Designation: D7566 – 16b

An American National Standard

Standard Specification for Aviation Turbine Fuel Containing Synthesized Hydrocarbons[1]

This standard is issued under the fixed designation D7566; 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.

This standard has been approved for use by agencies of the U.S. 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, as follows:

1.2.1 Aviation turbine fuel manufactured, certified, and released to all the requirements of Table 1 of this specification (D7566), meets the requirements of Specification D1655 and shall be regarded as Specification D1655 turbine fuel. Duplicate testing is not necessary; the same data may be used for both D7566 and D1655 compliance. Once the fuel is released to this specification (D7566) the unique requirements of this specification are no longer applicable: any recertification shall be done in accordance with Table 1 of Specification D1655.

1.2.2 Field blending of synthesized paraffinic kerosine (SPK) blendstocks, as described in Annex A1 (FT SPK), Annex A2 (HEFA SPK), Annex A3 (SIP), synthesized paraffinic kerosine plus aromatics (SPK/A) as described in Annex A4, or Annex A5 (ATJ) 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 Table 1 of this specification (D7566) apply and shall be evaluated. Short form conformance test programs commonly used to ensure transportation quality are not sufficient. The fuel shall be regarded as D1655 turbine fuel after certification and release as described in 1.2.1.

1.2.3 Once a fuel is redesignated as D1655 aviation turbine fuel, it can be handled in the same fashion as the equivalent refined D1655 aviation turbine fuel.

1.3 This specification defines the minimum property requirements for aviation turbine fuel that contain synthesized hydrocarbons and lists acceptable additives for use in civil operated engines and aircrafts. Specification D7566 is directed at civil applications, and maintained as such, but may be adopted for military, government, or other specialized uses.

1.4 This specification can be used as a standard in describing the quality of aviation turbine fuel from production to the aircraft. However, this specification does not define the quality assurance testing and procedures necessary to ensure that fuel in the distribution system continues to comply with this specification after batch certification. Such procedures are defined elsewhere, for example in ICAO 9977, EI/JIG Standard 1530, JIG 1, JIG 2, API 1543, API 1595, and ATA-103.

1.5 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.

1.6 While aviation turbine fuels defined by Table 1 of 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.

1.7 Synthetic blending components, synthetic fuels, and blends of synthetic fuels with conventional petroleum-derived fuels in this specification have been evaluated and approved in accordance with the principles established in Practice D4054.

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

1.9 *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

[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.J0.06 on Emerging Turbine Fuels.

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[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**

D86 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure
D93 Test Methods for Flash Point by Pensky-Martens Closed Cup Tester
D129 Test Method for Sulfur in Petroleum Products (General High Pressure Decomposition Device 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, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method
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
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
D2710 Test Method for Bromine Index of Petroleum Hydrocarbons by Electrometric Titration
D2887 Test Method for Boiling Range Distribution of Petroleum Fractions by Gas Chromatography
D2892 Test Method for Distillation of Crude Petroleum (15-Theoretical Plate Column)
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
D4054 Practice for Qualification and Approval of New Aviation Turbine Fuels and Fuel Additives
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) (Withdrawn 2012)[3]
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

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

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
D6866 Test Methods for Determining the Biobased Content of Solid, Liquid, and Gaseous Samples Using Radiocarbon Analysis
D7042 Test Method for Dynamic Viscosity and Density of Liquids by Stabinger Viscometer (and the Calculation of Kinematic Viscosity)
D7111 Test Method for Determination of Trace Elements in Middle Distillate Fuels by Inductively Coupled Plasma Atomic Emission Spectrometry (ICP-AES)
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)
D7974 Test Method for Determination of Farnesane, Saturated Hydrocarbons, and Hexahydrofarnesol Content of Synthesized Iso-Paraffins (SIP) Fuel for Blending with Jet Fuel by Gas Chromatography
E29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

