Approved on
by Alp Er Tunga Ersoy, the President of
Almaty International Airport JSC

Technical Specification
to the tender documentation for the selection of a ground handling service provider at the Almaty International Airport to provide aircrafts with aviation fuels and lubricants

General

1. This technical specification has been developed in accordance with Law No. 339-IV of the Republic of Kazakhstan dated 15 July 2010 "On the Use of the Airspace of the Republic of Kazakhstan and the Aviation Activities", the requirements to the organizations dealing with providing civil aircrafts with fuels and lubricants, approved by Order No. 188 of the acting Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015, the List of Goods, Works, Services of Airfield and Ground Handling that Form a Part of Airport Activities, approved by Order No. 750 of the Minister for Investments and Development of the Republic of Kazakhstan dated 02 October 2019, and in compliance with the standards of Joint Inspection Group (JIG), IATA Fuel Quality Pool (IFQP) and ICAO 9977.

2. A list of ground handling services for which the competitive procedures are carried out in order to select a provider (or providers) of ground handling services:

Providing aircrafts with fuels and lubricants (hereinafter the "ground handling service"), in particular:

1) analysis and quality control of aviation fuel and lubricants (airfield control);

2) provision of personnel (operator) and technical mobile and/or stationary equipment for refueling aircrafts with aviation fuel and lubricants;

3) refueling aviation fuel and lubricants into aircraft tanks;

4) issuance of expenditure orders for refueling aircrafts with aviation fuel and lubricants.

Refueling aircraft engines with oil (hereinafter the "ground handling service"), including:

1) preparing oil for refueling aircraft engines;

2) providing a document confirming the oil quality and compliance with technical requirements;

3) preparing engines and oil tanks for refueling;

4) checking the oil volume in the aircraft tank;

5) refilling the required volume of oil into the oil tank under the supervision of a certified specialist or crew;

6) closing the cover of oil tanks, hatches;

7) driving the special vehicle away from an aircraft;

8) paperwork.

Draining aviation fuel and lubricants from aircrafts (hereinafter the "ground handling service"), including:

1) managing the mobile vehicles to drive up and out for draining aviation fuel and lubricants from aircrafts;

2) grounding the mobile vehicles for draining aviation fuel and lubricants from aircrafts, connecting a potential equalization cable between an aircraft and a vehicle;

3) opening and closing the filling access covers on an aircraft;

4) connecting and disconnecting filling hoses to/from an aircraft;

5) discharging aviation fuel and lubricants from an aircraft;

6) controlling the volume of drained aviation fuel and lubricants using metering devices, measuring the density of aviation fuel and lubricants to calculate the mass;

7) issuing a receipt order for drained aviation fuel and lubricants from an aircraft.

3. Types of aircrafts flying to the Almaty airport:

Airbus	A220 (-100/-300), A300 (-600R), A310, A318, A319, A321, A330 (-200), A330 (-300) A340 (-200/-300), A340 (-500/-600), A350 (-900)
Antonov	AN-12, AN-124, AN-70, AN-74, AN-224
Bae Systems	ATP, Jetstream 31, Jetstream 41, 146, AVRO RJ 70/85/100

Beech	1900 D, Beechjet 400 A, King Air 350. King Air B200, King Air C90B/C90SE
Boeing	707, 717-200, 727, 737 (-200), 737 (-300/-400/-500), 737 (-600/-700/-800/-900), 747-100/-200/-300, 747-400, 747-800, 757-200, 767 (-200/-300/-400), 777 (-200/-300) 777 (-2LR/-3ER), 777 (-8/-9), 787-8, C17A Globemaster III
Boeing/MD	DC-10, MD-11, MD80, MD90
Bombardier	130-100 Continental, 130-700 Global Express, Canadair CL600 Challenger CL 100/200, CRJ-700, DHC-8 DASH 8 Q100/200, DHC-8 DASH 8 Q400, Learjet 31A, Learjet 45, Learjet 60
Cessna	525 Citation CJ1, 525 Citation CJ2. 550 Citation Bravo, 560 Encore, 560 Excel, 680 Citation Sovereign, 750 Citation X
Dassault	Falcon 2000, Falcon 50 EX, Falcon 900B/C and 900EX
EADS	ATR-42, ATR-72
Embraer	ERJ 190/195, ERJ-145, ERJ-170/175
Fairchild	Dornier 328 JET, Dornier 728 JET
Fokker	100, 27, 50, 70, F28 Fellowship
Gulfstream Aerospace	IV.SP, IV-MPA and IV-B
Hawker	800 XP, Horizon
Ilyushin	Il-62, Il-76, Il-86, Il-96 (-300) Il-96M Il-114
Let	L410, L61CG
Lockheed	Galaxy C-5, Hercules C-130J
Mitsubishi	MU-2J
Raytheon	Premier 1
Saab	2000, 340B
Shorts	330. 360
Sino	Swearinger SJ30-2
Tupolev	TU- 334/336/354, TU-134, TU-154M, TU-204
XAC	MA-60
Yakolev	YAK-40, YAK-42D

