



Jet-A and avgas vapors are heavier than air. Pickup is at floor level or within the floor. A high grille is the miss.

Original Masterbuild PE packet from Daily Code Talk on 2024 IMC 502.2. Confirm the adopted edition. Distinct from 502.1.2 gasoline dispensing (≤ 18 in above the floor) and 304.5 hydrogen (lighter than air). This is not a hangar design. Daily Code Talk does not publish a cfm/ft² for 502.2 — so this packet does not either.

☐ **The rooms that trigger 502.2 hold fueling piping, pumps, separators, or hose reels — not the passenger lounge next door**

Tag the fueling compartment on the drawings.

☐ **Pickup at floor level or within the floor.**

Heavy fuel vapor does not climb to a ceiling grille.

☐ **Do not dump it into the hangar return. Do not manifold it with toilet exhaust.**

High concentrations of flammable vapor are a 509 question.

The fail we see first

A ceiling fan in the hose-reel room. The vapor is already on the slab. Hydrogen and CNG invert the story — they rise.

What to send: that this is an aircraft fueling or defueling compartment, a section showing inlet height or in-slab pickup, and whether exhaust is dedicated to outdoors.

Send the comments. Not the County guideline.

Folio (does it start with 30?), process or UP number, and the comments PDF. Masterbuild will say which row is actually open.

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+1 (786) 398-6940 · Calendly: 30-minute scoping call

Masterbuild provides engineering services under a written scope. Not a hangar design. Confirm adopted 502.2. This is not legal advice.