



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 17, 2016

Attachment 20 – POI Work Plan

OPERATIONAL FACTORS

CEN16MA036

SPAS NPTRS Record List

Query Criteria: Fiscal Year: 2015, Designator Code: exfa, Activity Group: 16,36,56

Rec No	Record ID	Dsgn Code	Make/Model Series	Inspector Code	Result	Status	Act No.	#14 CFR Part (FAR)	Status Date	A/C Reg#	Loc. Depart
1	SO19 201519766	EXFA	HS-125-700A	SO19JRP	S	C	1622	135	07/30/2015	N88RG	FXE
2	SO19 201519767	EXFA	HS-125-700A	SO19JRP	S	C	1620	135	07/30/2015	N88RG	FXE
3	SO19 201519768	EXFA	HS-125-700A	SO19JRP	S	C	1627	135	07/30/2015	N88RG	FXE
4	SO19 201500228	EXFA	GA-1159	SO19DEC	I	C	5634	135	07/28/2015		FXE
Comments: F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)											
See PTRS 201502331											
5	SO19 201501260	EXFA		SO19DEC	I	C	5626	135	07/28/2015		FLL
Comments: F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)											
See PTRS 201500145											
6	SO19 201502093	EXFA		SO19DEC	I	C	5635	135	07/28/2015		FXE
Comments: F615I (F-Air Carrier Airworthiness 615-Conformance I-Information)											
05/05/2015: Air Carrier is making an effort to comply with the CASS rule. The size and scope of the air carrier with regard to the CASS (two G-1159A G-III aircraft) does not warrant the complexity of a larger organization. The CASS in its current form appears to be designed for a larger organization. Current staffing levels make it difficult for the air carrier to comply with its own CASS policies and procedures. This office has noted numerous maintenance records findings, which are documented. Some have resulted in enforcement. This office will continue to monitor the CASS and encourage the air carrier to remain in compliance. Last Quarterly CASS meeting was held on 30 June 2015.											
7	SO19 201502314	EXFA		SO19DEC	I	C	5637	135	07/28/2015		FXE
Comments: F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)											
See PTRS 201501731											
8	SO19 201519598	EXFA		SO19SMF	A	C	5626	135	07/28/2015		
9	SO19 201519601	EXFA		SO19SMF	A	C	5634	135	07/28/2015		FXE
10	SO19 201519602	EXFA		SO19SMF	A	C	5637	135	07/28/2015		
11	SO19 201519381	EXFA		SO19JRP	S	C	1620	135	07/23/2015		MIA
12	SO19 201519382	EXFA		SO19JRP	S	C	1627	135	07/23/2015		MIA
13	SO19 201500629	EXFA		SO19JAL	S	C	5619	135	07/09/2015		FLL
14	SO19 201517950	EXFA		SO19JRP	S	C	1620	135	06/26/2015		MIA
15	SO19 201506290	EXFA	HAWKER-800XP	SO19DEC	F	C	5627	135	06/09/2015	N355FA	FXE

Comments: A605I (A-Air Carrier Operations 605-Conformance I-Information)

Found 2 checklist(s) on board aircraft. One was marked "CAE Checklist For Training Purposes Only" and is not FAA accepted. The other was marked "FAA Accepted but many pages were also marked "For Training Purposes Only" Sent operator DOM a letter. POI sent operator management a letter with this information.

F651I (F-Air Carrier Airworthiness 651-CONFORMANCE I-Information)

Crew member PBE part number 119003-11, serial number 003-12464, MFG 04/04 is not marked with an expiration date. What is exp date? Sent DOM a letter.

F809I (F-Air Carrier Airworthiness 809-Maintenance I-Information)

Multiple locations in the cockpit, not limited to the complete throttle quadrant and right side Pitot Source Selector Cover has engraved placards that should have the engraved text area filled with a material sometimes like a wax or a paint that has a contrasting color permitting the text to be easily read in day time, night time, and in various other lighting condition. The

contrasting color was missing or partially missing from text and symbols and indice markings. Sent operator DOM a letter.

F823I (F-Air Carrier Airworthiness 823-Maintenance I-Information)

Hand microphone manufactured by Sure has stress mark on black wire near head of microphone. Black wire has a 1/2 long slit located near the plug end. Sent letter to DOM.

