Federal Aviation Act of 1958 as amended authorizes the FAA Administrator to prescribe Air Traffic Rules and Regulations governing the flight of aircraft.
2. The Federal Aviation Regulations as set forth by the Administrator cover all flights on or in the vicinity of the Corvallis Municipal Airport, and, by reference, the Federal Aviation Regulations are made a part hereof.
3. Aircraft operators, pilots and other users of this airport are required to be familiar with the Federal Aviation Regulations, and, in particular, Part 91, "General Operating and Flight Rules" of said Regulations.

Section B. Federal Aviation Regulations - Conformance Required

The rules contained herein are supplemental to the Federal Aviation Regulations and apply specifically to the Corvallis Municipal Airport.

Section C. Compliance Required - Penalty for Violation

Any person operating or handling aircraft on or in the vicinity of the airport, or traveling upon it by foot, automobile, bicycle, motorcycle or other conveyance, or occupying and building or otherwise using the airport for any purpose whatsoever, shall comply with the rules as set forth and stated herein. Any violations thereof shall be subject to penalties as identified in Section D.

Section D. Violations - Penalty

Any person violating any provision made punishable by these rules shall, upon conviction thereof, be punished in accordance with the penalty provisions of Municipal Code 6.16.030 as now constituted or hereafter amended.

Chapter III. General

- Section A. Aeronautical Activities
- Section B. Aeronautical Services
- Section C. Flight Instruction

Section A. Aeronautical Activities

All aeronautical activities at the Corvallis Municipal Airport and all flying of aircraft departing from or arriving at the Corvallis Municipal Airport shall be conducted in conformity with the pertinent provisions of the current Federal Aviation Regulations issued by the Federal Aviation Administration as now in effect or as hereafter amended.

Section B. Aeronautical Services

All aviation services and businesses at the Corvallis Municipal Airport, excluding non-based aircraft operations such as FEDEX or Air Ambulance, shall be conducted by tenant-leaseholders holding a valid lease or license issued by authority of the City of Corvallis and pursuant to Municipal Code 8.02, as amended, of said City.

Section C. Flight Instruction

Certified Flight Instructors shall fully acquaint their students with these rules and be responsible for the conduct of students under their direction during dual instruction. When a student is flying solo, it shall be his/her sole responsibility to observe and abide by the rules.

Chapter IV. Ground Rules

- Section A. Aircraft Parking
- Section B. Aircraft Parking - Special Events
- Section C. Starting, Warming Up or Tuning of Engines
- Section D. Entering Parking Area or Apron - Authorized Persons
- Section E. Block and Tying Down - Operator Duties
- Section F. Vehicle Operation on Apron
- Section G. Unauthorized Vehicles
- Section H. Automobile Parking
- Section I. Taxiing Aircraft Right-of-Way
- Section J. Passenger and Freight Loading
- Section K. Liquor and Public Intoxication Prohibited
- Section L. Habitation on the Airport
- Section M. Mobile Service Providers

Section A. Aircraft Parking

The aircraft parking area on the apron at the airport is divided into two categories:

1. Reserved: A numbered, designated tie-down is rented on a month-to-month basis through a written agreement with the City of Corvallis. No aircraft shall tie down at a reserved space other than the aircraft for which that space has been rented by its owner. Notwithstanding Chapter II, Section D, each violation of this section shall be punishable by a fine in the amount of one month's reserved tie-down fee.
2. Transient: Spaces are provided for aircraft temporarily parked at the airport. These spaces are marked with a large "T" and are available on a first-come, first-served basis.

Section B. Aircraft Parking - Special Events

For special events, aircraft may be parked in special, designated areas.

Section C. Starting, Warming Up or Tuning of Engines

At no time shall aircraft engines be started or operated when in hangars, shops, or other buildings, or when persons or aircraft are in the path of the propeller. Runups may be performed only in designated runup areas.

Section D. Entering Parking Area or Apron - Authorized Persons

No persons except pilots, airport personnel, passengers, or other persons personally escorted by pilots or airport personnel, shall be permitted to enter the apron area of aircraft activity or parking. Any person or persons so excepted, do not have the privilege nor unrestricted use of the apron. These privileges are confined to the necessary use of this space in connection with flights or routine duties.

Section E. Block and Tying Down - Operator Duties

It is the pilot's responsibility to properly block or tie down the aircraft.

Section F. Vehicle Operation on Apron

FBO vehicles, automobiles or light delivery trucks may go upon the apron for the specific purpose of delivering passengers, baggage, or other appropriate service to the aircraft and shall not park longer than the minimum time required for the purpose permitted.

Section G. Unauthorized Vehicles

All unauthorized vehicles including bicycles, motorcycles, and any other transportation conveyances on runways and taxiways are prohibited.

Section H. Automobile Parking

Automobile parking shall occur in designated areas. No vehicles shall be parked on any taxiway or taxi-lane. Vehicles should be parked inside hangars or in designated parking areas when flying. Designated public parking areas are for airport related business and no vehicles shall park for more than 48 hours at a time without permission of the Airport Manager or designee. Vehicles parked beyond 48 hours may be towed at owner's expense per City Municipal Code 6.10.040.040.

