



SAFETY AWARENESS / ILLUSTRATED EDITION

Safe Aircraft Refuelling

People. Equipment. Coordination.



FUELLING FOR SAFER SKIES. ALWAYS.

Publication review draft v1.1 | 4 October 2026

Proposed reference: JRF-PUB-SAF-001

General awareness only. Not an operating procedure, training qualification or authorisation to refuel. Aircraft documentation, applicable requirements and approved local procedures govern actual operations. Technical and publication approval remain pending.

One operation. Shared responsibilities.

Safe refuelling depends on coordinated responsibilities across the fuel supplier, aircraft operator, crew, aerodrome and emergency services. Establish the interfaces before agreeing the service. [D1, section 3]

Who needs to coordinate?

Fuel supplier

Competent personnel, equipment condition, fuel identification, quality-release evidence and delivery records.

Aircraft operator and crew

Aircraft instructions, fuel order, passenger arrangements, evacuation readiness and ground-to-crew communication.

Aerodrome and emergency services

Approved locations, local restrictions, emergency access, alarm arrangements and response coordination.

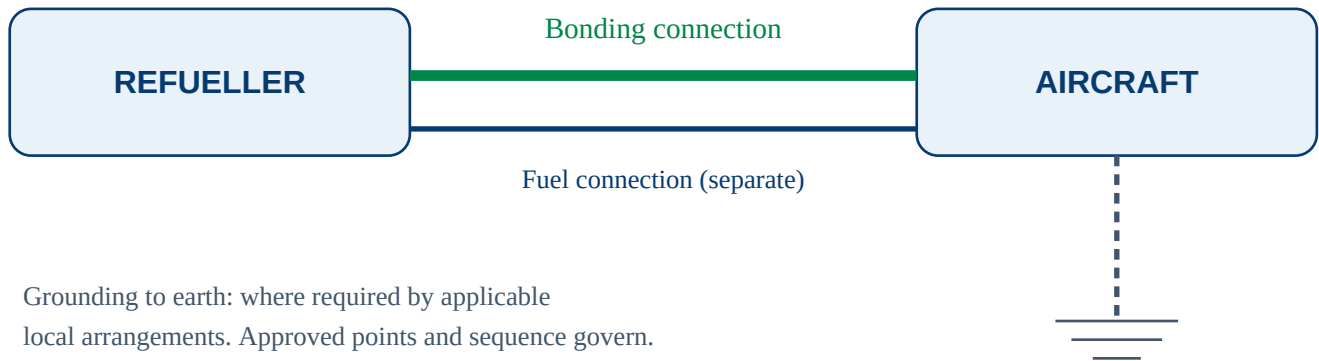
These headings explain the interfaces; they do not allocate contractual duties or establish that a service is authorised. Responsibilities must be recorded for the aircraft, location and assignment. [D1, sections 3 and 11]

Read this publication

- 3 / Bonding and grounding
- 4 / Clear space and ready equipment
- 5 / Passenger coordination and abnormal conditions
- 6 / Customer questions, sources and status

Scope: general awareness for conventional ground refuelling of fixed-wing aircraft. Special activities require separate arrangements. No aircraft-specific pressures, panel operations or connection sequence are provided. [D1, sections 1 and 14]

Bonding is different from grounding.



Grounding to earth: where required by applicable local arrangements. Approved points and sequence govern.

Figure 2. Electrical and fuel connections: a conceptual relationship diagram. Not a wiring plan, approved attachment point or connection sequence.

Bonding

Bonding provides an electrical connection between the aircraft and refuelling equipment, reducing potential difference and the associated spark risk. Airbus describes bonding before the fuel hose is connected. The applicable aircraft documentation identifies approved connection points. [R1, pp.2-3]

Grounding (earthing)

Grounding connects the aircraft or equipment to earth. Local requirements may apply even where a general manufacturer article does not request grounding. Confirm the applicable arrangements; bonding and grounding are not interchangeable terms. [R1, p.3; D1, section 6]

What the approved procedure must establish

- Approved attachment points and the connection/disconnection sequence.
- Cable, clamp and equipment specifications.
- Inspection, continuity testing and acceptance criteria.
- Response to a damaged cable or lost protective connection.

