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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

MH/T 6081-2012

**The requirement of oil tanker airworthiness for commercial
aviation fuel**
(English Translation)

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard was proposed by the Aircraft Airworthiness Certification Department of the Civil Aviation Administration of China.

This standard was approved by the Aircraft Airworthiness Certification Department of the Civil Aviation Administration of China.

This standard is under the jurisdiction of the China Academy of Civil Aviation Science and Technology.

Drafting organization of this standard. China National Aviation Fuel Corporation.

1 Scope

This standard specifies the seaworthiness requirements of civil aviation fuel transport ships.

This standard applies to the seaworthiness management of civil aviation fuel transport ships.

2 Normative references

The following documents are indispensable for the application of this document. For dated reference documents, only the dated version applies to this article Pieces. For undated references, the latest version (including all amendments) applies to this document.

MH/T 6037 Cleaning of civil aviation fuel storage and transportation containers MH/T 6038
Waterway transportation quality control of civil aviation fuel

3 Terms and definitions

The following terms and definitions apply to this document.

Commercial aviation fuel Jet fuel and aviation piston engine fuel for civil aircraft.

Oil tanker airworthiness the ship's airworthiness conditions and operations meet the airworthiness requirements of civil aviation fuel.

The carrier

I or entrust others to enter into a water civil aviation fuel transportation contract with the shipper in my own name, and carry out cargo transportation according to the contract A person who is responsible, enjoys rights and assumes obligations.

The shipper

In a civil aviation fuel transportation contract, the cargo is entrusted to the carrier to be delivered to the designated place at the time agreed in the contract, and the carrier is paid Correspondingly paid people.

4 Qualification

4.1

The shipping company shall have the qualification to handle dangerous bulk liquids and hold the DOC issued by the competent department of transportation.

4.2

The shipping company should have more than 4 years of marine or inland vessel transportation experience.

4.3

The ship should hold a safety management certificate (SMC) issued by the competent department of transportation.

4.4

Ship age should not exceed 20 years, and the longest should not exceed 25 years.

5 Ships and facilities

5.1

The ship should meet the requirements of MH/T 6038.

5.2

The ship should be a double bottom and double hull, with loading and unloading and stripping systems.

5.3

The ship should have an independent ballast water system and slop tank.

5.4

Equipment and accessories in contact with civil aviation fuel should not be made of copper, copper-cadmium alloy, cadmium plating, zinc plating or plastic materials. If necessary If copper alloy is used, its copper content should not exceed 35%.

5.5

The ship's cargo oil piping system, slop oil piping system, and sewage piping system should be effectively isolated by two or more valves.

5.6

All cargo oil tank covers and openings of the ship should be watertight.

5.7

The inlet and outlet of the cargo oil piping system shall be clearly marked with civil aviation fuel.

5.8

The ship should be equipped with a valid cabin space table and hold a valid cabin space inspection certificate.

5.9

Ships should be equipped with samplers, sample containers, measuring cylinders, dipsticks, thermometers, density meters, and lead seals specially used for civil aviation fuel.

Wait.

6 Ship cargo oil tank coating

6.1

The inner wall of the cargo oil tank and the cargo oil piping system of the carbon steel ship should be treated with corrosion protection.

6.2

The anti-corrosion coating should adopt epoxy resin coating with product qualification certificate and use permit, which is resistant to civil aviation fuel, dirt and corrosion.

Corrosive impurities, additives and other corrosion ability, and does not affect the physical

and chemical properties of civil aviation fuel.

6.3

The coating of the inner wall of the cargo oil tank and the cargo oil piping system should be intact and covered completely. Any of the following should not occur.

- a) The peeling area of a single point of the coating is greater than 100 cm²;
- b) There are more than 20 peeling points per square meter of coating;
- c) The peeling area is greater than 5% of the total coating area.

6.4

The cargo oil tanks and cargo oil piping systems of newly built carbon steel ships should be sandblasted to remove rust, and the rust removal level should be Sa2.5. If manual removal of rust, the grade should be St2.

7 Seaworthiness of newly built and repaired ships

7.1

For cargo oil tanks and cargo oil piping systems whose coating repair area accounts for more than 10% of their total area or for newly built ships, they should be installed with three jet fuels before loading. Carry light oil, and the most recent load should not be naphtha or gasoline.

7.2

Ships with cargo oil tanks and cargo oil piping systems whose coating repair area accounts for 5% to 10% of their total area should be loaded and removed before loading jet fuel.

Light oil products other than naphtha and gasoline.

7.3

Ships in 7.1 and 7.2 cases should be washed before loading civil aviation fuel. When jet fuel is loaded, each cargo tank is loaded the oil filling operation should be stopped when the liquid level is 500 mm, and a professional inspection agency will take a mixed oil sample of more than 5 L oil tanks from the cargo oil tank for inspection.

The inspection items include appearance, density, flash point, freezing point, conductivity, water separation index, and items can be added according to the situation. Judgment in the following way set.

- a) Compare the results of the appearance and density inspection with the inspection results of the fuel inspection certificate for shore tanks and pipelines, and the difference does not exceed the requirements the range of oil can continue to be filled;
- b) Compare the inspection result with the inspection result of the shore tank inspection