Section I. Taxiing Aircraft Right-of-Way

Taxiing aircraft shall have the right-of-way.

Section J. Passenger and Freight Loading

No passengers or freight shall be loaded or unloaded on aircraft while the aircraft engine is running. Helicopter operations are excepted.

Section K. Public Intoxication Prohibited

No person shall be in an intoxicated condition upon the airport premises per ORS 813.

Section L. Habitation on the Airport

The Airport shall not be used for habitation per Corvallis Municipal Code 5.03.080.080.

Section M. Mobile Service Providers (MSP)

All MSP's must adhere to the Minimum Standards for Commercial Aeronautical Activities.

Chapter V. Taxiing

- Section A. Taxiways and Runways
- Section B. Preparation for Take-Off
- Section C. Runway Use on Take-Off and Landing
- Section D. Speed and Safe Distance - Safety Precautions
- Section E. Designated Taxiways

Section A. Taxiways and Runways

Airport runways and taxiways are depicted in Appendix B.

Abandoned taxiways are closed to all aircraft except by special permission of the Airport Manager. The east and south closed taxiways may be used by ultralights. The west closed taxiway may be used for helicopter training.

Section B. Preparation for Take-Off

All aircraft preparing for take-off shall use the appropriate taxiway for the purpose of taxiing to the ends of runways for take-off.

Section C. Runway Use on Take-Off and Landing

All landing aircraft en-route to the apron shall leave the runway on the first available taxiway which is practical in order to keep the runways clear for approaching aircraft. Aircraft shall not make 180° turns on the runways after landing but shall continue straight ahead until reaching the first available taxiway and shall clear the runway as soon as possible.

Section D. Speed and Safe Distance - Safety Precautions

When taxiing an aircraft, the operator shall be responsible for maintaining reasonable speed, braking ability, and distance from other aircraft, buildings, persons or objects.

Section E. Designated Taxiways

Aircraft taxiing for take-off on Runway 35 shall use parallel Taxiway "B" or "C". Aircraft taxiing for take-off on Runways 9 or 17 shall use Taxiway "A" (west). Aircraft taxiing for take-off on Runway 27 shall use Taxiway "A" (east).

Chapter VI. Fire Regulations

All persons using the airport area or the facilities of the airport for any purpose whatsoever shall comply with the Oregon Fire Code (see Appendix A) adopted by the City of Corvallis in Municipal Code 7.08.010, as amended.

No person shall smoke on the apron, in or within 50 feet of hangars, or within 50 feet of any aircraft fueling sites or refueling equipment.

No person shall fuel aircraft while the engine is running, turbine-powered helicopters excepted.

Welding and spray painting are restricted at the Airport as per the Oregon Fire Code.

Chapter VII. Hangar Rules

Section A	Important Hangar Information
Section B.	Use of Premises
Section C.	Smoking Prohibited
Section D.	Storage of Flammable Materials
Section E.	Maintenance on Aircraft
Section F.	No Starting of Aircraft in Hangars
Section G.	Construction or Remodeling of Aircraft
Section H.	Fire Extinguishers
Section I.	Aircraft Refueling
Section J.	Portable Generator Usage
Section K.	Security/Parking Permits

Section A. Important Hangar Information

All structures on airport property are subject to an annual Fire/Safety Inspection conducted by the City.

All sections in this chapter apply to both City and private hangars.

All based pilots and aircraft using the Corvallis Municipal Airport must be registered with the Oregon Department of Aviation.

Section B. Use of Premises

All hangar lessees shall use the leased premises for the primary purpose of aircraft storage. An aircraft must be stored in the hangar, but additional storage of a car, boat, motorcycle or other item that does not create a problem for safety may be allowed.

Section C. Smoking Prohibited

No person shall smoke in or within 50 feet of hangars.

Section D. Storage of Flammable Materials

No storage of flammable materials or fuel is permitted except as permitted by local Fire Marshall in compliance of the Oregon Fire Code (see Appendix A).

Section E. Maintenance on Aircraft

Preventive maintenance, as defined by the FAA, on aircraft is permitted if it is in compliance with the rules herein and the Oregon Fire Code.

Section F. No Starting of Aircraft in Hangars

At no time shall aircraft engines be started or operated when in hangars, shops, or other buildings, or when persons or aircraft are in the path of the propeller.

Section G. Construction or Remodeling of Aircraft

Non-commercial construction or remodeling of aircraft in the hangars is allowed, provided strict compliance with the Oregon Fire Code is maintained.

Section H. Fire Extinguishers

The City shall provide and maintain a fire extinguisher on each side of City-owned hangars.

Section I. Aircraft Refueling

An aircraft operator/owner engaged in self-service fueling assumes all responsibility and liability for said refueling activities.

FBO aircraft refueling units shall be attended and operated only by persons instructed in methods of proper use and operation and who are qualified to use such refueller units in accordance with minimum safety requirements.

Section J. Portable Generator Usage

The usage of a portable generator is permitted, as long as the generator is placed outside the hangar while in operation.

Chapter VIII. General Information of Interest to Pilots

- Section A. Telephone Availability
- Section B. Remote Voice Communications
- Section C. UNICOM Radio
- Section D. Automated Weather Observing Station (AWOS)
- Section E. Calm Wind Runway
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- Section L. Runway/Approach Lighting System
- Section M. Flying Clubs

Section A. Telephone Availability

Telephone communication is only available at the FBO's office for no-charge calls to the Flight Service Station (FSS) at McMinnville.