F831I (F-Air Carrier Airworthiness 831-Maintenance I-Information)

The right side Pitot Isolation selector knob has the copper witness wire broken. Sent letter to DOM.

F899I (F-Air Carrier Airworthiness 899-Maintenance I-Information)

Aircraft cabin entry steps was displaying an FAA Logo and teh operator does not have written agreement to use branded symbols. Sent operator a letter stating our observation.

16	SO19 201516999	EXFA		SO19JRP	S	C	1627	135	06/03/2015	MIA
17	SO19 201517000	EXFA		SO19JRP	S	C	1627	135	06/03/2015	MIA
18	SO19 201500465	EXFA		SO19JAL	S	C	5633	135	05/11/2015	FXE
19	SO19 201501218	EXFA		SO19JAL	S	C	5622	135	05/11/2015	FXE
20	SO19 201501516	EXFA		SO19DEC	F	C	5624	135	05/11/2015	FLL

Comments: F826I (F-Air Carrier Airworthiness 826-Maintenance I-Information)

Engine and APU fire extinguisher sent to non certificated shop, returned without 14 CFR 43 airworthiness certification. DOM said he would creat a yellow servicable tag for parts to be used on AAIP aircraft. You explained to us that you received 3 each aircraft fire extinguisher bottles eligible for installation on the HS-125-700 model aircraft. This aircraft has 9 or less seating and is listed on your FAA Approved Aircraft Inspection Program (AAIP). You indicated that you will create a Yellow Serviceable Tag showing the part is airworthy before installing them on an aircraft listed on a AAIP. This is not appropriate. The parts you install on your aircraft subject to the AAIP must already be airworthy and have the documentation as evidence of airworthiness.

21	SO19 201500213	EXFA		SO19MRO	F	C	3635	135	05/05/2015	FXE
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Comments: F615P (F-Air Carrier Airworthiness 615-Conformance P-Potential Problem)

05/05/2015: Air Carrier is making an effort to comply with the CASS rule. The size and scope of the air carrier with regard to the CASS (two G-1159A G-III aircraft) does not warrant the complexity of a larger organization. The CASS in its current form appears to be designed for a larger organization. Current staffing levels make it difficult for the air carrier to comply with its own CASS policies and procedures. This office has noted numerous maintenance records findings, which are documented. Some have resulted in enforcement. This office will continue to monitor the CASS and encourage the air carrier to remain in compliance.

22	SO19 201515756	EXFA		SO19JRP	S	C	1627	135	05/04/2015	MIA
23	SO19 201510864	EXFA	HS-125-700A	SO19JRP	I	C	1622	135	04/27/2015	N880RG FXE

Comments: A723I (A-Air Carrier Operations 723-Operations I-Information)

FAR135.299 Line Observation.

24	SO19 201515433	EXFA		SO19JRP	S	C	1627	135	04/27/2015	FXE
25	SO19 201515434	EXFA		SO19JRP	S	C	1627	135	04/27/2015	FXE
26	SO19 201514906	EXFA	BAE-125-800A	SO19EXL	S	C	3627	135	04/12/2015	N355FA FXE
27	SO19 201500431	EXFA		SO19MRO	F	C	3624	135	04/02/2015	OBE

Comments: F813I (F-Air Carrier Airworthiness 813-Maintenance I-Information)

04/01/2015: Air carrier is accomplishing a double engine change at Okeechobee County Airport (KOBE). Air carrier contracted Florida Aviation Technology Services, Inc. (FAST) to accomplish the engine change. FAST consist of two airframe and powerplant mechanics. Rich Himmel and Jack Flynn. Upon arrival air carrier representative was not on site. Mr. Himmel explained that he was en-route. The removal process had been started upon our arrival. The air carrier representative (Chief Inspector), who was en-route, was bringing the work package. When the Chief Inspector (CI) arrived he explained that he was going to accomplish all of the Required Inspection Items (RII). We observed the removal process, and did not notice task cards being used. Another visit to OBE will be accomplished on 04/02/2015 to verify that the air carrier is following its maintenance policies and procedures.

