



DEFENSE CONTRACT MANAGEMENT AGENCY

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26 June 2014

MEMORANDUM FOR RECORD

SUBJECT: NAS 3306 INTERPRETATION

Reference DCMA HQ-AO conference call of 0800, 22 May 2014, the following interpretation of NAS-3306 Rev 2, Dated 13 Aug 2009 is offered for clarification:

The Chapter 3 “note” in the definition for unfueled aircraft stating that defueled aircraft are considered fueled aircraft for the purpose of fire protection safety is determined to be supplemental information and not intended to change how paragraph 7.5.2. is applied to existing hangars or facilities housing defueled aircraft.

Paragraph 7.5.2 is determined to establish an alternate and practical method for placing aircraft that do not meet the strict NFPA 409 definition of “unfueled” but are defueled to the maximum extent possible into hangars that are protected by water only fire suppression systems as outlined in NFPA 409, 2011 Edition, Chapter 12. Utilizing the process outlined in NAS 3306, Rev 2, para 7.5.2 ensures the maximum single fuel spill event will involve only minimal amounts of fuel and explosive atmospheres will be prevented by meeting NFPA 410 LEL(LFL) specifications.

CAPT Drew Swenson, USN
Aircraft Operations
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cc: DCMAO-AO
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