Section B. Remote Voice Communications

Remote voice communications are available with Cascade Approach (during operating hours) at 119.6 MHz air and 127.5 MHz ground, and Seattle Center 125.8 MHz.

Section C. UNICOM Radio

Radio communications between pilots of aircraft and the UNICOM radio shall be conducted in accordance with the procedures and by means of the phraseologies recommended by the FAA. A UNICOM radio on 123.0 MHz is monitored during normal business hours by the FBO. Pilots of aircraft arriving at, taxiing on, or departing from the Corvallis Municipal Airport will be furnished advisory information upon request as follows:

1. The preferred runway.
2. Local altimeter readings.
3. Wind direction and velocity.
4. Time checks and field conditions as required.

Section D. Automated Weather Observing System (AWOS)

Automated weather information for the airport is available from the AWOS on frequency 135.775 MHz, internet weather websites, or telephone number 541-754-0081.

Section E. Calm Wind Runway

Runway 17 is the designated calm wind (<6 knots) runway, as published in the Airport Facilities Directory. Pilots should always be aware of possible training operations on other runways.

Section F. Instrument Approaches

There are multiple instrument approaches to the Corvallis Municipal Airport. Because of instrument approach patterns, use caution when flying VFR in the vicinity of the airport when the ceiling is below 2,000 feet. Use proper radio reporting procedures in the vicinity of the Airport as published in the Aeronautical Information Manual (AIM).

Section G. Farm Equipment on Taxiways - Caution

Portions of the airport grounds are farmed. Farming equipment and support vehicles may be using the taxiways.

Section H. Runway Maximum Load Limits

Runway pavement strength:	Runway 17-35	Runway 9-27
1. Single-wheel gear	60,000 lbs.	51,000 lbs.
2. Dual-wheel gear	140,000 lbs.	65,000 lbs.
3. Dual-wheel tandem gear	150,000 lbs.	100,000 lbs.

Section I. Ultralight Operations

1. The ultralight operating area at the Corvallis Municipal Airport is located in the southeast corner of the airport, and utilizes portions of the east and south closed taxiways. The center of the operational area is approximately 3500' east of the centerline of Runway 17/35 and 3100' south of Runway 9/27. Ultralight aircraft shall take off and land only within the designated ultralight area. Taxi and ground effect training operations may only be conducted within the designated areas. The operating area on those closed taxiways is defined as 1000 feet north and 1000 feet west of the intersection of the two taxiways.
2. All ultralights approaching or leaving the Corvallis Municipal Airport shall do so from the southeast quadrant.
3. To avoid conflicts with conventional aircraft in their traffic pattern, no ultralight aircraft shall operate at more than 300 feet above ground in the operating area nor closer than 2000 feet from either of the 17/35 or 9/27 active runways. Higher operations should be performed east or west of the airport area, well clear of the conventional traffic patterns.
4. All ultralight aircraft pilots landing in the designated operational area of the airport and desiring to go to the airport hangar facilities, shall not fly, but taxi their aircraft across the threshold of

Runway 27 after careful surveillance of ground and air conflict areas. The aircraft will then taxi back to the operating area in the same manner.

5. All ultralights are encouraged to use the local Common Traffic Advisory Frequency (CTAF), 123.00 MHZ.

Section J. Glider Operations

1. Traffic patterns for gliders are the same as those for powered fixed-winged aircraft.
2. Aerotows will be initiated from runways only.
3. Gliders may be landed either on the runway or a designated area adjacent to the runway.
4. Winch operations shall be conducted from the east or south closed taxiways or the diagonal closed runway (if unoccupied).
5. One winch and one retrieve vehicle will be permitted in the flight operation area.
6. Proof of appropriate liability insurance will be provided to the City prior to any operations.
7. No runways will be closed for exclusive use of glider operations.
8. At least one radio must be available to glider operators and used in a manner directed by the FAA and FCC.
9. At least one hour prior to opening and after closing glider operations, notification will be given to the following:
 - a. FAA - McMinnville flight service station
 - b. Airport UNICOM operator
 - c. Venell Farms
 - d. Airport fixed base operator

Section K. Helicopter Operations

Extensive helicopter activity, including light helicopter training and heavy/large helicopter operations, take place on and in the vicinity of the Airport.

1. There shall be NO direct take-off or landing over any building or structure on the Airport.
2. There shall be NO take-off, landing, hovering, or ground taxiing over any parked aircraft.
3. Pilots shall not start an aircraft engine as to create a rotor-wash (for helicopters) in front of open hangar doors.

4. For all local departing and arriving helicopters to the Corvallis Municipal Airport, the helicopters should maintain at or below 400' AGL within the Airport boundaries of the normal traffic pattern.
5. Local helicopter practice area is designated on the west side of Runway 17/35. The use of the west closed taxiway is permitted at pilot's own risk.
6. Helicopter pilots are to "clear" the approaches of the runway or taxiway prior to crossing and must yield to any approaching aircraft.

