

(c) Smoking or use of an appliance employing naked flame or use of an appliance capable of producing a spark or in any other way igniting fuel vapours shall not be permitted within 30 metres of the aircraft or fuelling equipment.

(d) Aircraft engines shall not be started or turned and ignition switches shall be placed in the "OFF" position.

(e) Aircraft electrical radar and radio systems shall not be operated and the switches relating thereto shall remain in the "OFF" position:

Provided that this clause shall not apply to electrical switches controlling the following circuits—

- (i) power and light essential for fuelling operations;
- (ii) minimum amount of Cabin lighting; and
- (iii) steady parking lights. Such Switches shall not be operated during the fuelling operations.

(f) The use of ground power supply units, airconditioning units, tractors and similar equipment shall be permissible subject to compliance with the following conditions—

(i) Flexible trailing cables suitable for use in hazardous areas shall be used.

(ii) They shall be located outside the Danger Zone. Danger Zone is defined as the area within the largest polygon obtainable by joining points 3 metres away from the wings and the fuelling vehicle.

(iii) The units, including the associated electrical equipment, shall be flame-proof and of a type approved by the Chief Inspector of Explosives, otherwise they shall be stationed at a distance of not less than 15 metres, in the case of gasoline or wide out fuels and 6 metres in the case of straight kerosine, from the aircraft and the fuelling vehicle.

(iv) They shall not be switched "ON" or "OFF" during fuel transfer.

(g) The fuelling equipment and the aircraft shall be bonded to each other and both shall be earthed.

(h) No person other than the staff of the operator, fuelling company and officials of the Civil Aviation Department, Customs and Police, shall be permitted within 15 metres of the aircraft.

(i) Passengers may be permitted to embark, disembark or remain in the cabin subject to the following conditions—

(i) an attendant shall remain on duty in the cabin of the aircraft. The attendant shall ensure that no smoking takes place or other source of ignition is allowed to occur and shall assist in the removal of passengers in the event of fire;

(ii) the passenger loading ramp shall be correctly positioned at the cabin exit door and adequate provision shall be made to maintain the equilibrium of the aircraft in case all passengers attempt to leave by one exit;

(iii) in case of marine aircraft, adequate means of water transport shall be stationed at the cabin exit door.

(j) the handling of freight and baggage in and around the aircraft shall not proceed simultaneously with fuelling unless adequate precautions have been taken to eliminate fire risk.