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

MH/T 6082-2012

**Specification for commercial aviation fuel terminal management
& operation
(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 safety management requirements for the facilities and equipment, loading and unloading operations and emergency response of civil aviation fuel terminals.

This standard is applicable to the management and loading and unloading operations of civil aviation fuel terminals (excluding refinery terminals and barges).

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.

GB 16994 Basic requirements for oil terminal safety technology GB 18434 Oil Tanker Oil Terminal Safety Operation Regulations JT/T 451 Port oil spill emergency equipment requirements MH/T 6002 Civil Aviation Fuel Equipment Good Technical Specification MH/T 6020 Civil aviation fuel quality control and operating procedures MH/T 6038 Waterway transportation quality control of civil aviation fuel

3 Equipment

3.1

The terminal equipment and facilities should meet the requirements of GB 16994.

3.2

The oil spill emergency equipment at the wharf shall meet the requirements of JT/T 451.

3.3

The wharf shall use the special oil transfer arm (oil transfer hose), pipelines and auxiliary facilities and equipment for civil aviation fuel, and ensure that it is connected to other pipelines, Effective isolation between facilities and equipment.

3.4

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 Using copper alloy, its copper content should not exceed 35%.

3.5

The wharf should be equipped with a potential jumper device connected to the oil tanker, which should be connected to the electrostatic grounding of the wharf equipment and an explosion-proof switch should be provided.

3.6

An oil transfer arm should be installed at a wharf over 3,000 tons, and the oil transfer arm should be equipped with an emergency release device.

3.7

A special civil aviation fuel quality inspection device should be installed at the rear end of the fuel delivery arm (oil delivery hose).

3.8

The equipment and facilities for loading and unloading civil aviation fuel shall be marked with MH/T 6002.

4 Security Management

4.1

The terminal shall obtain the relevant qualifications for the loading and unloading operations of the dangerous goods terminal of the administrative department.

4.2

The loading and unloading operations at the wharf shall meet the requirements of GB 18434.

4.3

The terminal shall declare dangerous goods operations in accordance with the requirements of the local administrative department.

4.4

The initial speed during unloading should not be greater than 1 m/s. The speed can be increased after the oil inlet of the shore tank is fully submerged, but it should not be greater than that of the ship or dock.

The maximum design flow rate of the pipeline should not be greater than 7 m/s.

The following conditions can be considered that the oil inlet of the shore tank is fully submerged.

- a) When the oil is in the tank side, the oil level is 0.6 m or more above the upper edge of the oil inlet;
- b) When the oil inlet is facing down, the oil level is 2 times the diameter of the oil inlet higher than the lower end of the pipe;
- c) When the oil inlet is facing upwards, the oil level is 3 times the diameter of the oil inlet higher than the upper end of the pipe.

For inner and outer floating roof oil tanks, the initial unloading speed should be maintained until the floating roof floats.

4.5

The initial speed during loading should not be greater than 1 m/s, and the oil inlet and bilge structure should be fully submerged and the splash and liquid level disturbances can be stopped.

Increase the speed, but it should not be greater than the maximum design flow rate of the ship and terminal pipeline, and should not be greater than 7 m/s.

4.6

During the loading and unloading operation and within 30 minutes after the operation, metal tools should not be used in the oil tanks and oil tanks.

4.7

Operations should be stopped in severe weather such as sandstorms, typhoons, and lightning.

4.8

When connecting the ship-to-shore potential jumper, make sure that the explosion-proof switch is in the "off" position, and the jumper can be connected after it is connected to the tanker.

switch. Turn off the explosion-proof switch before removing the jumper. The effective connection of jumper wires shall be ensured during the berthing of the tanker.

4.9

Only operate after there is no medium in the oil transfer arm (oil transfer hose).

4.10

Operators should wear personal safety protection equipment.

5.1 Preparations before berthing of the tanker

5.1.1

Collect voyage mission information.

5.1.2

Report to the administrative department.

5.1.3

Develop an operation plan.

5.1.4

Observe the waters near the operating berth, and there should be no unrelated ships, fishing nets, floats, etc.