2.2 *Energy Institute Standards:*[4]
EI 1550 Handbook on Equipment Used for the Maintenance and Delivery of Clean Aviation Fuel
EI 1583 Laboratory Tests and Minimum Performance Levels for Aviation Fuel Filter Monitors
EI/JIG 1530 Quality Assurance Requirements for the Manufacture, Storage and Distribution of Aviation Fuels to Airports
IP 12 Determination of Specific Energy
IP 16 Determination of the Freezing Point of Aviation Fuels—Manual Method
IP 30 Detection of Mercaptans, Hydrogen Sulfide, Elemental Sulfur and Peroxides—Doctor Test Method
IP 34 Determination of Flash Point—Pensky-Martens Closed Cup Method
IP 69 Vapour Pressure-Reid Method (St-B-9)
IP 71, Section 1 Petroleum Products—Transparent and Opaque Liquids—Determination of Kinematic Viscosity and Calculation of Dynamic Viscosity
IP 123 Petroleum Products—Determination of Distillation Characteristics at Atmospheric Pressure
IP 154 Petroleum Products—Corrosiveness to Copper—Copper Strip Test
IP 156 Petroleum Products and Related Materials—Determination of Hydrocarbon Types—Fluorescent Indicator Adsorption Method
IP 160 Crude Petroleum and Liquid Petroleum Products—Laboratory Determination of Density—Hydrometer Method
IP 170 Determination of Flash Point—Abel Closed-Cup Method
IP 216 Particulate Contaminant in Aviation Fuel
IP 225 Determination of Copper in Light Petroleum Distillates—Spectrophotometric Method
IP 227 Corrosiveness to Silver of Aviation Turbine Fuels—Silver Strip Method
IP 274 Determination of Electrical Conductivity of Aviation and Distillate Fuels
IP 299 Determination of Bromine Index—Electrometric Titration Method
IP 323 Determination of Thermal Oxidation Stability of Gas Turbine Fuels
IP 336 Petroleum Products—Determination of Sulfur Content—Energy-Dispersive X-ray Fluorescence Spectrometry
IP 342 Petroleum Products—Determination of Thiol (Mercaptan) Sulfur in Light and Middle Distillate Fuels—Potentiometric Method
IP 354 Determination of the Acid Number of Aviation Fuels-Colour-Indicator Titration Method
IP 365 Crude Petroleum and Petroleum Products—Determination of Density—Oscillating U-tube Method
IP 379 Determination of Organically Bound Trace Nitrogen—Oxidative Combustion and Chemiluminescence Method
IP 394 Liquid Petroleum Products—Vapour Pressure—Part 1: Determination of Air Saturated Vapour Pressure (ASVP) and Calculated Dry Vapour Pressure Equivalent (DVPE)
IP 406 Petroleum Products—Determination of Boiling Range Distribution by Gas Chromatography
IP 423 Determination of Particulate Contaminant in Aviation Turbine Fuels by Laboratory Filtration
IP 435 Determination of the Freezing Point of Aviation Turbine Fuels by the Automatic Phase Transition Method
IP 436 Determination of Aromatic Hydrocarbon Types in Aviation Fuels and Petroleum Distillates—High Performance Liquid Chromatography Method with Refractive Index Detection
IP 438 Determination of Water—Coulometric Karl Fischer Titration Method
IP 475 Petroleum Liquids—Manual Sampling
IP 523 Determination of Flash Point—Rapid Equilibrium Closed Cup Method
IP 524 Determination of Flash/No Flash—Rapid Equilibrium Closed Cup Method

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

IP 528 Determination for the Freezing Point of Aviation Turbine Fuels—Automatic Fibre Optic Method
IP 529 Determination of the Freezing Point of Aviation Fuels—Automatic Laser Method
IP 540 Determination of the Existent Gum Content of Aviation Turbine Fuel—Jet Evaporation Method
IP 585 Determination of Fatty Acid Methyl Esters (FAME), Derived from Bio-diesel Fuel, in Aviation Turbine Fuel—GC-MS with Selective Ion Monitoring/Scan Detection Method
IP 590 Determination of Fatty Acid Methyl Esters (FAME) in Aviation Turbine Fuel—HPLC Evaporative Light Scattering Detector Method
IP 598 Petroleum Products—Determination of the Smoke Point of Kerosine, Manual and Automated Method

2.3 *ANSI Standard:*[5]
ANSI 863 Report of Test Results

2.4 *API Standards:*[6]
API 1543 Documentation, Monitoring and Laboratory Testing of Aviation Fuel During Shipment from Refinery to Airport
API 1595 Design, Construction, Operation, Maintenance, and Inspection of Aviation Pre-Airfield Storage Terminals[6]

2.5 *Joint Inspection Group Standards:*[7]
JIG 1 Aviation Fuel Quality Control & Operating Standards for Into-Plane Fuelling Services
JIG 2 Aviation Fuel Quality Control & Operating Standards for Airport Depots & Hydrants[7]

2.6 *IATA Guidance:*[8]
9680–04 IATA Guidance Material on Microbiological Contamination in Aircraft Fuel Tanks

2.7 *UOP Test Methods:*[9]
UOP 389 Trace Metals in Oils by Wet Ash/ICP-AES

2.8 *U.S. Department of Defense Specifications:*[10]
MIL-PRF-25017 Inhibitor, Corrosion/Lubricity Improver, Fuel Soluble
QDS-25017 Qualified Data Set for MIL-PRF-25017 (Inhibitor, Corrosion/Lubricity Improver, Fuel Soluble)

2.9 *Other Standards:*
ATA-103 Standard for Jet Fuel Quality Control at Airports[11]
Defence Standard 91-91 Turbine Fuel, Aviation Kerosine Type, Jet A-1[12]
ICAO 9977 Manual on Civil Aviation Jet Fuel Supply[13]
AFRL-RQ-WP-TR-2013-0271 Determination of the Minimum Use Level of Fuel System Icing Inhibitor (FSII) in JP-8 that will Provide Adequate Icing Inhibition and Biostatic Protection for Air Force Aircraft[14]

3. General

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

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 *alcohol-to-jet synthetic paraffinic kerosene (ATJ-SPK), n*—an SPK produced starting from alcohol and processed through the following steps: dehydration, oligomerization, hydrogenation, and fractionation (Annex A5).

