

PRE-TEST CHECKLIST

P-STATIC SAFETY INSPECTION



Excellence in Aerospace since 1943

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. 1.2 Ensure that fuel vapor in the vicinity of the electrostatic testing is within safe limits by using a vapor/gas sniffer. 1.3 Ensure flammable gas, vapor, or mist is below 10% of its lower flammable limit (LFL). 1.4 Flammability 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.		