



Standard Specification for Unleaded Aviation Gasoline Containing a Non-hydrocarbon Component¹

This standard is issued under the fixed designation D6227; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope*

1.1 This specification covers Grades UL82 and UL87 unleaded aviation gasolines, which are defined by this specification and are only for use in engines and associated aircraft that are specifically approved by the engine and aircraft manufacturers, and certified by the National Certifying Agencies to use these fuels. Components containing hetero-atoms (oxygenates) may be present within the limits specified.

1.2 A fuel may be certified to meet this specification by a producer as Grade UL82 or UL87 aviation gasoline only if blended from component(s) approved for use in these grades of aviation gasoline by the refiner(s) of such components, because only the refiner(s) can attest to the component source and processing, absence of contamination, and the additives used and their concentrations. Consequently, reclassifying of any other product to Grade UL82 or Grade UL87 aviation gasoline does not meet this specification.

1.3 **Appendix X1** contains an explanation for the rationale of the specification. **Appendix X2** details the reasons for the individual specification requirements.

1.4 The values stated in SI units are to be regarded as the standard. The values given in parentheses are provided for information only.

2. Referenced Documents

2.1 *ASTM Standards:*²

- D86 Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test
- D357 Method of Test for Knock Characteristics of Motor

¹ This specification is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.J0.02 on J2 Spark and Compression Ignition Aviation Engine Fuels.

Current edition approved May 1, 2014. Published May 2014. Originally approved in 1998. Last previous edition approved in 2012 as D6227 – 12. DOI: 10.1520/D6227-14.

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.

- Fuels Below 100 Octane Number by the Motor Method; Replaced by D 2700 (Withdrawn 1969)³
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D873 Test Method for Oxidation Stability of Aviation Fuels (Potential Residue Method)
- D909 Test Method for Supercharge Rating of Spark-Ignition Aviation Gasoline
- D910 Specification for Aviation Gasolines
- D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
- D1298 Test Method for Density, Relative Density, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method
- D2386 Test Method for Freezing Point of Aviation Fuels
- D2392 Test Method for Color of Dyed Aviation Gasolines
- D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel
- D2700 Test Method for Motor Octane Number of Spark-Ignition Engine Fuel
- D3120 Test Method for Trace Quantities of Sulfur in Light Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry
- D3231 Test Method for Phosphorus in Gasoline
- D3237 Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy
- D3338 Test Method for Estimation of Net Heat of Combustion of Aviation Fuels
- 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
- D4294 Test Method for Sulfur in Petroleum and Petroleum Products by Energy Dispersive X-ray Fluorescence Spectrometry
- D4529 Test Method for Estimation of Net Heat of Combustion of Aviation Fuels

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

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

- D4809** Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter (Precision Method)
- D4815** Test Method for Determination of MTBE, ETBE, TAME, DIPE, tertiary-Amyl Alcohol and C₁ to C₄ Alcohols in Gasoline by Gas Chromatography
- D4953** Test Method for Vapor Pressure of Gasoline and Gasoline-Oxygenate Blends (Dry Method)
- D5059** Test Methods for Lead in Gasoline by X-Ray Spectroscopy
- D5191** Test Method for Vapor Pressure of Petroleum Products (Mini Method)
- D5453** Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence
- D5482** Test Method for Vapor Pressure of Petroleum Products (Mini Method—Atmospheric)
- D5599** Test Method for Determination of Oxygenates in Gasoline by Gas Chromatography and Oxygen Selective Flame Ionization Detection
- D5845** Test Method for Determination of MTBE, ETBE, TAME, DIPE, Methanol, Ethanol and *tert*-Butanol in Gasoline by Infrared Spectroscopy
- D5983** Specification for Methyl Tertiary-Butyl Ether (MTBE) for Downstream Blending for Use in Automotive Spark-Ignition Engine Fuel
- D6469** Guide for Microbial Contamination in Fuels and Fuel Systems
- E29** Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications
- 2.2 *Military Standard*.⁴
- MIL-PRF-25017F** Performance Specification for Inhibitor, Corrosion/Lubricity Improver, Fuel Soluble
- QPL-25017** Qualified Products List of Products Qualified Under Performance Specification MIL-PRF-25017F

3. Terminology

3.1 Definitions:

3.1.1 *aviation gasoline, n*—gasoline possessing specific properties suitable for fueling aircraft powered by reciprocating spark ignition engines.

