



Standard Specification for Aviation Turbine Fuel Containing Synthesized Hydrocarbons¹

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This standard has been approved for use by agencies of the Department of Defense.

1. Scope*

1.1 This specification covers the manufacture of aviation turbine fuel that consists of conventional and synthetic blending components.

1.2 This specification applies only at the point of batch origination. Aviation turbine fuel manufactured, certified and released to all the requirements of this specification, meets the requirements of Specification D1655 and shall be regarded as Specification D1655 turbine fuel. Once released to this specification (D7566) the requirements of this specification are no longer applicable: any recertification shall be done to D1655. Field blending of synthesized paraffinic kerosine (SPK) with D1655 fuel (which may on the whole or in part have originated as D7566 fuel) shall be considered batch origination in which case all of the requirements of this specification (D7566) apply, however the fuel shall be regarded as D1655 turbine fuel after certification and release.

1.3 This specification defines specific types of aviation turbine fuel that contain synthesized hydrocarbons for civil use in the operation and certification of aircraft and describes fuels found satisfactory for the operation of aircraft and engines. The specification is intended to be used as a standard in describing the quality of aviation turbine fuels and synthetic blending components at the place of manufacture but can be used to describe the quality of aviation turbine fuels for contractual transfer at all points in the distribution system.

1.4 This specification does not include all fuels satisfactory for aviation turbine engines. Certain equipment or conditions of use may permit a wider, or require a narrower, range of characteristics than is shown by this specification.

1.5 While aviation turbine fuels defined by this specification can be used in applications other than aviation turbine engines, requirements for such other applications have not been considered in the development of this specification.

¹ This specification is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.J0.06 on Emerging Turbine Fuels.

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1.6 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.7 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 ASTM Standards:²

- D56 Test Method for Flash Point by Tag Closed Cup Tester
- D86 Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- D93 Test Methods for Flash Point by Pensky-Martens Closed Cup Tester
- D129 Test Method for Sulfur in Petroleum Products (General Bomb Method)
- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test
- D156 Test Method for Saybolt Color of Petroleum Products (Saybolt Chromometer Method)
- D240 Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter
- D323 Test Method for Vapor Pressure of Petroleum Products (Reid Method)
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D445 Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity)
- D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
- D1298 Test Method for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

*A Summary of Changes section appears at the end of this standard.

