



Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: February 16, 2024

Subject: CEN24MA111 /Fuel Receipt

The Operations Group Chairman received a fuel receipt from Signature Aviation, Palm Springs International Airport (PSP) Palm Springs, California. The receipt was dated February 9, 2024. The receipt had a start time of 19:22:08 and an end time of 19:28:25. The amount was for 41 gallons of Jet A fuel and had a ticket number of 322200813.

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Contact: Wyatt Wilcoxon, Title/ General Manager, Signature Aviation, Palm Springs International Airport, Palm Springs, CA.

In a conversation with the attendant who answered the phone, she confirmed that N130CZ had landed at their fixed base operations (FBO) and received services. She stated that any other questions must go through the general manager, Mr. Wyatt Wilcoxon. She provided his cell phone number and mentioned that she would leave a message for him, when he arrives.

In a telephone conversation, that occurred on February 16, 2024, about 09:40 mountain standard time, Mr. Wilcoxon confirmed that N130CZ landed about 1906, local and parked near the base of the tower. He stated that Signature Aviation's security cameras did not cover the area where the helicopter was parked.

He stated that the crew contacted the front desk and requested the helicopter be topped off with Jet A, without PRIST. The ground support employee added about 41 gallons of Jet A-.

Mr. Wilcoxon reported that the crew entered the lobby of the FBO. He reported that the lobby did have a security video of the lobby.

Mr. Wilcoxon reported that a Challenger Jet airplane arrived, registration number MAUTG. He did not know the number of passengers that exited the jet, cleared customs, and entered the helicopter. He reported that the helicopter departed about 2045 (L).

Mr. Wilcoxon indicated that he could forward copies of the fuel receipt, security videos, the ground crew's written statement, any other written statements, and any

other factual data that may aid in the investigation after submittal of an official NTSB written request.

N130CZ REPORT

FROM KEVONE LAWRENCE

N130CZ ARRIVED ON THE EVENING OF FEBRUARY THE 9TH I'M NOT EXACTLY SURE AT WHAT TIME BUT THE PILOTS DID NOT SAY MUCH WHEN THEY ARRIVED OTHER THAN THEY HAD SOME PASSENGERS TO PICK UP AND THAT THEY WERE TOPPING OFF THE TANK WITH JET A NEGATIVE, THEY HAD ASKED WHAT'S THEIR MINIMUM I TOLD THEM 40 GALLONS AND I ASKED IF THEY WANTED TO TOP OFF OR TAKE THE 40 GALLONS THEY SMILED AND SAID "WE'RE JUST GONNA TOP IT OFF IT SHOULD GET TO THE 40". THEY STAYED IN THE LOBBY TALKING WITH EACH OTHER FOR A WHILE THEN THE PASSENGERS ARRIVED THE PILOTS GREETED THEM AND TOOK THEIR BAGS AND ONE OF THE PASSENGERS ASKED HOW LONG IT WOULD TAKE TO GET TO THE DESTINATION ONE OF THE PILOTS REPLIED IT SHOULD TAKE 2 HOURS AND 6 IF THEY DRIVE BECAUSE OF THE TRAFFIC, THEY WERE ABOUT TO LEAVE BUT ONE OF THE PASSENGERS HAD MISPLACED HIS PASSPORT AND COULD NOT FIND IT SO HE WAS LOOKING FOR IT FOR ABOUT 10 MINUTES HE EVENTUALLY FOUND IT IN HIS SUITCASE AND THEN THEY LEFT.





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The Operations Group Chairman received a written statement from an employee of Signature Aviation, Palm Springs International Airport (PSP) Palm Springs, California. that was dated February 10, 2024. His statement included the following.

On February 9, 2024, around 08:15pm, he received a fuel request from helicopter EC130, a top off between 40-50 gallons of Jet A negative. He used fuel truck #69322 to fuel the helicopter. The top off equated to 41 gallons pumped into the helicopter fuel tank. He reported that he followed all the training that he was taught to conduct a safe operation. The fueling operation took between 10-15 minutes. He had nothing further to report.