Section L. Runway/Approach Lighting System

Runway 17-35 edge lights are operated daily by a photo-light sensor, as are other operational systems such as the beacon, apron lights, etc., and operate on a low intensity mode until activated. To activate the runway lights on runway 9/27 or increase the intensity of 17/35 and 9/27, use 123.00 and follow procedures in the AIM for MALSR.

Section M. Flying Clubs

1. Definition

Flying clubs are defined as non-profit entities organized for the purpose of providing its members with any number of aircraft for their personal use and enjoyment. Aircraft must be vested in the name of the club or owners on a pro-rata share, and the club may not derive greater revenue from the use of the aircraft than the cost to operate, maintain and replace the aircraft. A flying club qualifies as an individual under the FAA grant assurances. As such, a flying club has the right to fuel and maintain the aircraft by its members.

2. Requirements

The City has the right to require a flying club to furnish documents such as insurance policies, Club by-laws, and a current list of members to ensure that the Club remains a non-commercial and non-profit organization.

Chapter IX. Airspace Regulations

- Section A. Electrical Interference
- Section B. Lights
- Section C. Visibility
- Section D. Aircraft Movement
- Section E. Bird Hazard
- Section F. Remote Controlled Aircraft

Section A. Electrical Interference

No person shall create electrical interference with navigational signals or radio communication between the Airport and aircraft.

Section B. Lights

No person shall make it difficult for pilots to distinguish between airport lights and other lights.

Section C. Visibility

No person shall impair visibility in the vicinity of the Airport.

Section D. Aircraft Movement

No person shall otherwise endanger or interfere with landing, take-off, or maneuvering of aircraft intending to use the Airport.

Section E. Bird Hazard

No person shall create or develop uses within 10,000 feet of the runways which by their nature create a significant bird strike hazard (i.e., landfills, waterfowl breeding operations, pigeon aviaries).

Section F. Remote Controlled Aircraft

No person shall fly remote controlled aircraft or other airborne objects within the Airport property.

Chapter X. Development and Building Standards for New Airport Structures

Section A General Building Design Requirements

Section B Developing and Building Requirements

The Airport Design Review Committee (ADRC) is composed of two members of the Airport Commission (the Property Subcommittee) and the Airport Manager. The ADRC is responsible for reviewing development proposals at the airport to ensure consistency with the Airport Master Plan, for architectural suitability, and to make a recommendation to the Airport Commission on the development proposal. The proposed development must be approved by the Airport Commission prior to submitting requests for permits from the City's Community Development Department and/or the Engineering Division - Development Review. A review of the development and approval by the City's Development Services Division and Engineering Division - Development Review, as applicable, is required prior to issuing a Building Permit.

The following guidelines and those in the Airport Master Plan, Chapter 5, are criteria the ADRC shall use to make their determinations.

Section A. General Building Design Requirements

1. Architecture

- a. Contemporary or traditional architectural style is encouraged. Unusual or eccentric architectural elements, as determined by the ADRC, that could detract from the intended image of the Airport will not be allowed.
- b. All buildings will be built to City Building Code and comply with the Oregon Fire Code.

2. Building Exterior

- a. Materials/Colors/Details - High quality, permanent, low maintenance materials shall be used. Design and color themes should be used consistently throughout each site and should relate harmoniously to adjacent development.
- b. Roof materials and exterior colors are to be such that they do not create a reflective hazard to pilots. Roofs are to have rain gutters and downspouts.
- c. Building shall be clad of durable materials such as concrete tilt-up panels, or steel and metal.

3. Building Interior

- a. Floors shall be concrete
- b. Minimum standard for walls will be wood frame with metal clad construction.

c. If building is used as a FBO or SASO facility, the interiors will be as specified by City Building Code and the Oregon Fire Code.

Section B. Developing and Building Requirements

1. Site Location

a. Site locations shall be reviewed by the ADRC to ensure consistency with the Airport Master Plan, Exhibit 5A, Recommended Master Plan Concept, and Exhibit 5D, Airport Land Use Plan. Review criteria and procedures shall be as per the Airport Master Plan, Chapter 5.

b. All buildings must conform to the established setbacks and height restrictions of the City Building Code and to the FAA FAR Part 77.

2. Site Improvement

a. It is the responsibility of the builder/contractor to provide and connect any utilities desired (if available) at his/her expense.

b. The builder/contractor/owner will provide and install at his/her cost, conforming pavement (concrete or asphalt) from the face of the property to the centerline of the taxi-lane, and from the edge of the hangar/leased lot to and through, to adjoining pavement.

c. Taxi-lanes will be built to the full width as determined by the ADRC in compliance with FAA specifications. The cost shall be the responsibility of the builder/owner of the hangar. If there is not a hangar on the other side of the taxi-lane of the hangar being built to share in the cost of the taxi-lane, the owner or his successors, will be reimbursed the cost of the taxi-lane from the edge of the hangar to the centerline of the taxi-lane when a hangar is built. If the Airport (City of Corvallis) installs the taxi-lane, each tenant sharing the taxi-lane will be assessed their portion from the edge of their hangar to the centerline of the taxi-lane.