- D1319** Test Method for Hydrocarbon Types in Liquid Petroleum Products by Fluorescent Indicator Adsorption
- D1322** Test Method for Smoke Point of Kerosine and Aviation Turbine Fuel
- D1405** Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- D1655** Specification for Aviation Turbine Fuels
- D1740** Test Method for Luminometer Numbers of Aviation Turbine Fuels³
- D1840** Test Method for Naphthalene Hydrocarbons in Aviation Turbine Fuels by Ultraviolet Spectrophotometry
- D2276** Test Method for Particulate Contaminant in Aviation Fuel by Line Sampling
- D2386** Test Method for Freezing Point of Aviation Fuels
- D2425** Test Method for Hydrocarbon Types in Middle Distillates by Mass Spectrometry
- D2622** Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D2624** Test Methods for Electrical Conductivity of Aviation and Distillate Fuels
- D2887** Test Method for Boiling Range Distribution of Petroleum Fractions by Gas Chromatography
- D3227** Test Method for (Thiol Mercaptan) Sulfur in Gasoline, Kerosine, Aviation Turbine, and Distillate Fuels (Potentiometric Method)
- D3240** Test Method for Undissolved Water in Aviation Turbine Fuels
- D3241** Test Method for Thermal Oxidation Stability of Aviation Turbine Fuels
- D3242** Test Method for Acidity in Aviation Turbine Fuel
- D3338** Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- D3343** Test Method for Estimation of Hydrogen Content of Aviation Fuels
- D3701** Test Method for Hydrogen Content of Aviation Turbine Fuels by Low Resolution Nuclear Magnetic Resonance Spectrometry
- D3828** Test Methods for Flash Point by Small Scale Closed Cup Tester
- D3948** Test Method for Determining Water Separation Characteristics of Aviation Turbine Fuels by Portable Separometer
- D4052** Test Method for Density, Relative Density, and API Gravity of Liquids by Digital Density Meter
- D4057** Practice for Manual Sampling of Petroleum and Petroleum Products
- D4171** Specification for Fuel System Icing Inhibitors
- D4176** Test Method for Free Water and Particulate Contamination in Distillate Fuels (Visual Inspection Procedures)
- D4294** Test Method for Sulfur in Petroleum and Petroleum Products by Energy Dispersive X-ray Fluorescence Spectrometry
- D4306** Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination
- D4529** Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- D4629** Test Method for Trace Nitrogen in Liquid Petroleum Hydrocarbons by Syringe/Inlet Oxidative Combustion and Chemiluminescence Detection
- D4809** Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter (Precision Method)
- D4865** Guide for Generation and Dissipation of Static Electricity in Petroleum Fuel Systems
- D4952** Test Method for Qualitative Analysis for Active Sulfur Species in Fuels and Solvents (Doctor Test)
- D4953** Test Method for Vapor Pressure of Gasoline and Gasoline-Oxygenate Blends (Dry Method)
- D5001** Test Method for Measurement of Lubricity of Aviation Turbine Fuels by the Ball-on-Cylinder Lubricity Evaluator (BOCLE)
- D5006** Test Method for Measurement of Fuel System Icing Inhibitors (Ether Type) in Aviation Fuels
- D5190** Test Method for Vapor Pressure of Petroleum Products (Automatic Method)
- D5191** Test Method for Vapor Pressure of Petroleum Products (Mini Method)
- D5291** Test Methods for Instrumental Determination of Carbon, Hydrogen, and Nitrogen in Petroleum Products and Lubricants
- D5452** Test Method for Particulate Contamination in Aviation Fuels by Laboratory Filtration
- D5453** Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence
- D5972** Test Method for Freezing Point of Aviation Fuels (Automatic Phase Transition Method)
- D6045** Test Method for Color of Petroleum Products by the Automatic Tristimulus Method
- D6304** Test Method for Determination of Water in Petroleum Products, Lubricating Oils, and Additives by Coulometric Karl Fischer Titration
- D6379** Test Method for Determination of Aromatic Hydrocarbon Types in Aviation Fuels and Petroleum Distillates—High Performance Liquid Chromatography Method with Refractive Index Detection
- D6469** Guide for Microbial Contamination in Fuels and Fuel Systems
- D7153** Test Method for Freezing Point of Aviation Fuels (Automatic Laser Method)
- D7154** Test Method for Freezing Point of Aviation Fuels (Automatic Fiber Optical Method)
- D7359** Test Method for Total Fluorine, Chlorine and Sulfur in Aromatic Hydrocarbons and Their Mixtures by Oxidative Pyrohydrolytic Combustion followed by Ion Chromatography Detection (Combustion Ion Chromatography-CIC)
- E29** Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

³ Withdrawn. The last approved version of this historical standard is referenced on www.astm.org.

2.2 Energy Institute Standards:⁴

IP 225 Copper Content of Aviation Turbine Fuel

IP 227 Silver Corrosion of Aviation Turbine Fuel

IP 540 Determination of the Existent Gum Content of Aviation Turbine Fuel—Jet Evaporation Method

2.3 ANSI Standard:⁵

ANSI 863 Report of Test Results

2.4 Other Standard:⁶

Defence Standard 91-91 Turbine Fuel, Aviation Kerosine Type, Jet A-1

2.5 IATA Guidance:⁷

9680-02 IATA Guidance Material on Microbiological Contamination in Aircraft Fuel Tanks

2.6 UOP Test Methods:⁸

UOP 389 Trace Metals in Oils by Wet Ash/ICP-AES

2.7 U.S. Department of Defense Specifications:⁹

MIL-PRF-25017 Inhibitor, Corrosion/Lubricity Improver, Fuel Soluble

QDS-25017 Qualified Data Set for **MIL-PRF-25017** (Inhibitor, Corrosion/Lubricity Improver, Fuel Soluble)

3. General

3.1 This specification, unless otherwise provided, prescribes the required properties of aviation turbine fuel at the time and place of delivery.

4. Terminology

4.1 Definitions:

4.1.1 *conventional hydrocarbons, n*—hydrocarbons derived from the following conventional sources: crude oil, natural gas liquid condensates, heavy oil, shale oil, and oil sands.

4.2 Definitions of Terms Specific to This Standard:

4.2.1 *conventional blending component, n*—blending streams derived from conventional hydrocarbons.

