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GENERAL

The following safety practices shall be completed prior to testing of the aircraft.

CUSTOMER		TEST LOCATION		
AIRCRAFT		TEST ENGINEER		DATE
Please contact Dayton-Granger, Inc. for any questions.				
			INITIALS	DATE
1	 Aircraft fuel tanks must be topped-off: Acceptable Alternative Methods: 1.1 Ensure proper bonding of fuel system components per SFAR 88. Ensure that fuel vapor in the vicinity of the electrostatic testing is within safe limits by using a vapor/gas sniffer. Ensure flammable gas, vapor, or mist is below 10% of its lower flammable limit (LFL). Hammability Reduction Means (FRM) such as Nitrogen inerting or polyurethane foam 			
2	Aircraft should be in a cordoned-off area within hangar and away from other aircraft			
3	Aircraft must be dry. Test will NOT be conducted on wet aircraft.			
4	Check aircraft for fuel leaks. No test shall be conducted in areas where there are fuel leaks.			
5	Verify that aircraft fuel tank covers and fuel vent lines are grounded in accordance with SFAR 88.			
6	Ground aircraft to hangar (system ground). The High Voltage (HV) Test Set will be grounded to the aircraft grounding point.			
7	Items that will be used such as ladders, stands and other platforms to reach the highest points on the aircraft during the test must be grounded			
8	Provide extension cord to power-up HV P-Static Diagnostic Test Set.			
9	Provide cart with wheels to support ease of positioning and maneuvering test set around aircraft.			
10	Provide personnel to operate and monitor aircraft communication systems.			

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