CHAPTER 11 - Oregon Fire Code, 2004 edition AVIATION FACILITIES

SECTION 1101 GENERAL

1101.1 Scope.

Airports, heliports, helistops and aircraft hangars shall be in accordance with this chapter.

1101.2 Regulations not covered.

Regulations not specifically contained herein pertaining to airports, aircraft maintenance, aircraft hangars and appurtenant operations shall be in accordance with nationally recognized standards.

1101.3 Permits.

For permits to operate aircraft-refueling vehicles, application of flammable or combustible finishes, and hot work, see Section 105.6.

SECTION 1102 DEFINITIONS

1102.1 Definitions.

The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

AIRCRAFT OPERATION AREA (AOA).

Any area used or intended for use for the parking, taxiing, takeoff, landing or other ground-based aircraft activity.

AIRPORT. *An area of land or structural surface that is used, or intended for use, for the landing and taking off of aircraft with an overall length greater than 39 feet (11 887 mm) and an over-all exterior fuselage width greater than 6.6 feet (2012 mm), and any appurtenant areas that are used or intended for use for airport buildings and other airport facilities.*

HELIPORT. *An area of land or water or a structural surface that is used, or intended for use, for the landing and taking off of helicopters, and any appurtenant areas which are used, or intended for use, for heliport buildings and other heliport facilities.*

HELISTOP. *The same as "Heliport," except that no fueling, defueling, maintenance, repairs or storage of helicopters is permitted.*

SECTION 1103 GENERAL PRECAUTIONS

1103.1 Sources of ignition.

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 (15 240 mm) of an aircraft-fueling operation.

1103.2 Smoking.

Smoking shall be prohibited in 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 Section 310.

Exception: Designated and approved smoking areas.

1103.3 Housekeeping.

The aircraft operation area (AOA) and related areas shall be kept free from combustible debris at all times.

1103.4 Fire department access.

Fire apparatus access roads shall be provided and maintained in accordance with 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.

1103.5 Dispensing of flammable and combustible liquids.

The dispensing, transferring and storage of flammable and combustible liquids shall be in accordance with this chapter and Chapter 34. Aircraft motor vehicle fuel-dispensing stations shall be in accordance with Chapter 22.

1103.6 Combustible storage.

Combustible materials stored in aircraft hangars shall be stored in approved locations and containers.

1103.7 Hazardous material storage.

Hazardous materials shall be stored in accordance with Chapter 27.

SECTION 1104

AIRCRAFT MAINTENANCE

1104.1 Transferring flammable and combustible liquids.

Flammable and combustible liquids shall not be dispensed into or removed from a container, tank, vehicle or aircraft except in approved locations.

1104.2 Application of flammable and combustible liquid finishes.

The application of flammable or Class II combustible liquid finishes is prohibited unless both of the following conditions are met:

- 1. The application of the liquid finish is accomplished in an approved location.**
- 2. The application methods and procedures are in accordance with Chapter 15.**

1104.3 Cleaning parts.

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 Section 3405.3.6.

1104.4 Spills.

This section shall apply to spills of flammable and combustible liquids and other hazardous materials. Fuel spill control shall also comply with Section 1106.11.

1104.4.1 Cessation of work.

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.

1104.4.2 Vehicle movement.

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.

1104.4.3 Mitigation.

Spills shall be reported, documented and mitigated in accordance with the provisions of this chapter and Section 2703.3.

1104.5 Running engines.

Aircraft engines shall not be run in aircraft hangars except in approved engine test areas.

1104.6 Open flame.

Repairing of aircraft requiring the use of open flames, spark-producing devices or the heating of parts above 500°F (260°C) shall only be done outdoors or in an area complying with the provisions of the International Building Code for a Group F-1 occupancy.

SECTION 1105

PORTABLE FIRE EXTINGUISHERS

1105.1 General.

Portable fire extinguishers suitable for flammable or combustible liquid and electrical-type fires shall be provided as specified in Sections 1105.2 through 1105.6 and Section 906. Extinguishers required by this section shall be inspected and maintained in accordance with Section 906.

1105.2 On towing vehicles.

Vehicles used for towing aircraft shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906 and having a minimum rating of 20-B:C.

1105.3 On welding apparatus.

Welding apparatus shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906 and having a minimum rating of 2-A:20-B:C.

1105.4 On aircraft fuel-servicing tank vehicles.

Aircraft fuel-servicing tank vehicles shall be equipped with a minimum of two listed portable fire extinguishers complying with Section 906, each having a minimum rating of 20-B:C. A portable fire extinguisher shall be readily accessible from either side of the vehicle.

1105.5 On hydrant fuel-servicing vehicles.

Hydrant fuel-servicing vehicles shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906, and having a minimum rating of 20-B:C.

1105.6 At fuel-dispensing stations.

Portable fire extinguishers at fuel-dispensing stations shall be located such that pumps or dispensers are not more than 75 feet (22 860 mm) from one such extinguisher. Fire extinguishers shall be provided as follows:

- 1. Where the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute (13 L/s), a minimum of two listed portable fire extinguishers complying with 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 more than 200 gallons per minute (13 L/s) but not more than 350 gallons per minute (22 L/s), a minimum of one listed wheeled extinguisher complying with Section 906 and having a minimum extinguishing rating of 80-B:C, and a minimum agent capacity of 125 pounds (57 kg), shall be provided.*
- 3. Where the open-hose discharge capacity of the fueling system is more than 350 gallons per minute (22 L/s), a minimum of two listed wheeled extinguishers complying with Section 906 and having a minimum rating of 0-B:C each, and a minimum capacity agent of 125 pounds (57 kg) of each, shall be provided.*

1105.7 Fire extinguisher access.

Portable fire extinguishers required by this chapter shall be accessible at all times. Where necessary, provisions shall be made to clear accumulations of snow, ice and other forms of weather-induced obstructions.