4.2.2 *synthesized hydrocarbons, n*—hydrocarbons derived from alternative sources such as coal, natural gas, biomass, and hydrogenated fats and oils by processes such as gasification, Fischer-Tropsch synthesis, and hydroprocessing.

4.2.3 *synthetic blending component, n*—synthesized hydrocarbons that meet the requirements of **Annex A1**.

5. Classification

5.1 Two types of aviation turbine fuels are provided, as follows:

5.1.1 *Jet A and Jet A-1*—Relatively high flash point distillates of the kerosine type.

⁴ Available from Energy Institute, 61 New Cavendish St., London, WIG 7AR, U.K., <http://www.energyinst.org.uk>.

⁵ Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

⁶ Available from Defence Equipment and Support, UK Defence Standardization, Kentigern House, 65 Brown Street, Glasgow, G2 8EX (<http://www.dstan.mod.uk>).

⁷ Available from International Air Transport Association (IATA), Head Office, 800 Place Victoria, PO Box 113, Montreal H4Z 1M1, Quebec, Canada. Executive Office, 33 Route de l'Aéroport, PO Box 416, Beneva, 15 Airport, Switzerland. www.iataonline.com.

⁸ Available from ASTM International, www.astm.org, or contact ASTM Customer Service at service@astm.org.

⁹ Available from the Standardization Document Order Desk, 700 Robbins, Avenue, Building 4D, Philadelphia PA 19111-5094 (<http://assist.daps.dla.mil>).

5.2 Jet A and Jet A-1 represent two grades of kerosine fuel that differ in freezing point. Other grades would be suitably identified.

6. Materials and Manufacture

6.1 Aviation turbine fuel, except as otherwise defined in this specification, shall consist of the following blends of components or fuels:

6.1.1 Conventional blending components or Jet A or Jet A-1 fuel certified to Specification **D1655**; with up to 50 % by volume of the synthetic blending component defined in **Annex A1**.

6.2 Fuels used in certified engines and aircraft are ultimately approved by the certifying authority subsequent to formal submission of evidence to the authority as part of the type certification program for that aircraft and engine model. Additives to be used as supplements to an approved fuel must also be similarly approved on an individual basis (see **X1.2.4**).

6.3 *Additives*—May be added to each type of aviation turbine fuel in the amount and of the composition specified in **Table 2** or the following list of approved material:¹⁰

6.3.1 Other additives are permitted under **6.2** and **8.1**. These include fuel performance enhancing additives and fuel handling and maintenance additives as found under **Table 2**. The quantities and types shall be declared by the fuel supplier and agreed to by the purchaser. Only additives approved by the aircraft certifying authority are permitted in the fuel on which an aircraft is operated.

6.3.1.1 Biocidal additives are available for controlled usage. Where such an additive is used in the fuel, the approval status of the additive and associated conditions shall be checked for the specific aircraft and engines to be operated.

6.3.1.2 Fuel System Icing Inhibitor:

(1) *Diethylene Glycol Monomethyl Ether (DiEGME)*, conforming to the requirements of Specification **D4171**, Type III, may be used in concentrations of 0.10 to 0.15 volume %.

(2) Test Method **D5006** may be used to determine the concentration of DiEGME in aviation fuels.

6.4 Guidance material is presented in **Appendix X2** concerning the need to control processing additives in jet fuel production.

7. Detailed Requirements

7.1 The aviation turbine fuel shall conform to the requirements prescribed in **Table 1** Part 1 and **Table 1** Part 2 unless otherwise noted in **Annex A1**.

7.2 The additional requirements of Part 2 of **Table 1** apply only for each batch of fuel intentionally containing a synthetic blending component. The additional requirements of Part 2 of **Table 1** are not mandated if conventionally-derived jet fuel is mixed with the residue of a D7566 semi-synthetic aviation turbine fuel in refinery equipment from a previous batch of certified final blended product, for example in a tank heel.

7.3 Test results shall not exceed the maximum or be less than the minimum values specified in **Table 1**, **Table A1.1**, and

¹⁰ Supporting data (Guidelines for Approval or Disapproval of Additives) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR: RR:D02-1125.