28	SO19 201513358	EXFA		SO19JRP	S	C	1627	135	03/23/2015	MIA
29	SO19 201501503	EXFA	HS-125-700A	SO19JRP	I	C	1622	135	02/24/2015	N237WR FXE

Comments: A399I (A-Air Carrier Operations 399-Records/Reports I-Information)

The POI sent the PTRS record to the PMI for review and/or action. 2/24/2015 - PMI reviewed the record and took the appropriate action to ensure the items were repaired acordiallv. See
 FAA Flight Standards Service
 Analysis and Information Program Office (AFS-900)

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Safety Performance Analysis System (SPAS)
 SPAS NPTRS Record List - 11/13/2015

repair document in the files.

A899I (A-Air Carrier Operations 899-Maintenance I-Information)

1. Ramp inspection revealed that the aircraft APU was inop and recorded in the aircraft MEL accordingly. 2/24/2015 - Operator repaired the APU. See work order in the file. 2. Also noted that the EGT site glass on the APU gauge was cracked in sever places. 2/24/2015 - Maintenance director reviewed the item and determined that the cracked class did not harm the instrument. A new glass was ordered and will be repaired on the next insepction. See wqork order in file. 3. The three (3) altimeters on board the aircraft all read different altitudes when set at the same pressure setting; i.e. At 16,000' the pilots read 16,000', co-pilots 60' low, stand-by 80' low. On the return trip, the stand-by read 120' lower that the other two. 2/24/2015 - altimeters were re-calibrated and determined to be satisfactory to date. See work order in the files.

H825I (H-Aircraft 825-Maintenance I-Information)

1. The passenger seat next to the Emergency Exit seemed to be in the way of the exit making it hard to get out of the aircraft in an emergency. The seat back did not move forward. The seat itself could not be moved forward or backward to clear the exit for opening. 2/24/2015 - inspection revealed that the seat had to be reclined to give room to open the emergency exit. Flight crews are now required to brief passengers on this procedure in the event they need to use this exit in an amergency.

H879I (H-Aircraft 879-Maintenance I-Information)

The right engine oil pressure read at the "top" of the "yellow." At times it was in the "yellow." The PIC MEL'd the gauge. 2/24/2015 - Pressure gauge was inspected and repaired. See maintenance repair document in the files.

30	SO19 201501836	EXFA		SO19JRP	S	C	1628	135	02/20/2015	MIA
31	SO19 201511585	EXFA		SO19JRP	S	C	1628	135	02/20/2015	MIA
32	SO19 201500438	EXFA	GA-1159	SO19MRO	F	C	3627	135	02/09/2015	N817MF FXE

Comments: H832P (H-Aircraft 832-Maintenance P-Potential Problem)

02/09/15: The nose gear door had a crack on the right side towards the forward end of the door.

H834P (H-Aircraft 834-Maintenance P-Potential Problem)

02/09/15: The left aileron center static discharger base was cracked. 02/09/15: The right aileron center static discharger base was cracked.

H853P (H-Aircraft 853-Maintenance P-Potential Problem)

02/09/15: Four rivets were not installed just forward and to the right of the lower communications antenna.

33	SO19 201501048	EXFA	BAE-125-800A	SO19MRO	F	C	3627	135	02/09/2015	N44HH FXE
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Comments: H832P (H-Aircraft 832-Maintenance P-Potential Problem)

02/09/15: The right main landing gear door is loose. Upon further examination it was found that plate assembly connected to the gear door strut assembly was loose.

H833P (H-Aircraft 833-Maintenance P-Potential Problem)

02/09/15: The left landing light located on the left wing has a burnt out filament.

H834P (H-Aircraft 834-Maintenance P-Potential Problem)

02/09/15: A static discharger is broken of from the left aileron tip.

H855P (H-Aircraft 855-Maintenance P-Potential Problem)

02/09/15: The box structure covering the lower rudder attachment fitting is cracked. This structure is attached to the vertical stabilizer on the left and right side.

H856P (H-Aircraft 856-Maintenance P-Potential Problem)

02/09/15: The pilots forward side window appears to be delaminated at the upper aft corner. 02/09/15: Co-pilots forward side window appears to be delaminated at the top of the window.