4.2.2 *batch origination, n*—location at which fuel is certified as D7566.

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

4.2.4 *hydroprocessed, adj*—conventional chemical processing in which hydrogen is reacted with organic compounds in the presence of a catalyst to remove impurities such as oxygen, sulfur, nitrogen; to saturate unsaturated hydrocarbons; or to alter the molecular structure of the hydrocarbon molecules.

4.2.5 *identified incidental materials, n*—chemicals and compositions that have defined upper content limits in an aviation fuel specification but are not approved additives.

4.2.6 *metrological method, n*—tube deposit rating methods employing an optical-based deposit thickness measurement and mapping technique described in the D3241 annexes.

4.2.7 *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.

4.2.8 *synthetic blending component, n*—synthesized hydrocarbons that meet the requirements of Annex A1, Annex A2, or Annex A3.

4.2.9 *synthesized iso-paraffins (SIP), n*—synthetic blending component that is comprised essentially of iso-paraffins.

[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 American Petroleum Institute (API), 1220 L. St., NW, Washington, DC 20005-4070, http://www.api.org.
[7] Available from Joint Inspection Group (JIG), http://www.jigonline.com.
[8] 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'Aeroport, PO Box 416, 1215 Geneva, 15 Airport, Switzerland. www.iata.org.
[9] Available from ASTM International, www.astm.org, or contact ASTM Customer Service at service@astm.org.
[10] Available from the Standardization Document Order Desk, 700 Robbins, Avenue, Building 4D, Philadelphia PA 19111-5094 (http://assist.daps.dla.mil).
[11] Available from Air Transport Association of America, Inc. (ATA) d/b/a Airlines for America, 1301 Pennsylvania Ave. NW, Suite 1100, Washington, D.C. 20004, http://www.airlines.org.
[12] Available from Defence Equipment and Support, UK Defence Standardization, Kentigern House, 65 Brown Street, Glasgow, G2 8EX (http://www.dstan.mod.uk).
[13] Available from International Civil Aviation Organization (ICAO), 999 University St., Montreal, Quebec H3C 5H7, Canada, http://www.icao.int.
[14] Available from Defense Technical Information Center (DTIC), 8725 John J. Kingman Rd., Ft. Belvoir, VA 22060-6218, http://www.dtic.mil/dtic, accession number ADA595127.

4.2.10 *synthesized paraffinic kerosine (SPK), n*—synthetic blending component that is comprised essentially of iso-paraffins, normal paraffins, and cycloparaffins.

4.2.10.1 *Discussion*—Trace materials are permitted provided they are components that normally occur in hydroprocessed jet fuel including, but not limited to, trace organics, nitrogen compounds, water, dissolved air, etc.

4.2.11 *synthesized paraffinic kerosine plus aromatics (SPK/A), n*—synthetic blending component that is comprised of synthesized paraffinic kerosine (SPK) to which synthesized aromatics have been added.

5. Classification

5.1 Two grades 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.

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.

6.1.2 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 A2.

NOTE 1—The ability to add 50 % of Annex A1 or Annex A2 blending components (SPK) to Jet A or Jet A-1 is also limited by the physical properties of the fuel with which it is being blended. Practice has shown that density, or aromatic content, or both, of the refined fuel often limit the amount of SPK that can be added to the final blend to less than 50 %.

6.1.3 Conventional blending components or Jet A or Jet A-1 fuel certified to Specification D1655; with up to 10 % by volume of the synthetic blending component defined in Annex A3.

NOTE 2—The ability to add 10 % of Annex A3 blending components (SIP) to Jet A or Jet A-1 may also be limited by the physical properties of the fuel with which it is being blended. It is possible in extreme cases that viscosity of the refined fuel may limit the amount of SIP that can be added to the final blend to less than 10 %.

6.1.4 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 A4.

NOTE 3—The ability to add 50 % of Annex A4 blending components (SPK/A) to Jet A or Jet A-1 may also be limited by the physical properties of the fuel with which it is being blended. The density, or aromatic content, or both, of the refined fuel may limit the amount of SPK/A that can be added to the final blend to less than 50 %.

6.1.5 Conventional blending components or Jet A or Jet A-1 fuel certified to Specification D1655; with up to 30 % by volume of the synthetic blending component defined in Annex A5.

