

# Contractor's Facility / Hangar Waiver Guide (v 23-0)

## Documentation, Information, and Equipment

### 1. Contractor's Formal Request:

Status ...

- a. Include on Contractor Letterhead with contractor's signature
- b. Include specific contract numbers(s) applicable
- c. Describe where contractor capabilities do not meet contractual requirements (e.g. where are the shortfalls?)
  - i. Specific requirement(s) requested to be waived
  - ii. Specific detail why the requirements cannot be met, should not be met, or how the contractor will provide the same level of protection via alternate means. If providing protection via alternate means, provide specific detail on what the alternate means are and any resulting risk(s); (including, but not limited to, detailed inventory of equipment, training and policies that will be substituted for the requirements, etc.)
- d. Include the specific dates of the waiver (beginning to end - or - beginning and "for duration of contract")
  - i. Provide specific date and time the contractor will be in compliance
  - ii. Details and goals to measure progress (i.e. PO's for equipment, hiring plans for personnel, training plans, etc.)
  - iii. If the contractor does not plan on becoming compliant, then they must state the fact and provide justification
- e. Include the aircraft information:
  - i. Type and number of aircraft being hangared
  - ii. Fuselage length and fuselage width of each type aircraft
  - iii. State if the aircraft are UAS or manned
  - iv. State the UAS (Group (as determined by DCMIAI 8210.1C definitions
  - v. Include aircraft fuel information:
    1. Fuel status of aircraft that are hangared (e.g. fueled, un-fueled, de-fueled)
    2. Type of fuel (Jet A, JP-5, JP-8, AVGAS, Diesel, etc.)
    3. Approximate quantity of the fuel remaining after a maximum de-fuel
  - vi. State the NFPA category of the aircraft being hangared (as determined by NAS 3306 table 5.1)
  - vii. Include details on any non-contractural aircraft located in the same hangar
- f. Include hangar information:
  - i. What Group (as determined by NFPA 409) is the hangar (e.g. Group I, II, III, IV)?
  - ii. What is the type of hangar construction (wood, metal, fabric, etc.)?
  - iii. What aircraft fuel status is the hangar designed for (fueled or un-fueled)?
  - iv. Does the hangar contain floor drains? If so, where do the drains go (e.g. sewer, oil water separator, containment, etc.)?
  - v. Age of the hangar (include date constructed and date of last major renovation, if applicable)
  - vi. State assessment of the overall hangar condition (must be verified by APT)
  - vii. Specific type of fire detection system(s) installed (e.g. IR/UV, rate of rise, fixed temperature, pre-action [specify both actions], etc.)

- viii. Status of fire detection systems (last full inspection date and results)
- ix. Specific type of fire suppression system(s) installed (e.g. water deluge, closed head water, ARFF deluge, high expansion foam, etc.)
- x. Status of fire protection systems (include last full inspection date and results)
- xi. How are the systems monitored and the fire department notified if a system detects a fire or activate (e.g. automatic, 24/7, central station, proprietary, etc.)

g. Hangar Fire Response:

- i. Is ARFF response available per NAS 3306?
- ii. What is the responding ARFF force?
  - 1. Number and type of ARFF vehicles?
  - 2. Number and certification level of firefighters?
  - 3. Response time (must be verified by APT)?
- iii. What is the responding structural force?
  - 1. Responding fire department?
  - 2. Full-time for department or volunteer fire department?
  - 3. Number and type of vehicles?
  - 4. Number and certification level of firefighters?
  - 5. Distance from fire department to the hangar?
  - 6. Response time (must be verified by APT)?
- iv. Are appropriate MOAs in place, if required?

- h. Is there an approved hangaring procedure that addresses maximum defuel (to include low point draining), checking LEL prior to hangar entry, and monitoring LEL while the aircraft is in the hangar?

**2. Contractor's Risk Analysis:**

Status ..

- a. Address the Maximum Credible Event (MCE) that could occur and identify the risk(s) (regardless of the remote possibility, remote possibility, include specific information)
- b. Compare the risk(s) (via a detailed risk analysis) as being compliant versus the condition if the waiver request is approved
  - i. Example 1 - A fueled aircraft is placed in a hangar designed for unfueled aircraft, which has a closed-head water only sprinkler system and no drainage. The aircraft develops a fuel leak and an electrical short in the hangar ignites a fuel fire. The fire suppression system activates and continues to discharge until the fire department responds to shut-off the system. Compare the water only discharge versus an AFFF discharge with appropriate hangar drainage.