No resistance limit, cable size or universal grounding instruction is set by this publication. The technical review register retains those decisions for competent review. [D1, RP-04 and SC-02]

Keep critical access clear.



Protect both - dimensions and geometry are site- and aircraft-specific.

Figure 3. Two access needs that must be considered together. Conceptual only; this is not a stand layout or a safety-zone map.

Aircraft and vehicle access

The review draft identifies evacuation routes, slide deployment areas, rescue access and a clear refueller escape route as important planning considerations. Locations and clearances follow aircraft and aerodrome instructions. [D1, section 5]

Fuelling zones and ignition control

Control unnecessary people, vehicles and ignition sources around relevant aircraft points and fuelling equipment. This publication gives no universal safety radius: the sources describe areas with different scope, and all applicable requirements must be resolved together. [D1, SC-01]

Ready personnel, fuel and equipment

- Confirm fuel identity and the required quality-release evidence.
- Establish personnel competence and equipment serviceability.
- Agree monitoring, communication and emergency arrangements.

These are awareness themes, not an operating checklist. Inspection methods, fuel-quality limits, PPE, weather criteria and extinguisher specifications belong in approved procedures. [D1, sections 4, 7 and 13]

Passenger safety needs an agreed plan.

When passengers are present

The NCAA Part 8 text reviewed requires qualified personnel ready to direct evacuation and two-way communication with the ground crew supervising refuelling. This is conditional, not blanket permission to refuel with passengers present. Operator procedures and applicable restrictions govern. [R3, 8.9.1.2]

Cabin arrangements, exits, slide areas and ground services must be coordinated for the aircraft and stand. Do not infer a universal door, stairway or cabin-staffing configuration from this overview. [D1, section 8]

Recognise and raise concerns

- Leaks, spills, unusual vapour or signs of fire.
- Equipment defects or loss of communication.
- Lost protective connections or blocked escape routes.
- Unsafe weather, ignition sources or nearby activity.

These examples are not exhaustive. Raise an unsafe condition immediately with the responsible team. Trained personnel follow approved stop-work and emergency arrangements; restart requires the designated authorisation. [D1, section 9]

Emergency response is site-specific

Local plans identify alarms, contacts, evacuation duties and spill response. This publication gives no instruction to approach a fire, disconnect or move equipment during an emergency, or flush fuel into drains. Those decisions require approved plans and competent responders. [D1, sections 10 and 12; editorial scope restriction]

Ask about the arrangements behind the service.

- Which aircraft, location and service scope are covered?
- Who coordinates with the crew and supervises the activity?
- Which procedures, equipment records and fuel documents apply?
- How are hazards and unresolved issues reported?

Discuss your requirements with Jetrefuel. Availability, specialist support and responsibilities are confirmed for the proposed assignment.

Sources and reading notes

D1. Supplied Jetrefuel Safe Aircraft Refuelling Review Draft, JRF-OPS-GD-001 Draft A, 4 October 2026, with companion checklist and evidence register. Internal draft, not an approved standard. General themes adapted; unresolved operational provisions are not adopted.

R1. Airbus, Safe Aircraft Refuelling, Safety first #30, March 2020, pp.2-5. The supplied filename mentions A330; the article is general and not an A330 procedure. [Airbus source](#).

R2. NCAA, Aircraft Fuelling and Defuelling, NCAA-AC-ARD015, dated 17 July 2023. Public edition metadata is inconsistent; applicability requires confirmation. [NCAA circular](#).

R3. NCAA, Nig.CARs Part 8 - Operations, April 2023, Amendment 4, section 8.9.1.2, printed p.8-123. Text checked 4 October 2026; applicability and later amendments require operational confirmation. [Part 8 source](#).

Publication control

v1.1: illustrated redesign of v1.0. Proposed category: Publications / Safety awareness. Document owner, technical reviewer and publication approver remain pending. The separate internal review memo and open evidence register still apply. This publication does not supersede or approve the operational draft.

No Airbus, NCAA, JIG or IATA endorsement, regulatory approval, equipment ownership or aircraft-type capability is claimed. Figure 1 is an illustrative scene; Figures 2-3 are conceptual diagrams. None is an operational reference.