34	SO19 201501539	EXFA		SO19MRO	S	C	3638	135	02/09/2015	FXE
35	SO19 201501963	EXFA		SO19JRP	I	C	1620	135	02/06/2015	MIA

Comments: A201I (A-Air Carrier Operations 201-Manuals I-Information)

Reviewed the Operator's PRIA Office Proceudres Manual and found it to be satisfactory and in compliance with Notice 8900.279.

36	SO19 201511049	EXFA		SO19JRP	I	C	1627	135	02/05/2015	MIA
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Comments: A307I (A-Air Carrier Operations 307-Records/Reports I-Information)

FAR135.293(a)1 and 3-8 ONLY.

37	SO19 201511054	EXFA		SO19JRP	S	C	1627	135	02/05/2015	MIA
38	SO19 201510560	EXFA		SO19JRP	S	C	1627	135	01/26/2015	MIA
39	SO19 201510562	EXFA		SO19JRP	S	C	1627	135	01/26/2015	MIA
40	SO19 201502333	EXFA	HS-125-700A	SO19MRO	F	C	3627	135	01/22/2015	N88RG MKY

Comments: F209I (F-Air Carrier Airworthiness 209-Manuals I-Information)

01/22/2015: inspector Santiago accomplished ramp inspection at the request of the air carrier PMI. Aircraft landed at Marco Island Florida. No airworthiness discrepancies were noted by Inspector Santiago. He did not that the air carrier was carrying its required portions of their manual system and OpSpecs on a USB flash drive. The POI was notified of this and will follow-up further.

41	SO19 201510511	EXFA	HS-125-700A	SO19JMS	I	C	5627	135	01/22/2015	N880RG MKY
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Comments: G643I (G-General Aviation Airworthiness 643-Conformance I-Information)

Conducted ramp inspection at request of PMI. PIC could not provide the RVSM Manual. PIC stated the it could be on a flash drive which also contains the General Operating Manual. I was not familiar with operators procedures so informed the PMI of my findings.

42	SO19 201502026	EXFA		SO19JRP	S	C	1621	135	01/21/2015	
43	SO19 201510355	EXFA		SO19JAN	A	C	1621	135	01/21/2015	
44	SO19 201500145	EXFA		SO19MRO	E	C	3626	135	01/13/2015	FXE

Comments: F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)

01/09/15: Noted numerous instances where maintenance tasks were identified as RII and there is no evidence that the RII has been properly accomplished and or documented as completed. Removal and reinstallation of right lower thrust reverser door completed on July 28, 2014. Removal and replacement of left inboard flight spoiler completed on June 30, 2014. Removal and replacement of right upper thrust reverser door completed on July 28, 2014 Installation of left flap in accordance with (IAW) task card CMP 273510 dated July 14, 2014. Installation of right flap IAW task card CMP 273515. 01/09/2015: Russell Maimone has appeared to have accomplished numerous RII items which are beyond the scope of his authorizations as identified on Form GMM-20. Specifically he is limited to the following GIII (GA-1159A) systems: Landing gear, Windows, Doors, Engine rigging.

45	SO19 201501314	EXFA		SO19MRO	E	C	3649	135	01/13/2015	FXE
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Comments: F611I (F-Air Carrier Airworthiness 611-Conformance I-Information)

01/08/15: Reviewed the following AD's for N769M 2005-18-13: Complied with 10/25/05. 2004-14-14: Complied with 11/29/03. 2003-12-03: Complied with 6/25/03. 2003-11-07R: Complied with 9/9/2010 @ 7365.7. No discrepancies noted. 01/08/15: Reviewed the following AD's for N975RG 68-17-05: Complied with 10/31/12. 74-08-09R3: Complied with 01/07/14. 90-02-05: Complied with 10/09/14. No findings. 01/08/15: Reviewed the following AD's for N817MF 90-02-05: Complied with 12/06/14. 74-08-09R3: Complied with 05/02/12. 2012-11-06: Complied with 06/01/12. No findings. 01/08/2015: Reviewed the following AD's for N880RG: 2014-18-01 complied with on 10/14/2014 No discrepancies. 01/08/2015; SNAAP was generate due to inability to keep current status of applicable AD's IAW 14 CFR 135.439(a)(2)(v). EIR#2015SO190082.