3.1.1.1 *Discussion*—The principal properties of aviation gasoline include volatility limits, stability, detonation-free performance in the engine for which it is intended, and suitability for low temperature performance.

3.1.2 *non-hydrocarbon, n*—compound or compounds composed of carbon, hydrogen and other elements such as O, N, S, and P.

3.1.3 *oxygenate, n*—an oxygen-containing ashless organic compound, such as an alcohol or ether, which may be used as fuel or fuel supplement.

4. Grades

4.1 The specification covers two grades of unleaded aviation gasoline designated Grade UL82 and Grade UL87.

5. General

5.1 This specification, unless otherwise provided, prescribes the required properties of unleaded aviation gasoline at the time and place of delivery.

6. Material

6.1 Aviation gasoline, except as otherwise specified in this specification, shall consist of blends of refined hydrocarbons derived from crude petroleum, natural gasoline or blends, thereof, with specific aliphatic ethers, synthetic hydrocarbons, or aromatic hydrocarbons. When applicable, methyl *tertiary*-butyl ether (MTBE) shall conform to the requirements of Specification **D5983**. Types and quantities of trace alcohols shall meet the requirements of **Table 1** and **6.2.4.2**.

6.2 Only additives approved by this specification are permitted. In addition to identification dyes, corrosion inhibitors, antioxidants, and metal deactivators, fuel system icing inhibitor additives are permitted under **6.2.4**. Permitted additives may be added to aviation gasoline in the amount and of the composition specified in the following list of approved materials. The quantities and types shall be declared by the manufacturer. Additives added after the point of manufacture shall also be declared.

6.2.1 *Antioxidants*—The following oxidation inhibitors may be added to the gasoline separately or in combination in total concentration not to exceed 12 mg of inhibitor (not including weight of solvent) per litre of fuel.

6.2.1.1 2,6-ditertiary-butyl-phenol.

6.2.1.2 2,6-ditertiary-butyl-4-methyl-phenol.

6.2.1.3 2,4-dimethyl-6-tertiary-butyl-phenol.

6.2.1.4 2,6-ditertiary-butyl-phenol, 75 % minimum.

Tertiary and tritertiary-butyl-phenols, 25 % maximum.

6.2.1.5 2,4-dimethyl-6-tertiary-butyl-phenol, 55 % minimum; 4-methyl-2,6-ditertiary-butyl phenol 15 % minimum; the remainder as a mixture of monomethyl and dimethyl-tertiary-butyl-phenols.

6.2.1.6 2,4-dimethyl-6-tertiary-butyl-phenol, 72 % minimum.

Mixture of tertiary-butyl-methyl-phenols and tertiary-butyl-dimethyl-phenols, 28 % maximum.

6.2.1.7 2,6-ditertiary-butyl-4-methyl-phenol, 35 % minimum.

Mixed methyl, ethyl, and dimethyl tertiary-butyl-phenols, 65 % maximum.

6.2.1.8 2,4-di-tertiary butyl-phenol, 60 % minimum.

Mixed tertiary-butyl-phenol, 40 % maximum.

6.2.1.9 Butylated ethyl-phenols, 55 % minimum.

Butylated methyl and dimethyl-phenols, 45 % maximum.

6.2.1.10 Mixture of a di- and tri-isopropyl-phenols, 75 % minimum.

Mixture of di- and tri-tertiary butyl-phenols, 25 % maximum.

6.2.1.11 N,N' di-secondary butyl-para phenylenediamine.

6.2.1.12 N,N' di-isopropyl-para-phenylenediamine.

6.2.1.13 N-secondary butyl, N'-phenyl ortho-phenylenediamine.

⁴ Available from Standardization Document Order Desk, 700 Robbins Ave., Bldg. 4D, Philadelphia, PA 19111-5094 Attn: NPODS.