General Requirements

4. Under Article 64 of Law No. 339-IV of the Republic of Kazakhstan dated 15 July 2010 "On the Use of the Airspace of the Republic of Kazakhstan and the Aviation Activities", supplies shall comply with the standards established by the airport operator pursuant to the Law of the Republic of Kazakhstan "On the Use of the Airspace of the Republic of Kazakhstan and the Aviation Activities".

5. When carrying out their operational activities, including when purchasing special machinery and equipment the providers shall be guided by the following documents:

Law of the Republic of Kazakhstan No. 339-IV dated 15 July 2010	On the Use of the Airspace of the Republic of Kazakhstan and the Aviation Activities
Law of the Republic of Kazakhstan No. 567 dated 5 July 2004	About communications
Law of the Republic of Kazakhstan No. 94-V dated 21 May 2013	About personal data and the protection thereof
Order No. 750 of the Minister for Investments and Development of the Republic of Kazakhstan dated 02 October 2019	On approval of the rules for ground handling at airports
Order No. 327 of the acting Minister for Investments and Development of the Republic of Kazakhstan dated 26 March 2015	On approval of the rules for arranging operations of special transport at the airports of the Republic of Kazakhstan
Order No. 159 of the Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015	The rules for the professional training of aviation personnel
Order No. 764 of the Minister of Transport and Communications of the Republic of Kazakhstan 28 September 2013	The model professional training programs for aviation personnel involved in flight safety

Order No. 188 of the acting Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015	Requirements to the organizations dealing with the provision civil aircrafts with fuel and lubricants
Order No. 191 of the acting Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015	Rules for the storage, preparation for the release for refueling and quality control of aviation fuels and lubricants and special liquids in civil aviation organizations of the Republic of Kazakhstan
Order No. 190 of the acting Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015	Rules for the provision civil aircrafts with aviation fuels and lubricants
IATA Airport Handling Manual Last Edition	IATA Guide
IATA Ground Operation Manual	IATA Guide
IATA Standard Ground Handling Agreement	IATA Guide
ISO 20471:2013	High visibility clothing. Test methods and requirements
ISO9001:2018	
Airport User Guide	
Joint Inspection Group (JIG) 1 and 2 Issue 13, Sept 2021	Standards used for specific areas requiring corrective action and upgrades to meet the regulatory requirements and to comply with industrial standards
IATA Fuel Quality Pool (IFQP)	
ICAO 9977	Guidance for the supply of aviation fue for civil aviation
EI 1540	Design, construction, commissioning, maintenance and testing of aviation filling stations
EI 1541	Requirements to the performance of protective coating systems used in aviation fuel storage tanks and pipelines
API Std 653-01	Inspection, repair, modification and reconstruction of tanks
Filter Water Separators (FWS) qualified to EI 1581 by test or EI 1582 Similarity	Filter Water Separators (FWS) qualified to EI 1581 by test or EI 1582 Similarity
Jet fuel applications - a pre-(micro) filter meeting EI 1590 or Dirt Defense Filter meeting EI 1599 installed upstream of filter water separator	Jet fuel applications - a pre-(micro) filter meeting EI 1590 or Dirt Defense Filter meeting EI 1599 installed upstream of filter water separator
Dirt Defense Filters (DDF) qualified to EI 1599	Dirt Defense Filters (DDF) qualified to EI 1599
Electronic Water Sensors (EWS) conforming to EI 1598 and meeting the requirements of section 3.4.3.1	Electronic Water Sensors (EWS) conforming to EI 1598 and meeting the requirements of section 3.4.3.1
JIG BULLETIN 113–08/2018 on Filter dP Measurement and Trend Monitoring	JIG BULLETIN 113–08/2018 on Filter dP Measurement and Trend Monitoring
ASME B16.5 class 300LB Stainless Steel Flange	ASME B16.5 class 300LB Stainless Steel Flange
ASME B31.3 Process Piping Code	ASME B31.3 Process Piping Code
API 607 4th edition Fire specification for Quarter-turn Valves	API 607 Fire Protection Specification, 4th edition, for Quarter Turn Valves
API 2350 – Gauging	Measurement
API 2000 – Venting	Ventilation
API 650 – Leak detection	Leak detection
API RP 652 – Internal coatings	Internal coatings