F611P (F-Air Carrier Airworthiness 611-Conformance P-Potential Problem)

01/08/15: The air carrier is currently using Form GMM-06 to provide the current status of applicable AD s, including the date and methods of compliance, and, if the AD involves recurring action, the time and date when the next action is due. [14 CFR 135.439(a)(2)(v)]. It was noted that these forms are not being maintained in a current status. We did find that the electronic maintenance tracking system the air carrier uses provides the required information. It was discussed that a revision to the air carrier s manual system may be appropriate removing the GMM-06 requirements and using the electronic tracking system in order to prevent further non-compliance.

46	SO19 201502331	EXFA	GA-1159	SO19MRO	E	C	3634	135	01/13/2015	N817MF FXE
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Comments: F315P (F-Air Carrier Airworthiness 315-Records/Reports P-Potential Problem)

01/09/15: Noted for N769M, and IA-1124-A, the 50 landing brake wear inspection technical manual reference identified is the Hawker 700 AMM 32-43-01. 01/09/15: With regard to task CMP713010 on July 29, 2014, the person who s initials are identified within the TECH blocks is the same person who signed the required inspection items (RII).

F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)

01/09/2015: Russell Maimone has appeared to have accomplished numerous RII items which are beyond the scope of his authorizations as identified on Form GMM-20. Specifically he is limited to the following GIII (GA-1159A) systems: Landing gear, Windows, Doors, Engine rigging. 01/09/15: Noted numerous instances where maintenance tasks were identified as RII and there is no evidence that the RII has been properly accomplished and or documented as completed. Removal and reinstallation of right lower thrust reverser door completed on July 28, 2014. Removal and replacement of left inboard flight spoiler completed on June 30, 2014. Removal and replacement of right upper thrust reverser door completed on July 28, 2014. Installation of left flap in accordance with (IAW) task card CMP 273510 dated July 14, 2014. Installation of right flap IAW task card CMP 273515. 01/09/15: Noted numerous instances where maintenance tasks were identified as RII and there is no evidence that the RII has been properly accomplished and or documented as completed. Removal and reinstallation of right lower thrust reverser door completed on July 28, 2014. Removal and replacement of left inboard flight spoiler completed on June 30, 2014. Removal and replacement of right upper thrust reverser door completed on July 28, 2014. Installation of left flap in accordance with (IAW) task card CMP 273510 dated July 14, 2014. Installation of right flap IAW task card CMP 273515.

47	SO19 201502364	EXFA	SO19MRO	E	C	3633	135	01/13/2015	FXE
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Comments: F409P (F-Air Carrier Airworthiness 409-Training P-Potential Problem)

01/09/2015: Rodger Venzia has been provided RII authorization without having been provided the required air carrier training as provided within the General Maintenance Manual (GMM) section 3.12.10 paragraph 3. During a review of the individuals training records we could not find evidence that RII training had been provided. When we spoke to the individual he explained that he had not been provided the required air carrier training. As such Mr. Venzia has accomplished RII on several occasions.

F409U (F-Air Carrier Airworthiness 409-Training U-Unacceptable)

01/09/2015: Russell Maimone appears to have accomplished numerous RII items which are beyond the scope of his authorizations as identified on Form GMM-20. Specifically he is limited to the following GIII (GA-1159A) systems: Landing gear, Windows, Doors, Engine rigging. However he accomplished RII for the following: a. Task 273510 Flap (left) Removal Installation, dated July 14, 2014. b. Task 273515 Flap (right) Removal Installation, dated July 14, 2014. c. Task 572520 Wing splice Fail-Safe Channels BL 135 to 156 (left) NDT Inspection, dated July 18, 2014. d. Task 572520 Wing splice Fail-Safe Channels BL 135 to 156 (right) NDT Inspection, dated July 18, 2014. e. Task 572530 Lower Wing Planks BL 0 to BL 19 (left) X-ray / NDT Inspection, dated July 18, 2014. f. Task 572530 Lower Wing Planks BL 0 to BL 19 (right) X-ray / NDT Inspection, dated July 18, 2014.