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*—Only additives approved by the aviation industry (including the aircraft certifying authority) are permitted in the fuel on which an aircraft is operated. The additives approved for use in D7566 jet fuel are shown in Table 1 and Table 2 and may be used within the concentration limits shown in the tables subject to any restrictions described in the table footnotes. [15]

6.4 Guidance material is presented in Appendix X3 concerning the need to control processing additives in jet fuel production.

6.5 From the point of manufacture to the point of blending to meet this specification, the synthetic blending component shall be handled and transported in the same manner as finished jet fuel in order to maintain product integrity. Appropriate management of change measures shall be used at manufacturing locations, distribution, and storage to maintain product integrity (see Appendix X3).

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 7.2, Annex A1, Annex A2, Annex A3, Annex A4, or Annex A5, whichever is applicable.

7.2 The fluidity requirement of Part 2 of Table 1 only applies to each batch of fuel containing the synthesized iso-paraffins (SIP) blending component as defined in Annex A3 and blended in accordance with 6.1.3. This requirement does not apply to fuel containing Annex A1, Annex A2, Annex A4, or Annex A5 synthesized components and blended in accordance with 6.1.1, 6.1.2, or 6.1.4.

7.3 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.

7.4 Test results shall not exceed the maximum or be less than the minimum values specified in Table 1, Tables A1.1 and A1.2, Tables A2.1 and A2.2, Tables A3.1 and A3.2, and Tables A4.1 and A4.2. No allowance shall be made for the precision

[15] 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: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	Test Method[B]
COMPOSITION			
Acidity, total mg KOH/g	Max	0.10	D3242/IP 354
Aromatics: One of the following requirements shall be met:			
1. Aromatics, volume percent	Max	25	D1319 or IP 156
2. Aromatics, volume percent	Max	26.5	D6379/IP 436
Sulfur, mercaptan,[C] mass percent	Max	0.003	D3227/IP 342
Sulfur, total mass percent	Max	0.30	D1266, D2622, D4294, D5453, or IP 336
VOLATILITY			
Distillation			D2887/IP 406[D] or D86[E] or IP 123[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, percent	Max	1.5	
Distillation loss, percent	Max	1.5	
Flash point, °C	Min	38[F]	D56 or D3828[G] , IP 170[G] or IP 523[G]
Density at 15 °C, kg/m^3		775 to 840	D1298/IP 160 or D4052 or IP 365
FLUIDITY			
Freezing point, °C	Max	–40 Jet A[H]	D5972/IP 435, D7153/IP 529, D7154/IP 528, or D2386/IP 16
		–47 Jet A-1[H]	
Viscosity –20 °C, mm^2/s[I]	Max	8.0	D445/IP 71, Section 1, D7042[J]
COMBUSTION			
Net heat of combustion, MJ/kg	Min	42.8[K]	D4529, D3338, D4809 or IP 12
One of the following requirements shall be met:			
(1) Smoke point, mm, or	Min	25.0	D1322/IP 598
(2) Smoke point, mm, and	Min	18.0	D1322/IP 598
Naphthalenes, volume, percent	Max	3.0	D1840
CORROSION			
Copper strip, 2 h at 100 °C	Max	No. 1	D130/IP 154
THERMAL STABILITY			
2.5 h at control temperature of 260 °C, min			D3241[L] /IP 323[L]
Filter pressure drop, mm Hg	Max	25	
Tube rating: One of the following requirements shall be met:[M]			
(1) Annex A1 VTR, VTR Color Code	Less than	3 No peacock or abnormal color deposits	
(2) Annex A2 ITR or Annex A3 ETR, nm avg over area of 2.5 mm^2	Max	85	
CONTAMINANTS			
Existent gum, mg/100 mL	Max	7	D381, IP 540
Microseparometer,[N] Rating			D3948
Without electrical conductivity additive	Min	85	
With electrical conductivity additive	Min	70	
ADDITIVES		See 6.3	
Electrical conductivity, pS/m		[O]	D2624/IP 274

Part 2—Extended Requirements

Property		Jet A or Jet A-1	Test Method[B]
COMPOSITION			
Aromatics: One of the following requirements shall be met:			
1. Aromatics, volume percent	Min[P,Q]	8	D1319 or IP 156
2. Aromatics, volume percent	Min[P,Q]	8.4	D6379/IP 436
VOLATILITY			
Distillation			D2887/IP 406[D] , D86[E] or IP 123[E]
T50-T10, °C	Min[Q,R]	15	
T90-T10, °C	Min[Q,R]	40	
LUBRICITY			
Lubricity,[O,N] mm	Max	0.85	D5001
FLUIDITY[S]			
Viscosity –40 °C, mm^2/s	Max	12	D445[T] /, Section 1[T]