6. The ground handling service provider shall:

- enter into an agreement with the airport operator for access to the provision of ground handling services and the use of the centralized infrastructure.
- ensure that the ground handling services are provided in accordance with the requirements of airlines and contracts entered into under the then current standard ground handling agreement (IATA SGHA), airport operator standards (internal documents of the airport operator, including the airport user manual), as well as Joint Inspection Group standards (JIG 1) and IATA Fuel Quality Pool (IFQP). At the same time, the requirements to the flight safety and aviation security must be met when rendering the ground handling services.

- maintain the valid liability insurance for the equipment and personnel in order to protect the property interests of third parties, whose life, health and/or property may be damaged as a result of the ground handling services.
- meet the requirements to the health, fire safety and industrial safety. During the validity term of the period agreement with the airport operator, the provider shall implement and maintain the health, safety, security and environment management system in accordance with the provisions of the JIG standard for aviation fuel facilities.
- have in place an instruction regulating the sequential procedures and interaction with the Flight Safety Department of the airport operator and the provider.
- have in place the approved emergency response plan (emergency plan and contingency plan).
- have in place the flight safety management system;
- have in place the Guidance Manual for Fuels and Lubricants Quality Assurance describing the implementation of the service procedures;
- have in place the Ground Handling Manual describing the implementation of the ground handling procedures for the specified types of aircrafts;
- implement and properly maintain the Manual for the Operation, Maintenance and Management in respect of the facility and equipment throughout the term of the agreement with the airport operator;
- implement and maintain the Maintenance Plan (preventive and emergency) of the facility and equipment throughout the term of the agreement with the airport operator. The Maintenance Plan (preventive and emergency) of the facility and equipment shall incorporate the provisions for the maintenance of all components and equipment comprised within an operation, as per the requirements of the manufacturer and the international standards;
- carry out regular testing and inspection of fuel and refueling equipment. During the term of the agreement, all tests and inspections of fuel, facilities and equipment shall be carried out in accordance with the rational operating practices and in compliance with the requirements of international standards;
- be liable for implementing and maintaining the quality assurance program, including the quality control and maintenance procedures to prevent degradation or contamination of fuel stored in the fuel plant and equipment, and to ensure fuel distribution;
- at its own expense, obtain access to the airport airside, access to aircrafts (special passes), undergoing all procedures for identification of personnel through the authorized special bodies, as well as ensure the necessary training courses for its personnel, including flight safety and aviation security training courses for its production staff;
- at its own expense, in case of using motor vehicles, train its personnel and obtain permissions to drive on the airport apron;
- regularly conduct the airfielde quality control of aviation fuel and special fluids to be performed at the stage of storage within special equipment and before the delivery thereof to aircrafts for refueling, including checking the fuel density and checking fuel and special fluid for contamination with water and mechanical impurities;
- carry out the regular inspection of equipment and special machinery, including the following activities:

regular inspection of the technical condition of the tanker chassis;
regular inspection of the technical condition of the tanker tank and its cleaning
regular inspection of the technical condition of the fuel return tank and its cleaning;
regular verification of the reliability of the overfill protection systems for tankers tanks and automobile tanks for sampling;
regular inspection of the brake system lock and disabling the brake system lock;
regular inspection of the emergency stop system;
regular inspection of the connecting grounding coil and potential equalization and inspection of wires;
regular inspection of fuel filling hoses and their fastening to drum nipples;
regular inspection of the mesh filter at the end of the sleeve;
regular verification of manometers;
regular inspection of the lifting platform;
regular inspection of filling ladders and filling trailer platforms;
regular inspection of the lower filling tips, the presence and reliability and fastening of the caps on the tip, and their belonging to the checked tanker, as well as the presence and serviceability (visually) of the dispensing gun ground cable;
regular inspection of fire extinguishers;
regular inspection of the emergency shutdown system;
regular inspection of pressure control systems;
regular inspection of flowmeters;
checking the availability of seals on the filler neck, breather valve, filters and the cover of the inlet pipe of the tanker, measuring instruments and instrumentation installed on the tanker
conformity of marking (inscriptions and stencils) of the aviation fuel brand filled;
tightness of technological equipment;