48	SO19 201501605	EXFA	SO19MRO	S	C	3619	135	01/09/2015	FXE
49	SO19 201501731	EXFA	SO19MRO	E	C	3637	135	01/09/2015	FXE

Comments: F315U (F-Air Carrier Airworthiness 315-Records/Reports U-Unacceptable)

January 8 and 9, 2015 inspectors conducted surveillance on the Air Carriers CAMP, Inspection program, maintenance records, maintenance training program and Airworthiness Directives for compliance. During the course of this review, and in conversations with Roger Vezina the DOM it was discovered that Execufight was not following the procedures as stated within it Continuous Airworthiness Maintenance Program (CAMP). An Enforcement Action was opened indicating violations of: 14 CFR 135.425(c) when Execufight did not release to service an airworthy aircraft that had been properly maintained under this part. 14 CFR 135.427(b)(2) when Execufight did not follow its manuals required by 14 CFR 135.425 by not designating items of maintenance and alterations that must be inspected (required inspections) including at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not performed properly or if improper parts or materials are used. 14 CFR 135.427(b)(6) when Execufight did not follow its manual required by 14 CFR 135.425 by not ensuring all required inspections are performed. 14 CFR 135.429(a) when Execufight did not use a person to perform a required inspection who is properly trained and qualified and authorized to do so. 14 CFR 135.429(c) when Execufight allowed a person to perform a required inspection that performed an item of work required to be inspected. 14 CFR 135.439(b)(1) when Execufight did not keep records that are required to be kept for this section until the work was repeated or superseded by other work or for one year after the work is performed.

50	SO19 201501719	EXFA	SO19MRO	S	C	3622	135	01/08/2015	FXE
51	SO19 201501614	EXFA	SO19MRO	F	C	3625	135	12/18/2014	TEB

Comments: F303I (F-Air Carrier Airworthiness 303-Records/Reports I-Information)

12/17/2014: Air carrier DEICE procedure manuals are not maintained at the facility.

F303P (F-Air Carrier Airworthiness 303-Records/Reports P-Potential Problem)

12/17/2014: In previous years, Meridian Teterboro (Meridian) had utilized an in-house developed program to provide DEICE training to its personnel. Currently Meridian contracts Leading Edge to provide training to key Meridian personnel. In turn, these people train the remaining employees involved with DEICE operations. However, their program has not been developed based on the Air Carrier s [Execufight, Inc.] approved DEICE program. In addition, we found that Meridian does not have formal written procedures to accomplish DEICE activities. However, they have developed written standard operating practices (SOP) which pilots and ground personnel use. These SOP s are general in content and are not specific to a particular air carrier. 12/17/2014: When speaking to Meridian personnel generally, they do not accomplish post de-ice/anti-ice checks. Specific air carrier training is not provided to accomplish such checks. Although not specific to Execufight, Meridian personnel stated with other operators sometimes, the pilot would exit the aircraft and other times Meridian personnel would accomplish the check. Without beina trained to Execufliight s DEICE proaram. Meridian personnel would not be able to accomplish this check for Execufliight. 12/17/2014: A review of the

Meridian training program noted that it is not developed base on a particular air carrier program. Rather, it appears to be general in nature of what should be accomplished. In addition, Meridian personnel have not been provided training on Execufight s program. 12/17/2014: Fluid delivery checks are accomplished by Meridian. However, they do not document these checks. 12/17/2014: Two-way communication SOP may not be in accordance with air carrier procedure.

52	SO19 201509603	EXFA	SO19JRP	S	C	1627	135	12/18/2014	MIA
53	SO19 201501029	EXFA	SO19MRO	I	C	3638	135	12/17/2014	TEB

Comments: F599I (F-Air Carrier Airworthiness 599-Facilities/Equipment/Surface I-Information)

Meridian Teterboro shares a common fuel farm with Atlantic Jet Services, Inc. Meridian has five JetA fuel trucks which were inspected and found to be acceptable. Meridian does not use ATA 103 for fuel facility and delivery conformance. they us NFPA 407.

54	SO19 201502196	EXFA	SO19JRP	S	C	1626	135	12/17/2014	MIA
55	SO19 201507607	EXFA	SO19JRP	S	C	1627	135	10/29/2014	MIA
56	SO19 201507608	EXFA	SO19JRP	S	C	1627	135	10/29/2014	MIA
57	SO19 201500424	EXFA	SO19JRP	S	C	1627	135	10/09/2014	MIA