1105.7.1 Cabinets.

Cabinets and enclosed compartments used to house portable fire extinguishers shall be clearly marked with the words FIRE EXTINGUISHER in letters at least 2 inches (51 mm) high. Cabinets and compartments shall be readily accessible at all times.

1105.8 Reporting use.

Use of a fire extinguisher under any circumstances shall be reported to the manager of the airport and the fire code official immediately after use.

SECTION 1106

AIRCRAFT FUELING

1106.1 Aircraft motor vehicle fuel-dispensing stations.

Aircraft motor vehicle fuel-dispensing stations shall be in accordance with Chapter 22.

1106.2 Airport fuel systems.

Airport fuel systems shall be designed and constructed in accordance with NFPA 407.

1106.3 Construction of aircraft-fueling vehicles and accessories.

Aircraft-fueling vehicles shall comply with this section and shall be designed and constructed in accordance with NFPA 407.

1106.3.1 Transfer apparatus.

Aircraft-fueling vehicles shall be equipped and maintained with an approved transfer apparatus.

1106.3.1.1 Internal combustion type.

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 (19 L) where the tank is installed on the engine. The exhaust pipe, muffler and tail pipe shall be shielded.

1106.3.1.2 Gear operated.

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.

1106.3.1.3 Vibration isolation.

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 such connections do not exceed 24 inches (610 mm) in length.

1106.3.2 Pumps.

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.

1106.3.3 Dispensing hoses and nozzles.

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.

1106.3.4 Protection of electrical equipment.

Electric wiring, switches, lights and other sources of ignition, when 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 ICC Electrical Code.

1106.3.5 Venting of equipment compartments.

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.

1106.3.6 Accessory equipment.

Ladders, hose reels and similar accessory equipment shall be of an approved type and constructed substantially as follows:

- 1. Ladders constructed of noncombustible material are allowed to be used with or attached to aircraft-fueling vehicles, provided 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.**
- 2. 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 which will preclude fuel leakage between reels and fuel manifolds.**

1106.3.7 Electrical bonding provisions.

Transfer apparatus shall be metallically interconnected with tanks, chassis, axles and springs of aircraft-fueling vehicles.

1106.3.7.1 Bonding cables.

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.

1106.3.7.2 Bonding cable protection.

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.

1106.3.8 Smoking.

Smoking in aircraft-fueling vehicles is prohibited. Signs to this effect shall be conspicuously posted in the driver's compartment of all fueling vehicles.

1106.3.9 Smoking equipment.

Smoking equipment such as cigarette lighters and ash trays shall not be provided in aircraft-fueling vehicles.

1106.4 Operation, maintenance and use of aircraft-fueling vehicles.

The operation, maintenance and use of aircraft-fueling vehicles shall be in accordance with Sections 1106.4 through 1106.4.4 and other applicable provisions of this chapter.

1106.4.1 Proper maintenance.

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.

1106.4.2 Vehicle integrity.

Tanks, pipes, hoses, valves and other fuel delivery equipment shall be maintained leak free at all times.

1106.4.3 Removal from service.

Aircraft-fueling vehicles and related equipment which are in violation of Section 1106.4.1 or 1106.4.2 shall be immediately defueled and removed from service and shall not be returned to service until proper repairs have been made.

1106.4.4 Operators.

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.

1106.5 Fueling and defueling.

Aircraft-fueling and defueling operations shall be in accordance with Section 1106.5.

1106.5.1 Positioning of aircraft fuel-servicing vehicles.

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. Tank vehicles shall not be located, parked or permitted to stand under any portion of an aircraft.

1106.5.1.1 Fueling vehicle egress.

A clear path shall be maintained for aircraft-fueling vehicles to provide for prompt and timely egress from the fueling area.

1106.5.1.2 Aircraft vent openings.

A clear space of at least 10 feet (3048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of an aircraft-fueling vehicle.

1106.5.1.3 Parking.

Prior to leaving the cab, the aircraft-fueling vehicle operator shall ensure that the parking brake has been set. At least two chock blocks not less than 5 inches by 5 inches by 12 inches (127 mm by 127 mm by 305 mm) 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.

1106.5.2 Electrical bonding.

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.

1106.5.2.1 Conductive hose.

In addition to the bonding cable required by Section 1106.5.2, conductive hose shall be used for all fueling operations.

1106.5.2.2 Bonding conductors on transfer nozzles.

Transfer nozzles shall be equipped with approved bonding conductors which 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 no appropriate bonding attachment adjacent to the fuel fill port has 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.

1106.5.2.3 Funnels.

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.

1106.5.3 Training.

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.