regular inspection of the integrity (serviceability) of the filter vessel and the cleanliness of the filter elements;

the availability of dog blocks;

the availability of covers (lids) on the filler neck of the container, on the dispensing and drain taps, on the inlet sleeve (nozzle);

inspection of spark arrester equipment of exhaust pipes of tanker engines;

closing of engine hoods, if any, of pump compartments;

availability of an entry in the tanker's logbook on the conduct and quality of routine maintenance operations;

verification of the availability of special means for the disposal of fuel spills.

7. The provider shall perform the independent quality control of the services provided and, at least once a quarter or at the request of the airport, send reports on the flight punctuality at quality.ala@tav.aero.

Resources

8. The provider shall ensure the sufficient number of qualified personnel, specialized equipment and ground handling facilities for the uninterrupted servicing of aircrafts flying to the Almaty airport, subject to the types thereof and the claimed scope of services, and in compliance with the established requirements.

9. The provider shall ensure the necessary number of qualified specialists, specialized ground handling vehicles and equipment for each claimed service, based on the type, scope of services and compliance with the established requirements, and also provide for an additional reserve of 5% of the claimed resources to ensure the business continuity. If there is a need for additional or special equipment, the provider shall allocate investments for the purchase of such fixed assets.

10. The following minimum flight connection times shall be ensured at the airport, except for the flights requiring additional aviation security control:

Domestic – Domestic, 60 minutes	Domestic – International // International – Domestic, 75 minutes	International – International, 75 minutes

11. Minimum ground time:

Aircraft type:	MGT *
F 50 and similar	45 min
A319 A320 B737	60 min
A321 B757	70 min
A330 A340 A350	90 min
B747 B777	110 min
Freighters A330 B777	120 min
Freighters B747_	150 min
An 124	120 min
Preighters A330 B767 B777	240 min

The MGT shall be calculated for the aircraft turnover with full load at the entrance and exit.

* Applicable only for arrival on time +/-15 minutes

Requirements to the Organization and Management

12. The provider shall have in place the management system providing for the direct liability of the top management of the company for ensuring the flight safety, aviation security and the quality of services rendered, as well as the allocation distribution and coordination of such system throughout the organization, the availability of sufficient production and human resources to render the ground handling services.

13. The policy of the organization shall be laid down in organizational documents and implemented through the prescribed procedures, technological documents to be available to staff at the workplace.

14. The provider shall have a planned and/or approved organizational structure and manning table.

15. The provider shall have in place a safety management system (SMS) and a safety management system manual (SMM) that comprises the safety training system for the top management, middle management and the flight safety operational personnel.

16. The provider shall have in place a personnel policy that incorporates a plan for the training, advanced training and admission to work of personnel involved in ground handling services, in accordance with the Rules for the Professional Training of Aviation Personnel (Order No 159 of the Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015) (hereinafter the "Rules"), and standard training programs for aviation personnel involved in ensuring the flight safety (Order No 764 of the Minister of Transport and Communications of the Republic of Kazakhstan dated 28 September 2013) (hereinafter the "Standard Programs") and the requirements of IATA AHM 1110.

17. The provider' managers and personnel involved in the ground handling services processes shall be familiar with the manuals, instructions and technological documents governing the production processes.

Requirements to the Personnel of the Service Provider and Training Thereof

18. The provider shall be staffed with the administrative, management and production (ground support) personnel required for the implementation of its activities in a number sufficient to perform the planned scope of work.

19. The provider shall be in possession of the qualified management personnel responsible for the status and functioning of the flight safety and aviation security systems.

20. Officials and specialists of the organization for the provision of aircrafts with aviation fuels and lubricants, directly related to ensuring the flight safety, shall meet the requirements of the laws of the Republic of Kazakhstan, be specially trained, as confirmed by respective documents.

21. provider's personnel involved in the provision of ground handling services must have certificates confirming the completion of training, advanced training that meets the requirements of the Model Programs issued by a training center certified by an authorized organization, or a civil aviation organization, subject to the requirements of the Rules for the Professional Training of Aviation Personnel, approved by order of the Minister for Investments and Development of the Republic of Kazakhstan dated February 24, 2015 No. 159 and Model training programs for aviation personnel involved in ensuring flight safety, approved by order of the Minister of Transport and Communications of the Republic of Kazakhstan dated September 28, 2013 No. 764.

