



# envoy Fuel Safety Notice

4th Quarter 2022

## Top Fuel Finding 2022

### Daily and Weekly inspections not being recorded.

Envoy audits have noted that vendors are not completing **Daily Inspections** such as Differential Pressure and Hydrant Cart check on a consistent bases.

Note: that if you are missing these inspections comments should be made to the reason why the checks are not being conducted.

Also, Envoy has noted that **Weekly Inspections** are not being completed as required. These checks include: Corrected Differential Pressure and Bonding Cable Continuity. These checks have been moved from a monthly check to a weekly check when the current revision of ATA 103 was released in November 2019.



## Reminder

When fueling with passengers on board, the jet bridge or passenger loading stairs must be positioned at an entry door of the airplane and the door will remain

## Additionally

Calibrated tools should be available during the audit and the certificates showing calibration of those tools.

## Training

### BONDING BETWEEN FUELING EQUIPMENT AND AIRCRAFT (FSPM 02-04)

1. Bond the fueling equipment to the aircraft bonding point prior to connection of fueling hoses using any servicing bonding points illustrated in the manual. Refer to FSPM Chapter 5 for specific aircraft servicing bonding point locations. [Ref. FSPM Chapter 5]

#### CAUTION

*Bonding/Grounding clamps must never be attached to any part of an aircraft, except to the bonding/grounding points provided. Using the bond/ground points prevents scratches or damage to highly stressed aircraft components such as landing gear, which can cause landing gear failure.*

2. The bonding connection must be maintained during the entire loading operation and must not be removed until the loading is complete and all fueling equipment has been disconnected.
3. When more than one truck is used during over wing fueling of an aircraft, each truck operator is responsible for the bonding of the fuel equipment to the aircraft.