1106.5.3.1 Fueling hazards.

Fuel-servicing personnel shall know and understand the hazards associated with each type of fuel dispensed by the airport fueling-system operator.

1106.5.3.2 Fire safety training.

Employees of fuel agents who fuel aircraft, accept fuel shipments or otherwise handle fuel shall receive approved fire safety training.

1106.5.3.2.1 Fire extinguisher training.

Fuel-servicing personnel shall receive approved training in the operation of fire-extinguishing equipment.

1106.5.3.2.2 Documentation.

The airport fueling system operator shall maintain records of all training administered to its employees. These records shall be made available to the fire code official on request.

1106.5.4 Transfer personnel.

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.

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 (22 800 mm) of the emergency shut-off 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 (15 240 mm) in length.**

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.

1106.5.5 Fuel flow control.

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.

1106.6 Emergency fuel shutoff.

Emergency fuel shutoff controls and procedures shall comply with Sections 1106.6.1 through 1106.6.4.

1106.6.1 Accessibility.

Emergency fuel shutoff controls shall be readily accessible at all times when the fueling system is being operated.

1106.6.2 Notification of the fire department.

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.

1106.6.3 Determining cause.

Prior to reestablishment of normal fuel flow, the cause of fuel shutoff conditions shall be determined and corrected.

1106.6.4 Testing.

Emergency fuel shutoff devices shall be operationally tested at intervals not exceeding three months. The fueling-system operator shall maintain suitable records of these tests.

1106.7 Protection of hoses.

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.

1106.8 Loading and unloading.

Aircraft-fueling vehicles shall be loaded only at an approved loading rack. Such loading racks shall be in accordance with Section 3406.5.1.12.

Exceptions:

- 1. Aircraft-refueling units may 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 3406.6 when the operation is at least 200 feet (60 960 mm) from an aircraft.**

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.

1106.9 Passengers.

Passenger traffic is allowed during the time fuel transfer operations are in progress, provided the following provisions are strictly enforced by the owner of the aircraft or the owner's authorized employee:

- 1. Smoking and producing an open flame in the cabin of the aircraft or the outside thereof within 50 feet (15 240 mm) 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.

- 2. Passengers shall not be permitted to linger about the plane, but shall proceed directly between the loading gate and the aircraft.**
- 3. Passenger loading stands or walkways shall be left in loading position until all fuel transfer operations are completed.**
- 4. 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.**

1106.10 Sources of ignition.

Smoking and producing open flames within 50 feet (15 240 mm) 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.

1106.11 Fuel spill prevention and procedures.

Fuel spill prevention and the procedures for handling spills shall comply with Sections 1106.11.1 through 1106.11.7.

1106.11.1 Fuel-service equipment maintenance.

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.

1106.11.2 Transporting fuel nozzles.

Fuel nozzles shall be carried utilizing appropriate handles. Dragging fuel nozzles along the ground shall be prohibited.

1106.11.3 Drum fueling.

Fueling from drums or other containers having a capacity greater than 5 gallons (19 L) shall be accomplished with the use of an approved pump.

1106.11.4 Fuel spill procedures.

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 at least all of the following:

- 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. A supervisor for the fueling-system operator shall respond to the fuel spill area immediately.**

1106.11.5 Notification of the fire department.

The fire department shall be notified of any fuel spill which is considered a hazard to people or property or which meets one or more of the following criteria:

- 1. Any dimension of the spill is greater than 10 feet (3048 mm).**
- 2. The spill area is greater than 50 square feet (4.65 m²).**
- 3. The fuel flow is continuous in nature.**

1106.11.6 Investigation required.

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.

1106.11.7 Multiple fuel delivery vehicles.

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.

1106.12 Aircraft engines and heaters.

Operation of aircraft onboard engines and combustion heaters shall be terminated prior to commencing fuel service operations and shall remain off until the fuel-servicing operation is completed.

Exception: In an emergency, a single jet engine is allowed to be operated during fuel servicing where all of the following conditions are met:

- 1. The emergency shall have resulted from an onboard failure of the aircraft's auxiliary power unit.**
- 2. Restoration of auxiliary power to the aircraft by ground support services is not available.**
- 3. The engine to be operated is either at the rear of the aircraft or on the opposite side of the aircraft from the fuel service operation.**
- 4. The emergency operation is in accordance with a written procedure approved by the fire code official.**

1106.13 Vehicle and equipment restrictions.

During aircraft-fueling operations, only the equipment actively involved in the fueling operation is allowed within 50 feet (15 240 mm) of the aircraft being fueled. Other equipment shall be prohibited in this area until the fueling operation is complete.

Exception: Aircraft-fueling operations utilizing singlepoint refueling with a sealed, mechanically locked fuel line connection and the fuel is not a Class I flammable liquid.

A clear space of at least 10 feet (3048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of aircraft-servicing vehicles or equipment.

1106.13.1 Overwing fueling.

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.

1106.14 Electrical equipment.

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 service operations.

1106.14.1 Other equipment.

Electrical or other spark-producing equipment shall not be used within 10 feet (3048 mm) 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.

1106.15 Open flames.

Open flames and open-flame devices are prohibited within 50 feet (15 240 mm) of any aircraft fuel-servicing operation or fueling equipment.