[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 or IP 30.
[D] Distillation property criteria are specified in D86 or IP 123 scale units. D2887/IP 406 results shall be converted to estimated D86 or IP 123 results by application of the correlation in Appendix X5 of D2887 or Annex G of IP 406 for comparison with the specified property criteria. Distillation residue and loss limits provide control of the distillation process during the D86 and IP 123 test methods and do not apply to D2887/IP 406. Distillation residue and loss shall be reported as "not applicable" (N/A) when reporting D2887/IP 406 results.
[E] D86 or IP 123 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 other test methods 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 mm^2/s = 1 cSt.
[J] Test Method D7042 results shall be converted to bias-corrected kinematic viscosity results by the application of the correction described in Test Method D7042, section 15.4.4.
[K] For all grades use either Eq 1 or Table 1 in Test Method D4529 or Eq 2 in Test Method D3338 or IP 12. Test Method D4809 may be used as an alternative. In case of dispute, Test Method D4809 shall be used.
[L] D3241/IP 323 Thermal Stability is a critical aviation fuel test, the results of which are used to assess the suitability of jet fuel for aviation operational safety and regulatory compliance. The integrity of D3241/IP 323 testing requires that heater tubes (test coupons) meet the requirements of D3241 Table 2 and give equivalent D3241 results to the heater tubes supplied by the original equipment manufacturer (OEM). A test protocol to demonstrate equivalence of heater tubes from other suppliers is on file at ASTM International Headquarters and can be obtained by requesting Research Report RR:D02-1550. Heater tubes and filter kits, manufactured by the OEM (PAC, 8824 Fallbrook Drive, Houston, TX 77064) were used in the development of the D3241/IP 323 test method. Heater tube and filter kits, manufactured by Falex (Falex Corporation, 1020 Airpark Dr., Sugar Grove, IL, 60554-9585) were demonstrated to give equivalent results (see D3241 for research report references). These historical facts should not be construed as an endorsement or certification by ASTM International.
[M] Tube deposit ratings shall be measured by D3241 Annex A2 ITR or Annex A3 ETR, when available. If the Annex A2 ITR device reports "N/A" for a tube's volume measurement, the test shall be a failure and the value reported as >85 nm. Visual rating of the heater tube by the method in D3241 Annex A1 is not required when Annex A2 ITR or Annex A3 ETR deposit thickness measurements are reported. In case of dispute between results from visual and metrological methods, the referee shall be considered the Annex A3 ETR method if available, otherwise Annex A2 ITR.
[N] At point of manufacture.
[O] 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 pS/m to 600 pS/m under the conditions at point of delivery. (1 pS/m = 1×10^{-12} $\Omega^{-1}m^{-1}$)
[P] 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.
[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.
[R] 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.
[S] The fluidity requirement applies only to jet fuel containing synthesized iso-paraffins specified in Annex A3 and blended in accordance with 6.1.3. It does not apply to jet fuel containing Annex A1, Annex A2, or Annex A4 synthesized components blended in accordance with 6.1.1, 6.1.2, or 6.1.4.
[T] D445 or IP 71, Section 1 allows measuring the viscosity at –40 °C, however the precision values were determined down to –20 °C. Data correlating test results at –40 °C for D445 and other related ASTM test methods is provided in Research Report RR:D02-1776, Evaluation of Synthesized Iso-Paraffins produced from Hydroprocessed Fermented Sugars (SIP Fuels), prepared by TOTAL New Energies, Amyris, Inc. and the United States Air Force Research Laboratory (AFRL), Final Version, February 2014. A revision to Test Method D445 to specify measurement precision at –40 °C is in process.

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, Tables A1.1 and A1.2, Tables A2.1 and A2.2, Tables A3.1 and A3.2, and Tables A4.1 and A4.2 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 or IP 475 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 X4.

11. Test Methods

NOTE 4—Where IP test methods are referenced in this standard as alternatives to ASTM test methods, the following nomenclature is used. Where test methods are officially jointed, this is denoted as Dxxxx/IP xxx. Where test methods are technically equivalent or related but not officially jointed, this is denoted as Dxxxx or IP xxx.

