

Operations Bulletin



Bulletin No 114 **Fuelling/Defuelling during maintenance to aircraft** 8th August 2018

Introduction

The purpose of this bulletin is to introduce an amendment to the requirements set out in JIG 1 6.14 "Fuelling/defuelling during maintenance to Landing Gear (undercarriage)". After the release of JIG 1 Issue 12, JIG and its members have received some feedback indicating that the total prohibition of this activity under all circumstances can be challenging. JIG has considered this feedback and having engaged OEMs, airlines, JIG members, inspectors and other stakeholders has decided to issue this bulletin.

JIG 1 6.14, Issue 12 (current requirements)

JIG 1 6.14 currently states:

"Fuelling and defuelling is not permitted during maintenance to landing gear under any circumstances. Maintenance to landing gear can introduce variables (such as metallic equipment) that may create a spark and can also compromise safety requirements during fuelling/defuelling."



JIG 1 6.14, Issue 12 (updated requirements)

Defuelling

Defuelling **shall not** be carried out during any type of maintenance to aircraft landing gear/undercarriage on the apron, as defuelling itself is considered a non-routine activity.

Fuelling

Whilst fuelling during maintenance to landing gear/undercarriage shall be avoided where possible, it is recognized that it may be required under certain circumstances.

Several OEMs and airlines (customers) permit fuelling during certain maintenance activities to landing gear/undercarriage. The permission is dependent on several factors, including the required type of maintenance and aircraft model. For example, some airlines have detailed operating procedures in place for fuelling during tasks such as wheel changes or brake changes on main landing gear/undercarriage.

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Procedures for fuelling during maintenance to aircraft undercarriage

Fuelling during maintenance to landing gear/undercarriage shall be avoided where possible. Where it is unavoidable, it shall be covered by a special agreement with the airline and shall be carried out in accordance with special procedures agreed with the airline, with safety precautions derived from an associated risk assessment and approved by the company management.

As a minimum, the following points shall be considered for maintenance to aircraft landing gear/undercarriage on the apron:

- Fuelling with two aircraft axles jacked is not permitted under any circumstances.
- The risk assessment shall clearly define the maintenance tasks that are within scope and shall consider all possible scenarios, e.g. vehicle positioning and maneuvering the vehicle platform with a raised or lowered wing (wing height alters depending on which side of the aircraft is jacked up during maintenance).
- Other risks to consider include manual handling due to the changed height of aircraft adaptor. Operator safety shall be ensured at all times.
- There shall be no raising or lowering of an aircraft axle during fuelling.
- The circumstances and step-by-step instructions shall be developed for each aircraft type and airline, describing when and how such fuelling shall be permitted and what maintenance tasks/activities to the aircraft are permitted during fuelling.
- These procedures shall define clear roles and responsibilities for the relevant staff of the into-plane service provider and the airline and agreed procedures for the notification of the fuelling operator by the airline, before any maintenance activity starts.
- Technical supervision of the operation shall be maintained by a nominated and qualified airline supervisor with responsibility for the aircraft.
- Adequate firefighting equipment and spill containment equipment shall be available and readily accessible.
- All parties (into-plane provider and airline (customer)) shall ensure their staff are trained in the agreed procedures and shall periodically review these procedures to ensure any changes required are properly captured and agreed by all parties prior to implementation.
- Ad-hoc maintenance, not covered by a special agreement and agreed procedures as described above, shall not be performed once fuelling has commenced.

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Actions to Implement this Bulletin (See Table 1 for Action Type Codes)

Action Description	Action Type	Target Completion Date
All locations/staff shall be made aware of this Bulletin and apply the required protocols described in this Bulletin when they receive a request for fuelling during maintenance to landing gear/undercarriage.	JS	1st January 2019

Table 1 Action Type Codes

Action Types	JIG Bulletin Action Type Definition
JS	Change to JIG Standard – to be adopted by JV and/or Operator to continue to meet the JIG Standard(s) (JIG 1, 2, 4, EI/JIG 1530 and the JIG HSSE Management System).
RP	JIG Recommended Practice which the JV should consider adopting as its own practice (**).
I	Issued for information purposes only.
Note (**) - If the JV agreements require any of the JIG Standards and/or any of the JIG Common Processes as the governing operational standard then adoption of changes to applicable JIG Standards and/or Common Processes should not be considered optional by the JV Board.	

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