TABLE 1 Detailed Requirements of Aviation Turbine Fuels Containing Synthesized Hydrocarbons^A

Part 1—Basic Requirements

Property		Jet A or Jet A-1	ASTM Test Method ^B
COMPOSITION			
Acidity, total mg KOH/g	Max	0.10	D3242
Aromatics: One of the following requirements shall be met:			
1. Aromatics, vol %	Max	25	D1319
2. Aromatics, vol %	Max	26.5	D6379
Sulfur, mercaptan, ^C mass %	Max	0.003	D3227
Sulfur, total mass %	Max	0.30	D1266, D2622, D4294, or D5453
VOLATILITY			
Distillation			D2887 ^D or D86 ^E
Distillation temperature, °C:			
10 % recovered, temperature (T10)	Max	205	
50 % recovered, temperature (T50)		report	
90 % recovered, temperature (T90)		report	
Final boiling point, temperature	Max	300	
Distillation residue, %	Max	1.5	
Distillation loss, %	Max	1.5	
Flash point, °C	Min	38 ^F	D56 or D3828 ^G
Density at 15°C, kg/m ³		775 to 840	D1298 or D4052
FLUIDITY			
Freezing point, °C	Max	−40 Jet A ^H −47 Jet A-1 ^H	D5972, D7153, D7154, or D2386
Viscosity −20°C, mm ² /s ^I	Max	8.0	D445
COMBUSTION			
Net heat of combustion, MJ/kg	Min	42.8 ^J	D4529, D3338, or D4809
One of the following requirements shall be met:			
(1) Smoke point, mm, or	Min	25	D1322
(2) Smoke point, mm, and	Min	18	D1322
Naphthalenes, vol, %	Max	3.0	D1840
CORROSION			
Copper strip, 2 h at 100°C	Max	No. 1	D130
THERMAL STABILITY			
2.5 h at control temperature of 260°C, min			
Filter pressure drop, mm Hg	Max	25 ^K 3 ^L	D3241
Tube deposits less than		No peacock or abnormal color deposits	
CONTAMINANTS			
Existent gum, mg/100 mL	Max	7	D381, IP 540
Microseparator, ^M Rating			D3948
Without electrical conductivity additive	Min	85	
With electrical conductivity additive	Min	70	
ADDITIVES			
Electrical conductivity, pS/m		See 6.3 ^N	D2624

^A For compliance of test results against the requirements of Table 1, see 7.3.

^B The test methods indicated in this table are referred to in Section 11.

^C The mercaptan sulfur determination may be waived if the fuel is considered sweet by the doctor test described in Test Method D4952.

^D Distillation property criteria are specified in D86 scale units. D2887 results shall be converted to estimated D86 results by application of the correlation in Appendix X5 of D2887 for comparison with the specified property criteria. Distillation residue and loss limits provide control of the distillation process during the D86 test method and do not apply to D2887. Distillation residue and loss shall be reported as “not applicable” (N/A) when reporting D2887 results.

^E D86 distillation of jet fuel is run at Group 4 conditions, except Group 3 condenser temperature is used.

^F A higher minimum flash point specification may be agreed upon between purchaser and supplier.

^G Results obtained by Test Methods D3828 can be up to 2°C lower than those obtained by Test Method D56, which is the preferred method. In case of dispute, Test Method D56 will apply.

^H Other freezing points may be agreed upon between supplier and purchaser.

^I 1 mm²/s = 1 cSt.

^J For all grades use either Eq 1 or Table 1 in Test Method D4529 or Eq 2 in Test Method D3338. Test Method D4809 may be used as an alternative. In case of dispute, Test Method D4809 shall be used.

^K Preferred SI units are 3.3 kPa, max.

^L Tube deposit ratings shall always be reported by the Visual Method.

^M At point of manufacture.

^N If electrical conductivity additive is used, the conductivity shall not exceed 600 pS/m at the point of use of the fuel. When electrical conductivity additive is specified by the purchaser, the conductivity shall be 50 to 600 pS/m under the conditions at point of delivery. (1 pS/m = 1 × 10^{−12} Ω^{−1}m^{−1})

TABLE 1 Detailed Requirements of Aviation Turbine Fuels Containing Synthesized Hydrocarbons^A (continued)

Part 2—Extended Requirements			
Property		Jet A or Jet A-1	ASTM Test Method ^B
COMPOSITION			
Aromatics: One of the following requirements shall be met:			
1. Aromatics, vol %	Min ^{C,Q}	8	D1319
2. Aromatics, vol %	Min ^{C,Q}	8.4	D6379
Distillation			D2887 ^D or D86 ^E
T50-T10, °C	Min ^{P,Q}	15	
T90-T10, °C	Min ^{P,Q}	40	
Lubricity, ^M mm	Max	0.85	D5001

^C Minimum aromatics contents are based on current experience with the approved synthetic fuels and those levels were established from what is typical for refined jet fuel. Research is ongoing on the actual need for aromatics.