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

TABLE 2 Detailed Requirements for Additives in Aviation Turbine Fuels

Additive	Dosage
Fuel Performance Enhancing Additives	
Antioxidants[A,B]	24.0 mg/L max[C]
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	
Metal Deactivator[A]	
N,N-disalicylidene-1,2-propane diamine	
On initial blending	2.0 mg/L max[C,D]
After field reblending cumulative concentration	5.7 mg/L max
Fuel System Icing Inhibitor[E, F, G, H]	0.07 % by volume min[I]
Diethylene Glycol Monomethyl Ether (see Specification D4171 Type III)	0.15 % by volume max
Fuel Handling and Maintenance Additives	
Electrical Conductivity Improver[J]	
Stadis 450[K]	
On initial blending	3 mg/L max
After field reblending, cumulative concentration	5 mg/L max
If the additive concentration is unknown at time of retreatment, additional concentration is restricted to 2 mg/L max	
Leak Detection Additive	1 mg/kg max
Tracer A (LDTA-A)[L]	
Biocidal Additives[E,M,N]	
Biobor JF[O]	
Kathon FP1.5[P]	
Corrosion Inhibitor/Lubricity Improvers[Q]	
One of the following:	
HiTEC 580	23 mg/L max
Innospec DCI-4A	23 mg/L max
Nalco 5403	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] The quantity shall be declared by the fuel supplier and agreed to by the purchaser.
[F] DiEGME content can by analyzed by Test Method D5006.
[G] DiEGME is not suitable for use in systems that will later use EI 1583 filter monitors, which are commonly used at the point of aircraft fueling. Additional guidance is provided in EI 1550 Chapter 9.
[H] Some aircraft require higher levels than 0.07 % by volume.
[I] The lower FSII concentration limit allowable in Jet Fuel is based on research by the US Air Force as documented in report AFRL-RQ-WP-TR-2013-0271. Some engines and aircraft as certificated require higher minimum concentrations of icing inhibitor than the lower limit in this Jet Fuel specification. When fueling an aircraft, the fuel should be additized to the concentration levels specified in the appropriate engine and aircraft manual.
[J] 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 pS/m to 600 pS/m under the conditions at point of delivery. (1 pS/m = 1×10^{-12} $\Omega^{-1}m^{-1}$)
[K] Stadis 450 is a registered trademark marketed by Innospec Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.
[L] Tracer A (LDTA-A) is a registered trademark of Tracer Research Corp., 3755 N. Business Center Dr., Tucson, AZ 85705.
[M] 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.
[N] Refer to the Aircraft Maintenance Manual (AMM) to determine if either biocide is approved for use and for their appropriate use and dosage.
[O] Biobor JF is a registered trademark of Hammonds Technical Services, Inc., 910 Rankin Rd., Houston, TX 77073.
[P] KATHON is a trademark of The Dow Chemical Company ("Dow") or an affiliated company of Dow, 2030 Dow Center, Midland, MI 48674. HiTEC 580 is a trademark of Afton Chemical Corp., 500 Spring St., Richmond, VA 23219. Innospec DCI-4A is available from Innospec Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.
[Q] More information concerning minimum treat rates of corrosion inhibitor/lubricity improver additives is contained in X1.10.2.

11.1.1 *Density*—Test Method D1298/IP 160 or D4052 or IP 365.

11.1.2 *Distillation*—Test Method D86 or IP 123. For Jet A and Jet A-1, Test Method D2887/IP 406 may be used as an

alternate. Results from Test Method D2887/IP 406 shall be reported as estimated D86 or IP 123 results by application of the correlation in Appendix X5 of D2887 or Annex G of IP 406. 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, D3828, IP 170 or IP 523.

11.1.4 *Freezing Point*—Test Method D5972/IP 435, D7153/IP 529, D7154/IP 528, or D2386/IP 16. Any of these test methods may be used to certify and recertify jet fuel. However, Test Method D2386/IP 16 is the referee method. An interlaboratory study (RR:D02-1572[16]) that evaluated the ability of freezing point methods to detect jet fuel contamination by diesel fuel determined that Test Methods D5972/IP 435 and D7153/IP 529 provided significantly more consistent detection of freeze point changes caused by contamination than Test Methods D2386/IP 16 and D7154/IP 528. It is recommended to certify and recertify jet fuel using either Test Method D5972/IP 435 or Test Method D7153/IP 529, or both, on the basis of the reproducibility and cross-contamination detection reported in RR:D02-1572.[16] 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/IP 16) are within the specification limit.

11.1.5 *Viscosity*—Test Method D445/IP 71, Section 1 or Test Method D7042. Results from Test Method D7042 shall be reported as bias-corrected kinematic viscosity results by application of the correction in Test Method D7042, subsection 15.4.4, Relative Bias for jet fuel. In case of dispute, Test Method D445 shall be the referee method.

11.1.6 *Net Heat of Combustion*—Test Method D4529, D3338, D4809, or IP 12.

11.1.7 *Corrosion (Copper Strip)*—Test Method D130/IP 154.

11.1.8 *Total Acidity*—Test Method D3242/IP 354.

11.1.9 *Sulfur*—Test Method D1266, D2622, D4294, D5453, or IP 336.

11.1.10 *Mercaptan Sulfur*—Test Method D3227/IP 342.

11.1.11 *Microseparometer*—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/IP 323.

11.1.14 *Aromatics*—Test Method D1319, IP 156 or D6379/IP 436. Test Method D1319 shall be the referee test method.

