

SO AVIATION STATEMENT ON THE ISSUE OF SUPER ABSORBENT POLYMER (SAP) DEPOSITS

Our attention has been brought to a notice issued by the Nigerian Civil Aviation Authority on Super Absorbent Polymer contaminants in Jet fuel that may have been introduced during fuel uploads into planes in Lagos.

On the issue of the introduction of Super Absorbent Polymers into aircraft during fueling, we wish to state categorically for the record:

We have a dedicated fleet of 11 bowsers which service our international airline customers. These bowsers are all fitted with filter water separators and do not contain any super absorbent polymer (SAP) and thus it is impossible for any SAP to be introduced into an aircraft during any of our loadings.

We wish to state the following as regards our business and quality standards;

1. So Aviation is a fast growing reputable aviation fuel into-plane Company with a track record of excellent Quality Control, Assurance and technological innovation that has been recognized and certified by globally accredited regulatory authorities within the international aviation fuel community.
2. So Aviation operates from state of the art aviation terminals/facilities within three main International airports in Nigeria and also on the West African coast.
3. The company has been an (International Aviation Transport Association) IATA Strategic partner for the last 5 years and has been contributing towards quality and safety improvements within the Aviation Fuel Industry internationally.
4. So Aviation was the First and only Aviation Fuel Company in Nigeria to be invited to deliver a presentation at the IATA Fuel Forum in Dublin in 2014.
5. So Aviation has undergone (International Airline Transport Association) IATA and IATA Fuel Quality Pool (IFQP) Audits over the last 6 years and have had an excellent record in terms of quality and safety from the Audit results. We are also audited regularly by both Local and International Airlines and Aviation handling companies, where we have equally had successful audits as well.
6. So Aviation is also a member of the Joint Inspection Group (JIG) an internationally accredited group tasked with the inspection of aviation depots and facilities worldwide.
7. The company is certified to the following ISO Standards,
 - ISO 9001:2008 (Quality Management System)
 - ISO 14001:2004 (Environmental Management System)
 - OHSAS 18001:2007 (Occupational Health and Safety System)
8. So Aviation operates to the highest international standards and employs multiple Quality control procedures and protocol to ensure that all fuel it supplies and its operations are done to the highest

Some of these protocols include but are not limited to:

- All fuel is sourced either directly from refineries or from first class reputable suppliers. All fuel is tested at the load port by independent inspectors before and after loading to IATA/IFQP, JIG-AFQRJOS and DPR standard specifications for Jet A-1.
- On arrival at the discharge port, the fuel is tested once again by independent inspectors before and after discharge. All samples are kept for a minimum of 2 months.
- The fuel is only stored in dedicated Department of Petroleum Resources (DPR) approved tanks which are all Epoxy coated in line with international standards as mandated by the Joint Inspection Group (JIG)
- The stored Jet A1 has quality control procedures carried out to the stipulated regulatory requirements and international standards. This includes, but not limited to daily tests by our in-house quality control team for Water, Particulate matter, conductivity and specific gravity.
- All Jet A1 transferred from the main storage tanks to the airport facility are transferred only in dedicated Jet A1 Bridger trucks which all have Epoxy coated tanks as mandated by JIG to ensure the quality during transportation.
- All Bridger trucks are quality tested before being dispatched for water, particulate matter, conductivity and specific gravity and issued with a quality certificate.
- On arrival at the airport storage, they are re-tested and the results of the test compared to those at the loading depot.
- The Jet fuel tanks at the airport are also dedicated Jet fuel tanks and are also epoxy coated. Jet fuels stored in the tanks are also tested daily for quality as is done in the primary holding tanks. All samples are kept for a minimum of 2 months.
- All personnel who work at the storage depots have all been trained to a high level, many having attended internationally accredited Jet fuel handling courses.
- Our into plane bowzers are all state of the art and are supplied by one of the largest bowser suppliers in the world. They have an average age of just three years making our fleet of 15 bowzers the youngest in the country. The bowzers have the capacity to deliver fuel at a rate of 3,500 liters per minute making their fueling efficiency times comparable to that of a hydrant system.
- The bowzers are all meticulously maintained to the original manufacturer's equipment specifications and engineers are flown in from the suppliers every two years for a comprehensive review of the vehicle and calibration of the meters.
- Our bowser operators are recruited after a rigorous selection process and are all university graduates. They are trained for 6 months before being allowed to fuel aircraft unsupervised. The process produces some of the best and youngest operators in the industry; dynamic and intellectually sound professionals that are always primed to meet the challenges and abide by the standards associated with the job.
- We have installed PecoFacet Jet Gard systems on our entire bowser fleet operating in the Nigerian aviation fuel industry thus providing an extra Quality/Safety shield.

- The Jet Gard system checks in real time for Particulate matter and water downstream the filter even before filtration upstream into the aircraft with a minimum reading starting at 4 Microns.
- Any irregular particle sizes off the set ISO Scale will automatically shut off fuel supply to the aircraft during the refueling operations. The results of the real time analysis are printed out and kept.
- Our bowzers also have installed the PecoFacet Corrected differential pressure indicator. The electronic differential pressure transducer across the bowser filters gives a clear indication as to the condition of the filters and thus allows for timely filter changes in line with the manufacturers recommendations. This figure also appears on the analyses report.
- Before any plane fueling our quality control team in conjunction with the airline tarmac representative test the jet fuel after the first 1000 liters has been discharged into the aircraft for specific gravity, temperature and shell water. After the testing, the airline signs a quality acceptance form. These tests are in addition to the Jet Guard real time testing.
- So Aviation currently has a fleet of 15 operational bowzers supporting the into-plane fuel services to both its esteemed local and international clients. 11 of these bowzers are used for our international customers and are fitted with Filter water separators.