1106.15.1 Other areas.

The fire code official is authorized to establish other locations where open flames and open-flame devices are prohibited.

1106.15.2 Matches and lighters.

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.

1106.16 Lightning procedures.

The fire code official 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.

1106.17 Fuel-transfer locations.

Aircraft fuel-transfer operations shall be prohibited indoors.

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:

- 1. Necessary to accomplish aircraft fuel-system maintenance operations. Such operations shall be performed in accordance with nationally recognized standards; or**
- 2. The fuel being used has a flash point greater than 100°F (37.8°C).**

1106.17.1 Position of aircraft.

Aircraft being fueled shall be positioned such that any fuel system vents and other fuel tank openings are a minimum of:

- 1. Twenty-five feet (7620 mm) from buildings or structures other than jet bridges; and**
- 2. Fifty feet (15 240 mm) from air intake vents for boiler, heater or incinerator rooms.**

1106.17.2 Fire equipment access.

Access for fire service equipment to aircraft shall be maintained during fuel-servicing operations.

1106.18 Defueling operations.

The requirements for fueling operations contained in this section 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.

1106.19 Maintenance of aircraft-fueling hose.

Aircraft-fueling hoses shall be maintained in accordance with Sections 1106.19.1 through 1106.19.4.

1106.19.1 Inspections.

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.

1106.19.1.1 Daily inspection.

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.

1106.19.1.2 Monthly inspection.

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.

1106.19.2 Damaged hose.

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.

1106.19.3 Repairing hose.

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.

1106.19.4 New hose.

New hose shall be visually inspected prior to being placed into service.

1106.20 Aircraft fuel-servicing vehicles parking.

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.

1106.20.1 Parking area design.

Parking areas for tank vehicles shall be designed and utilized such that a clearance of 10 feet (3048 mm) is maintained between each parked vehicle for fire department access. In addition, a minimum clearance of 50 feet (15 240 mm) shall be maintained between tank vehicles and parked aircraft and structures other than those used for the maintenance and/or garaging of aircraft fuel-servicing vehicles.

1106.21 Radar equipment.

Aircraft fuel-servicing operations shall be prohibited while the weather-mapping radar of that aircraft is operating.

Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 300 feet (91 440 mm) of an operating aircraft surveillance radar.

Aircraft fuel-servicing operations shall not be conducted within 300 feet (91 440 mm) of airport flight traffic surveillance radar equipment.

Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 100 feet (30 480 mm) of airport ground traffic surveillance radar equipment.

1106.21.1 Direction of radar beams.

The beam from ground radar equipment shall not be directed toward fuel storage or loading racks.

Exceptions:

- 1. Fuel storage and loading racks in excess of 300 feet (91 440 mm) from airport flight traffic surveillance equipment.**
- 2. Fuel storage and loading racks in excess of 100 feet (30 480 mm) from airport ground traffic surveillance equipment.**

SECTION 1107

HELISTOPS AND HELIPORTS

1107.1 General.

Helistops and heliports shall be maintained in accordance with Section 1107. Helistops and heliports on buildings shall be constructed in accordance with the International Building Code.

1107.2 Clearances.

The touchdown area shall be surrounded on all sides by a clear area having minimum average width at roof level of 15 feet (4572 mm) but no width less than 5 feet (1524 mm). The clear area shall be maintained.

1107.3 Flammable and Class II combustible liquid spillage.

Landing areas on structures shall be maintained so as to confine flammable or Class II combustible liquid spillage to the landing area itself, and provisions shall be made to drain such spillage away from exits or stairways serving the helicopter landing area or from a structure housing such exit or stairway.

1107.4 Exits.

Exits and stairways shall be maintained in accordance with Section 412.5 of the International Building Code.

1107.5 Standpipe systems.

Where a building with a rooftop helistop or heliport is equipped with a standpipe system, the system shall be extended to the roof level on which the helistop or heliport is located. All portions of the helistop and heliport area shall be within 150 feet (45 720 mm) of a 2.5-inch (63.5 mm) outlet on a Class I or III standpipe.

1107.6 Foam protection.

Foam fire-protection capabilities shall be provided for rooftop heliports. Such systems shall be designed, installed and maintained in accordance with the applicable provisions of Sections 903, 904 and 905.

1107.7 Fire extinguishers.

A minimum of one portable fire extinguisher having a minimum 80-B:C rating shall be provided for each permanent takeoff and landing area and for the aircraft parking areas. Installation, inspection and maintenance of these extinguishers shall be in accordance with Section 906.

1107.8 Federal approval.

Before operating helicopters from helistops and heliports, approval shall be obtained from the Federal Aviation Administration.

**CORVALLIS MUNICIPAL AIRPORT
(APPENDIX B)**



Appendix C - Web Site References

Web sites for the City of Corvallis:

Home Page: www.corvallisoregon.gov

Building Code: <http://www.corvallisoregon.gov/index.aspx?page=364>

Airport Rules & Regulations:

<http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=5036>

Airport Minimum Standards:

<http://www.corvallisoregon.gov/modules/showdocument.aspx?documentid=5040>

Benton County: www.co.benton.or.us

Oregon Department of Aviation: www.aviation.state.or.us

Federal Aviation Administration (FAA): www.faa.gov