11.1.15 *Smoke Point*—Test Method D1322/IP 598.

11.1.16 *Naphthalene Content*—Test Method D1840.

11.1.17 *Electrical Conductivity*—Test Method D2624 / IP 274.

12. Keywords

12.1 alcohol-to-jet synthetic paraffinic kerosene; aviation turbine fuel; avtur; Jet A; Jet A-1; jet fuel; synthesized aromatics; synthesized hydrocarbons; synthesized iso-paraffins; synthesized paraffinic kerosine; synthesized paraffinic kerosine plus aromatics; synthetic blending component; turbine fuel

[16] Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1572. Contact ASTM Customer Service at service@astm.org.

ANNEXES

(Mandatory Information)

A1. FISCHER-TROPSCH HYDROPROCESSED SYNTHESIZED PARAFFINIC KEROSINE

A1.1 Scope

A1.1.1 This annex defines hydroprocessed synthesized paraffinic kerosine (SPK) for use as a synthetic blending component in aviation turbine fuels for use in civil aircraft and engines. The specifications in this annex can be used for contractual exchange of synthetic blending components.

A1.1.2 The synthetic blending components defined in this annex are not satisfactory for aviation turbine engines unless blended with conventional fuel or conventional blending components in accordance with the limitations described in 6.1.1.

A1.1.3 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

A1.2 General

A1.2.1 All requirements of the main body of this specification apply except as detailed in this annex.

A1.3 Terminology

A1.3.1 *Definitions of Terms Specific to This Annex:*

A1.3.1.1 *Fischer-Tropsch hydroprocessed synthesized paraffinic kerosine (FT-SPK), n*—SPK produced from one or more precursors synthesized by Fischer-Tropsch processing.

A1.4 Materials and Manufacture

A1.4.1 FT-SPK synthetic blending components shall be comprised of hydroprocessed synthesized paraffinic kerosine wholly derived from:

A1.4.1.1 Paraffins and olefins derived from synthesis gas via the Fischer-Tropsch (FT) process using Iron or Cobalt catalyst.

A1.4.1.2 Subsequent processing of the product shall include hydrotreating, hydrocracking, or hydroisomerization and is expected to include, but not be limited to, a combination of other conventional refinery processes such as polymerization, isomerization, and fractionation.[17]

A1.5 Detailed Batch Requirements

A1.5.1 Each batch of synthetic blending component shall conform to the requirements prescribed in Table A1.1.

A1.5.2 *Test Methods*—Determine the requirements enumerated in this annex in accordance with the following test methods.

A1.5.2.1 *Density*—Test Method D1298/IP 160, D4052 or IP 365.

A1.5.2.2 *Distillation*—Test Methods D86 or IP 123, and D2887/IP 406.

A1.5.2.3 *Flash Point*—Test Method D56, D3828, IP 170 or IP 523.

A1.5.2.4 *Freezing Point*—Test Method D5972/IP 435, D7153/IP 529, D7154/IP 528, or D2386/IP 16. Any of these test methods may be used to certify and recertify jet fuel. However, Test Method D2386/IP 16 is the referee method. An interlaboratory study (RR:D02-1572[16]) that evaluated the ability of freezing point methods to detect jet fuel contamination by diesel fuel determined that Test Methods D5972/IP 435 and D7153/IP 529 provided significantly more consistent detection of freeze point changes caused by contamination than Test Methods D2386/IP 16 and D7154/IP 528. It is recommended to certify and recertify jet fuel using either Test Method D5972/IP 435 or Test Method D7153/IP 529, or both, on the basis of the reproducibility and cross-contamination detection reported in RR:D02-1572.[16] 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/IP 16) are within the specification limit.

A1.5.2.5 *Total Acidity*—Test Method D3242/IP 354.

A1.5.2.6 *Thermal Stability*—Test Method D3241/IP 323.

A1.6 Other Detailed Requirements

A1.6.1 The hydroprocessed SPK blend component shall meet the requirements of Table A1.2. It is not necessary to analyze each batch of hydroprocessed SPK for compliance with Table A1.2 once it is demonstrated that the process scheme is adequately controlled to support the expectation that these requirements are always met. At a minimum, significant changes in production operations shall be cause for recertifying that these limits continue to be met.

A1.6.2 *Test Methods*—Determine the requirements enumerated in this annex in accordance with the following test methods.

A1.6.2.1 *Cycloparaffins*—Test Method D2425.

A1.6.2.2 *Aromatics*—Test Method D2425.

A1.6.2.3 *Paraffins*—Test Method D2425.

A1.6.2.4 *Carbon and Hydrogen*—Test Method D5291.

A1.6.2.5 *Nitrogen*—Test Method D4629/IP 379.