^P These distillation slope limits are based on current experience with the approved synthetic fuels and these values were established from what is typical for refined jet fuel. Research is ongoing on the actual requirements for distillation slope.

^Q The minimum aromatics and distillation slope criteria only apply to aviation turbine fuels containing synthesized hydrocarbons produced to this specification and are not applicable to conventional aviation turbine fuels produced to Specification D1655. Some batches of aviation turbine fuels produced to Specification D1655 may not meet the minimum aromatics and distillation slope criteria specified in Table 1 of this specification.

Table A1.2. No allowance shall be made for the precision of the test methods. To determine conformance to the specification requirement, a test result may be rounded to the same number of significant figures as in Table 1, Table A1.1, and Table A1.2 using Practice E29. Where multiple determinations are made, the average result, rounded in accordance with Practice E29, shall be used.

8. Workmanship, Finish and Appearance

8.1 The aviation turbine fuel specified in this specification shall be visually free of undissolved water, sediment, and suspended matter. The odor of the fuel shall not be nauseating or irritating. If the fuel has an odor similar to that of “rotten egg,” please refer to X1.12.5 for further discussion. No substance of known dangerous toxicity under usual conditions of handling and use shall be present, except as permitted in this specification.

9. Sampling

9.1 Because of the importance of proper sampling procedures in establishing fuel quality, use the appropriate procedures in Practice D4057 to obtain a representative sample from the batch of fuel for specification compliance testing. This requirement is met by producing fuel as a discrete batch then testing it for specification compliance. This requirement is not satisfied by averaging online analysis results.

9.2 A number of jet fuel properties, including thermal stability, water separation, electrical conductivity, and others, are very sensitive to trace contamination, which can originate from sample containers. For recommended sample containers, refer to Practice D4306.

10. Report

10.1 The type and number of reports to ensure conformance with the requirements of this specification shall be mutually agreed upon by the seller and the purchaser of the aviation turbine fuel.

10.2 A suggested form for reporting inspection data on aviation turbine fuels is given in Appendix X3.

11. Test Methods

11.1 Determine the requirements enumerated in this specification in accordance with the following ASTM test methods.

11.1.1 *Density*—Test Method D1298 or D4052.

11.1.2 *Distillation*—Test Method D86. For Jet A and Jet A-1, Test Method D2887 may be used as an alternate. Results from Test Method D2887 shall be reported as estimated D86 results by application of the correlation in Appendix X5 of D2887. In case of dispute, Test Method D86 shall be the referee method (see X1.6.1.1).

11.1.3 *Flash Point*—Test Method D56 or D3828.

11.1.4 *Freezing Point*—Test Method D5972, D7153, D7154, or D2386. Any of these test methods may be used to certify and recertify jet fuel. However, Test Method D2386 is the referee method. An interlaboratory study (RR: D02-1572¹¹) that evaluated the ability of freezing point methods to detect jet fuel contamination by diesel fuel determined that Test Methods D5972 and D7153 provided significantly more consistent detection of freeze point changes caused by contamination than Test Methods D2386 and D7154. It is recommended to certify and recertify jet fuel using either Test Method D5972 or Test Method D7153, or both, on the basis of the reproducibility and cross-contamination detection reported in RR:D02-1572.¹¹ The cause of freezing point results outside specification limits by automated methods should be investigated, but such results do not disqualify the fuel from aviation use if the results from the referee method (Test Method D2386) are within the specification limit.

11.1.5 *Viscosity*—Test Method D445.

11.1.6 *Net Heat of Combustion*—Test Method D4529, D3338, or D4809.

11.1.7 *Corrosion (Copper Strip)*—Test Method D130.

11.1.8 *Total Acidity*—Test Method D3242.