22. Any type of a permit for the personnel to the provision of services shall be made by an order of the head of the organization, subject to the availability of documents confirming the successful completion of training and internship programs.

23. The provider shall have the required number of qualified personnel certified and approved for work related to ensuring the flight safety of aircrafts, subject to the scope of work to be performed.

24. The ground handling personnel shall have certificates confirming the completion of training courses that meets the requirements of the Model Programs and IATA AHM 1110, issued by a training center certified by the authorized organization or the civil aviation organization, subject to the requirements of the Rules for the Professional Training of Aviation Personnel (Order No. 159 of the Minister for Investments and Development of the Republic of Kazakhstan dated 24 February 2015).

25. The service provider's organization shall have the responsible training and development officer who will oversee the training and development activities.

26. The organization of the service provider shall develop an annual plan for training, advanced training of personnel involved in the ground handling process and ensure the implementation thereof.

27. All types of permits for performing work on the provision of ground handling services shall be issued by an order of the head of the organization, subject to the availability of documents confirming the successful completion of training and internship programs.

28. The ground support personnel shall be provided with a document (certificate, permission) for the right to carry out ground handling operations, which is mandatory in the course of performance of the work.

29. The personnel operating the ground handling equipment shall be allowed to operate such type of the ground handling equipment by an order of the head of the service provider's entity following the appropriate training. The permit for the right to operate the ground handling equipment at the Almaty airfield shall be issued by the airport operator in accordance with the Airfield User Manual.

30. The personnel operating the road transport and ground handling equipment shall undergo the mandatory medical examination before the work shift start and end and have a supporting document at hand during such work shift.

31. All personnel performing their ground handling duties shall be provided with the necessary personal protective equipment.

Requirements to the Informational and Documentary Support for the Ground Handling Activities of the Entity

32. The service provider's entity shall have in place the information exchange system ensuring that the information is shared between the management and the production personnel, where such information affects the flight safety, aviation security and the quality of products (works, services) during the ground handling operations.

33. To ensure the effective operation, the information exchange system shall include the representatives of the airport operator, the airline and other ground handling organizations and the air navigation service organization.

34. The provider shall have in place a system to manage and control internal and external documents, as well as data that is used directly during production and supply.

35. The provider shall have at its disposal a set of documents provided for in paragraph 8 of this specification, as well as the following documents:

– Documents of a general and administrative nature, job and technological instructions (maps), service regulations;
– Ground handling manual prepared in accordance with the requirements of the laws of the Republic of Kazakhstan and IATA IGOM;
– Safety Management Manual developed in accordance with the requirements of ICAO (ICAC DOC 9859, ICAO DOC 10121);
– Aviation security program in accordance with the requirements of the current legislation of the Republic of Kazakhstan;
– Documents containing information on the daily scope of work performed, ensuring the safety and uninterrupted flight of the customer's aircrafts under agreements (contracts).

36. The Ground Handling Manual shall be developed in accordance with the requirements of the current legislation of the Republic of Kazakhstan, as well as the standards and recommended practices of the International Civil Aviation Organization (ICAO DOC 10121) or aviation regulations of international civil aviation organizations (IATA IGOM) and shall incorporate in its structure and content, depending on the type of services requested:

– the organizational structure and management of the entity;
– the procedure for training and admission of personnel to independent work;
– technological processes for ground handling services;
– technological schedules for ground handling of aircrafts by types and categories of flight servicing;
– the requirements to the operation, technical inspection and admission of ground equipment, special equipment and high-lift devices to work on the apron;
– HSE assurance;
– fire safety assurance;
– flight safety assurance;
– aviation security assurance;
– assurance of the quality of ground handling services provided, including in terms of the regularity of flight departures.

Infrastructure Requirements

37. The provider shall have premises and facilities that meet the requirements to the operations in the claimed field of activities, ensuring the protection against adverse weather conditions, and being suitable for the organization of workplaces, accommodation of personnel, location of ground handling facilities, tools, storage and amenity premises.

38. Workplaces shall be furnished with the necessary organizational and computer equipment and meet the HSE requirements.

39. The work environment shall be suitable for the operations being performed and allow the personnel to perform their work in an efficient manner.

40. The premises shall be adapted for the storage of ground equipment, tools and materials.

41. Communications (telephone communications, HORN warning system, radio communications) capable of being connected to the airport system.