A1.6.2.6 *Water*—Test Method D6304 or IP 438.

A1.6.2.7 *Sulfur*—Test Methods D5453 or D2622. Either of these test methods can be used to certify and recertify jet fuel. However, Test Method D5453 is the referee method.

A1.6.2.8 *Metals*—Test Method D7111 or UOP 389.

A1.6.2.9 *Halogens*—Test Method D7359.

[17] Coordinating Research Council (CRC) Report, "Comparative Evaluation of Semi-Synthetic Jet Fuels," September 2008, provides a more detailed description of the composition and performance of FT-SPK blending components that evolved from the evaluation of representative samples of these blending components.

TABLE A1.1 Detailed Batch Requirements; Fischer–Tropsch Hydroprocessed SPK[A]

Property		FT–SPK	Test Method[B]
COMPOSITION			
Acidity, total mg KOH/g	Max	0.015	D3242/IP 354
VOLATILITY			
Distillation—both of the following requirements shall be met:			
1. Physical Distillation			D86[C] or IP 123[C]
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	
T90-T10, °C	Min	22	
Distillation residue, percent	Max	1.5	
Distillation loss, percent	Max	1.5	
2. Simulated Distillation			D2887/IP 406
Distillation temperature, °C:			
10 % recovered, temperature (T10)		report	
50 % recovered, temperature (T50)		report	
90 % recovered, temperature (T90)		report	
Final boiling point, temperature		report	
Flash point, °C	Min	38[D]	D56, D3828[E] , IP 170[E] or IP 523[E]
Density at 15 °C, kg/m^3		730 to 770	D1298 / IP 160, D4052 or IP 365
Freezing point, °C	Max	–40	D5972 / IP 435, D7153/IP 529, D7154/IP 528, or D2386/IP 16
Thermal Stability (2.5 h at control temperature)			
Temperature, °C	Min	325[F]	D3241[G] /IP 323[G]
Filter pressure drop, mm Hg	Max	25	
Tube rating: One of the following requirements shall be met:[H]			
(1) Annex A1 VTR, VTR Color Code	Less than	3	
		No peacock or abnormal color deposits	
(2) Annex A2 ITR or Annex A3 ETR, nm avg over area of 2.5 mm^2	Max	85	
ADDITIVES			
Antioxidants, mg/L[I]	Min	17	
	Max	24	

[A] For compliance of test results against the requirements of Table A1.1, see 7.4.
[B] The test methods indicated in this table are referred to in A1.5.2.
[C] D86 or IP 123 distillation of jet fuel is run at Group 4 conditions, except Group 3 condenser temperature is used.
[D] A higher or lower minimum flash point specification may be agreed upon between purchaser and supplier. When the agreed flash point is less then 38 °C then the product shall not be known as SPK or as kerosine, but may be used as an Annex A1 blending component.
[E] Results obtained by other test methods 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.
[F] Control temperature of 325 °C is specified to provide a recurring, batch-by-batch verification of process stability and compositional consistency.
[G] D3241/IP 323 Thermal Stability is a critical aviation fuel test, the results of which are used to assess the suitability of jet fuel for aviation operational safety and regulatory compliance. The integrity of D3241/IP 323 testing requires that heater tubes (test coupons) meet the requirements of D3241 Table 2 and give equivalent D3241 results to the heater tubes supplied by the original equipment manufacturer (OEM). A test protocol to demonstrate equivalence of heater tubes from other suppliers is on file at ASTM International Headquarters and can be obtained by requesting Research Report RR:D02-1550. Heater tubes and filter kits, manufactured by the OEM (PAC, 8824 Fallbrook Drive, Houston, TX 77064) were used in the development of the D3241/IP 323 test method. Heater tube and filter kits, manufactured by Falex (Falex Corporation, 1020 Airpark Dr., Sugar Grove, IL, 60554-9585) were demonstrated to give equivalent results (see D3241 for research report references). These historical facts should not be construed as an endorsement or certification by ASTM International.
[H] Tube deposit ratings shall be measured by D3241 Annex A2 ITR or Annex A3 ETR, when available. If the Annex A2 ITR device reports "N/A" for a tube's volume measurement, the test shall be a failure and the value reported as >85 nm. Visual rating of the heater tube by the method in D3241 Annex A1 is not required when Annex A2 ITR or Annex A3 ETR deposit thickness measurements are reported. In case of dispute between results from visual and metrological methods, the referee shall be considered the Annex A3 ETR method if available, otherwise Annex A2 ITR.
[I] Antioxidant shall be added to the bulk product prior to movements or operations that will significantly expose the product to air and in such a way as to ensure adequate mixing. This shall be done as soon as practicable after hydroprocessing or fractionation to prevent peroxidation and gum formation after manufacture. In-line injection and tank blenders are considered acceptable methods for ensuring adequate mixing.