11.1.9 *Sulfur*—Test Method D1266, D2622, D4294, or D5453.

11.1.10 *Mercaptan Sulfur*—Test Method D3227.

11.1.11 *Microseparator*—Test Method D3948.

11.1.12 *Existent Gum*—Test Method D381 or IP 540. Test Method D381, using steam jet operating conditions, shall be the referee test method.

11.1.13 *Thermal Stability*—Test Method D3241.

¹¹ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR: RR:D02-1572.

TABLE 2 Detailed Requirements for Additives in Aviation Turbine Fuels

Additive	Dosage
Fuel Performance Enhancing Additives	
Antioxidants ^{A,B} One of the following: 2,6 ditertiary-butyl phenol 2,6 ditertiary-butyl-4-methyl phenol 2,4 dimethyl-6-tertiary-butyl-phenol 75 % minimum, 2,6 ditertiary-butyl phenol plus 25 % maximum mixed tertiary and tritertiary butyl-phenols 55 % minimum 2,4 dimethyl-6-tertiary-butyl phenol plus 15 % minimum 2,6 ditertiary-butyl-4-methyl phenol, remainder as monomethyl and dimethyl tertiary-butyl phenols 72 % minimum 2,4 dimethyl-6-tertiary-butyl phenol plus 28 % maximum monomethyl and dimethyl-tertiary-butyl-phenols	24.0 mg/L max ^C
Metal Deactivator ^A N,N-disalicylidene-1,2-propane diamine On initial blending After field reblending cumulative concentration	2.0 mg/L max ^{C,D} 5.7 mg/L max
Fuel System Icing Inhibitor ^E Diethylene Glycol Monomethyl Ether (see Specification D4171)	0.10 vol % min 0.15 vol % max
Fuel Handling and Maintenance Additives	
Electrical Conductivity Improver ^F Stadis 450 ^G On initial blending After field reblending, cumulative concentration If the additive concentration is unknown at time of retreatment, additional concentration is restricted to 2 mg/L max	3 mg/L max 5 mg/L max
Leak Detection Additive Tracer A (LDTA-A) ^H	1 mg/kg max
Biocidal Additives ^{E,I,J} Biobor JF Kathon FP1.5 Corrosion Inhibitor/Lubricity Improvers ^K One of the following: Apollo PRI-19 HiTEC 580 Octel DCI-4A Nalco 5403	23 mg/L max 23 mg/L max 23 mg/L max 23 mg/L max

^A The active ingredient of the additive must meet the composition specified.

^B Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR: D02:1125.

^C Active ingredient (not including weight of solvent).

^D If copper contamination is suspected, initial treatment may exceed 2.0 mg/L but cumulative total must be below 5.7 mg/L.

^E Quantity must be declared by the fuel supplier and agreed to by the purchaser.

^F If electrical conductivity improver is used, the conductivity shall not exceed 600 pS/m at the point of use of the fuel. When electrical conductivity additive is specified by the purchaser, the conductivity shall be 50 to 600 pS/m under the conditions at point of delivery. (1 pS/m = $1 \times 10^{-12} \Omega^{-1}m^{-1}$)

^G Stadis 450 is a registered trademark marketed by Innospec Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.

^H Tracer A (LDTA-A) is a registered trademark of Tracer Research Corp., 3755 N. Business Center Dr., Tucson, AZ 85705.

^I Biocidal additives are available for controlled usage. Where such an additive is used in the fuel, the approval status of the additive and associated conditions must be checked for the specific aircraft and engines to be operated.

^J Refer to the Aircraft Maintenance Manual (AMM) to determine if either biocide is approved for use and for their appropriate use and dosage.

^K More information concerning minimum treat rates of corrosion inhibitor/lubricity improver additives is contained in **X1.10.2**.

11.1.14 *Aromatics*—Test Method **D1319** or **D6379**. Test Method **D1319** shall be the referee test method.

11.1.15 *Smoke Point*—Test Method **D1322**.

11.1.16 *Naphthalene Content*—Test Method **D1840**.

11.1.17 *Electrical Conductivity*—Test Method **D2624**.

12. Keywords

12.1 aviation turbine fuel; avtur; Jet A; Jet A-1; jet fuel; synthesized hydrocarbons; synthesized paraffinic kerosene; synthetic blending component; turbine fuel