**Appendix E: Fuel Records and Forms**

1. **Daily Fuel Quality Check and Delivery Coupon**

Helicopter Operator:

Name of rig/platform\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Tank serial nr. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Daily contamination checks performed at time\_\_\_\_\_\_\_\_\_\_\_\_\_ Fuel installation inspected at date\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Tank: Filter: Filter monitor: Hose end: (Y = O.K.): Name/Sign H.L.O.:

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| --- | --- | --- | --- | --- | --- | --- | --- |
| TIME | Helicopter Company | SampleBefore | Pressure Differential Readings | CounterAfter | Liters offuel taken | SignH.L.O. | SignHelicopter Captain |
| Registration | After | Before |
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ROUTING on board in file / helicopter operator / company

2. **Filtration Equipment Pressure Differential and Throughput Record**

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| NOGEPA Standard 100 | **Filtration Equipment Pressure Differential and Throughput Record**  |  |
| Offshore helicopter fuel systems |  |
| Installation: | Type/Model: | Date elements installed: |
| Serial no: | Maximum rated flow rate: |
| Grade: | Elements 1st stage: 2nd:  | Weekly check flow rate: |
| Cumulativetotal (000s) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Weekly throughput(oos) | Brought FWD |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Carried FWD |
| Date |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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| Pressure Differential – psi (lbs /inch2) | 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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3. **Fuelling System Tank Log Sheet**

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| --- | --- |
| NOGEPA Standard 100 | Fuelling System Tank Log Sheet |
| Offshore Helicopter Fuel Systems |
| Tank No: | Unit: | Rig/Platform: |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Date | Aircraft Reg. | Name of Customer |  | Meter readings deck | Total Issues | Date & Stock commencing | Hose end or filter sample | Operator or HLO | Diff Pressure reading | Time | Signature of Pilot for acceptance |
| P | C | S |
|  |  |  | F |  |  |  |  |  |  |  |  |
| S |  |
| D |  |
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Expand days as required...

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|  |  |  | F |  |  |  |  |  |  |  |  |
| S |  |
| D |  |
| **Total** |  |  | **Litres** |

Symbols: P= paper (water finding) C= Detector Capsule S= Sediment

4. **Helicopter in flight fuelling incident report**

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| --- | --- |
| **NOGEPA Standard 100** | **Helicopter in flight incident report****Fuelling System** |
| **Offshore helicopter fuel systems** |
| **Date of Incident:** | **Platform or Rig:** |
| **Helicopter** |
| 1. Helicopter Operator.
 |   |
| (2) Helicopter Type and Registration. |  |
| (3) Nature of incident. (Give fullest possible detailshere or attach on a separate form). |  |
| (4) Destination and flight number. |  |
| (5) Date and time of departure. |  |
| (6) Date, time and place of incident (if known). |  |
| (7) State:(a) Point at which helicopter last fuelled before incident.(b) Helicopter’s previous port of call. |  |
| **Aviation Fuel *(delivery to helicopter)*** |
| (8) State quantity of aviation fuel supplied tohelicopter. |  |
| (9) State when system last tested for water beforetime of incident and results of test. |  |
| (10) Confirm daily retention sample retained. |  |
| (11) State if tank replenished since delivery and if so quote quantities (bulk system only). |  |
| (12) Give details of helicopter fuelled from systembefore and after fuelling in question. |  |
| (13) Quote release notes covering consignments to storage tank (bulk system) or transportable tankconnected to system. |  |
| (14) State when tank(s) last tested for water before time of incident and results of test. |  |
| (15) State density of fuel (shore base only) andtemperature at which taken. |  |

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| **Date Submitted:** | **Signed:** |