TABLE 1 Requirements for Grades UL82 and UL87 Aviation Gasoline^A

		Grade UL82	Grade UL87	ASTM Test Method ^B
Octane Ratings				
Knock value, lean mixture, Motor method octane number	min	82.0	87.0	D2700
Knock value, Research method octane number	min	...	95.0	D2699
Color		purple	yellow	D2392
Dye content^C				
Blue dye, ^D mg/L	max	7.5	...	
Red dye, ^E mg/L	max	1.9	...	
Yellow dye, ^F mg/L	max	...	2.8	
Requirements for All Grades				
Density at 15°C, kg/m ³		Report		D1298 or D4052
Distillation				D86
Fuel Evaporated				
10 volume % at °C	max	70		
50 volume % at °C	min	66		
	max	121		
90 volume % at °C	max	190		
End point, °C	max	225		
Recovery, volume %	min	95.0		
Residue, volume %	max	2.0		
Loss, volume %	max	3.0		
Vapor pressure 38°C, kPa	min	38		D4953, D5191, D5482
	max	62 ^G		
Freezing point, °C	max	−58		D2386
Sulfur, mass %	max	0.07		D1266, D2622, D3120, D4294, D5453
Lead content, g/L		0.013 ^H		D3237 or D5059
Net heat of combustion, MJ/kg		40.8		D3338, ^I D4529, ^I or D4809 ^I
Corrosion, copper strip (3 h at 50°C)	max	No. 1		D130
Potential gum (5–h aging) mg/100 mL ^J	max	6		D873
Alcohols and ether content ^{K,L}				D4815, D5599, or D5845
Total combined methanol and ethanol, mass %, max		0.3		
Combined aliphatic ethers, methanol, and ethanol, as mass % oxygen, max		2.7		
		0.3		

^A The requirements stated herein are subject to rounding in accordance with Practice E29 and are not subject to correction for tolerance of the test method.

^B The test methods indicated in this table are referred to in Section 10.

^C The maximum dye concentrations shown do not include solvent in dyes supplied in liquid form.

^D Essentially 1,4-dialkylamino-anthraquinone.

^E Essentially alkyl derivatives of azobenzene-4-azo-2-naphthol.

^F Essentially p-diethylaminoazobenzene or 1,3 benzenediol 2, 4–bis[(alkylphenyl) azo-].

^G Fuel with a vapor pressure greater than 62 kPa (9.0 psi) but not exceeding 93 kPa (13.5 psi) is permissible, if the ambient temperature is not more than 29°C (85°F) at the time and place of delivery and all federal and local regulations are met. The vapor pressure of permissible fuel exceeding 62 kPa (9.0 psi) shall be shown on all product transfer documents, including the delivery document to the aircraft.

^H See X2.10.1 for maximum limits for lead and phosphorus in unleaded gasoline.

^I Use either Eq 1 or Table 1 in Test Method D4529, or Eq 2 in Test Method D3338. See X2.7.2 for limitations and oxygen corrections required when Test Methods D3338 and D4529 are applied to fuels blended with aliphatic ethers.

^J Test Method D381 existent gum test can provide a means of detecting deteriorated quality or contamination, or both, with heavier products following distribution from refinery to airport; refer to X2.9.1.

^K No deliberate addition of alcohols is allowed except for isopropyl alcohol, which is allowed as an additive (see 6.2.4.2)

^L For additional information and limitations, see X2.8

6.2.2 **Metal Deactivators**—A metal deactivator, N,N'-disalicylidene-1,2-propanediamine may be added to the gasoline in an amount not to exceed 3.0 mg/L.

6.2.3 **Corrosion Inhibitors**—Corrosion inhibitors that conform to MIL-PRF-25017F may be added to the gasoline in amounts not exceeding the maximum allowable concentrations listed in the latest revision of QPL-25017.

6.2.4 Fuel System Icing Inhibitor :

6.2.4.1 Diethylene glycol monomethyl ether, conforming to the requirements of Specification D4171 (Type III), may be used in concentrations of 0.10 to 0.15 volume %.

6.2.4.2 Isopropyl alcohol conforming to the requirements of Specification D4171 (Type II) may be used in concentrations

recommended by the aircraft manufacturers when required by the aircraft owner operator.

7. Detailed Requirements

7.1 The aviation gasoline shall conform to the requirements in Table 1.

8. Workmanship

8.1 The finished fuel shall be visually free of water, sediment, and suspended matter.

NOTE 1—See Practice D4057 for appropriate sampling procedures.