Requirements to the Special Machinery and Equipment for Refueling Aircrafts with Aviation Fuel

42. The provider shall have a sufficient number of special machineries for refueling aircrafts with aviation fuel (tankers), equipment and tools for the proper provision of the services in the property or on the basis of a lease agreement.

43. Tankers and their equipment shall meet the following requirements:

– the presence of coloring and marking that identifies the processed product;
– all piping shall be made from stainless steel, aluminum alloy, or mild steel internally coated with hot tin or an approved aviation fuel compatible epoxy paint;
– filter tanks, condensate return tankers shall be made of stainless steel, aluminum or mild steel internally coated with an approved epoxy paint recognized as the compatible with aviation fuel;
– piping for drainage and sampling shall be made of stainless steel. Drain pipes and sampling taps shall be equipped with dust caps (attached to the equipment with a chain to prevent loss). Valves installed on the drain lines shall be of the spring-loaded type (valves with a ball plug and a spring-loaded locking mechanism);
– the electrical continuity shall be established among the various nodes of the filling equipment and between the filling equipment and the chassis. Also, the electrical continuity shall be established on all components of stationary distribution terminals. The maximum electrical resistance at all points in the system must be less than 25 ohms;
– all vehicles and fixed speakers must be equipped with a connector. The resistance of this connecting device must be less than 25 ohms;
– the connecting clamp of the drain buckets and loading equipment must be electrically connected to the fuel equipment. The connector must be made of uncoated metal;
– the presence of a control panel of the distribution station, which includes all the main controls, additional equipment and refueling devices. The distribution station shall have indicators (namely, pressure gauges) so that operators may easily access information about the status of refueling operations;
– tankers, including trailers, must be equipped with at least two portable powder fire extinguishers weighing at least 9 kg and not more than 10 kg, placed on each side of the vehicle in holders that provide free access thereto, and also one carbon dioxide or powder fire extinguisher in a cockpit;
– must be equipped with a main battery switch;
– must be equipped with an emergency stop device (at least two posts) to immediately stop the engine by simultaneously affecting the fuel system and the air intake/exhaust system, or the power supply circuit in the case of electric motors;
– must be equipped with filtration systems;
– must be equipped with an aviation filter;
– all tankers equipped with control (absorbing) filters must be equipped with a differential pressure switch installed on the differential pressure sensor and connected to the "emergency button" and refueling control safety systems;
– must be equipped with pressure control systems designed to protect the aircraft fuel circuit against damage caused by refueling pressure or pressure surges;
– must be equipped with one or more flow meters;
– Dispensing guns must be equipped with a manual shut-off valve operated by a lever or button held in place during the entire filling operation;
– must be equipped with anti-vibration manometers with a variable scale;
– must be equipped with a manual control device, "emergency button";
– must be equipped with automatic speed limiters;
– must be equipped with a brake blocking device that prevents their movement during the operation of the refueling equipment for refueling an aircraft or filling a tank, as well as when opening their ladders, providing access to hatch covers;
– must be equipped with a spill containment kit that allows prompt intervention in the event of an accidental spill on the apron;
– tanker tank construction must be made of aluminum, stainless steel or carbon steel, with epoxy coat meeting the JIG requirements;
– must be equipped with an overfill prevention system consisting of two independent systems detecting "high" and "high-high" levels.

Requirements to the operation and storage of ground support facilities

44. The provider shall have in place the special machinery and equipment maintenance and repair program, as required by the manufacturers, and have the adequate technical base.

45. The provider shall develop maintenance procedures based on data sheets and operating instructions from the manufacturing plant and the procedure for the delivery of special machinery to the platform. The periods of the preventive maintenance shall be determined by the operating instructions for the relevant ground handling facilities. If no such period is determined, the preventive maintenance of ground support facilities shall be carried out during seasonal preparations (spring-summer period, autumn-winter period) and shall be documented.

46. The ground handling service provider's entity shall develop regulations for the maintenance of ground handling facilities on the basis of data sheets and operating instructions of the manufacturer of a particular type of equipment, procedures for the release of ground handling facilities for work (to operate at the airfield).

47. The provider shall have the qualified personnel to carry out maintenance operations or enter into a contract (with a certified organization) for the maintenance of ground handling facilities.

48. Personnel carrying out technical inspection and release of ground handling facilities for work shall have appropriate engineer/mechanic qualifications.