

Specification: Aviation Turbine Fuel (Jet A1)				
1	Appearance			
1.1	Visual Appearance	Clear & Bright, free from solid matter & undissolved water at ambient temperature		Clear & Bright
1.2	Color	Report	ASTM D 156 or ASTM D 6054	25
1.3	Particulate Contamination, at point of manufacture, mg/l	1.0 Max.	IP 423 / ASTM D 5425	0.80
1.4	Particulate, at point of manufacture			
1.4.1	≥ 4 µm(c)	Report	IP 564 or IP 565	2500
1.4.2	≥ 6 µm(c)	Report		950
1.4.3	≥ 14 µm(c)	Report		99
1.4.4	≥ 21 µm(c)	Report		22
1.4.5	≥ 25 µm(c)	Report		15
1.4.6	≥ 30 µm(c)	Report		10
2	Composition			
2.1	Total Acidity, mg KOH/gm	0.015 Max.	ASTM D 3242	0.009
2.2	Aromatic Hydrocarbon Types			
2.2.1	Aromatics % v/v	25 Max.	IP 156 /ASTM D 1319	18.5
or				
2.2.2	Total Aromatics % v/v	26.5 Max.	IP 436 /ASTM D 6379	18.5
2.3	Sulphur, Total % m/m	0.3 Max.	ASTM D 4294	0.25
	Sulphur Mercaptan % m/m	0.003 Max.	ASTM D 3227	0.0020
2.4	Doctor Test	Doctor negative	IP 30	
2.5				
2.6	Refining Component, at the Point of manufacture			
2.6.1	1. Hydro processed component, % v/v	Report		
2.6.2	2. Severely Hydro processed component, % v/v	Report		
3	Volatility			
3.1	Distillation – IBP °C,	-	ASTM D 86	155
	Fuel recovered 10% by volume at °C	205 Max.	-	171
	Fuel recovered 50% by volume at °C	Report	-	195
	Fuel recovered 90% by volume at °C	Report	-	195
	Final boiling point °C	300 Max.	-	254
	Residue % volume	1.5 Max.	-	1.0
	Loss % volume	1.5 Max.	-	1.0
3.2	Flash point °C	38 min	IP 170	42
3.3	Density @ 15 °C kg/m ³	Min 775.0 Max. 840.0	IP 365/ ASTM D 4052	799
4	Fluidity			
4.1	Freezing point, °C	Minus 47 Max.	IP16/ ASTM D 2386	Minus 52
4.2	Kin. Viscosity at minus 20 °C, mm ² /s	8.00 Max.	IP 71/ ASTM D 445	4.10
5	Combustion			
5.1	Smoke Point, mm or	25 Min	ASTM D 1322/IP 57	24
	Smoke Point	19 Min	ASTM D 1322/IP 57	
	And Naphtalene, % vol.	3 Max.	ASTM 1840	2.3
5.2	Specific Energy MJ/kg, Min	42.8	Annex C	43.27
6	Corrosion			
6.1	Cu strip for 2 hours @ 100 °C	Not worse than No. 1	ASTM D 130	No. 1
7	Thermal Stability, JFTOT			
7.1	Thermal Stability, JFTOT		IP 323 / ASTM D 3241	
	Test Temperature, °C	Min 260		
7.2	Tube rating, visual	Less than 3 (no peacock) or abnormal colour		Zero, no peacock

Click here to access this Book :

FREE DOWNLOAD

Jet Fuel Specs

[Jet Fuel Specs](#)

Jet Fuel Specs

Jet A: This type of jet fuel is used primarily in the United States, and it typically does not contain static dissipater as an additive. It must have a freezing point of -40 degrees Celsius or below. Jet A-1: This type of aviation turbine fuel must have a freezing point of -47 degrees Celsius or below, and this fuel normally contains static dissipater. This fuel is used commonly outside of the United States.

Jet Fuel Specifications [ASTM Standards] - ANSI Blog

The basic civil jet fuel specification used in the United States of America is ASTM Specification for Aviation Turbine Fuels D 1655, which defines the requirements for three grades of fuel:-Jet A, a kerosine type fuel having a maximum freeze point of -40 degrees C. Jet A-1, a kerosine type fuel, identical with Jet A but with a maximum freeze point of -47 degrees C. Jet B, a wide-cut type fuel. Jet A is used within the United States by domestic and international airlines.

Civil Aviation Fuel | Jet Fuel Specifications | Shell Global

Jet fuel or aviation turbine fuel (ATF, also abbreviated avtur) is a type of aviation fuel designed for use in aircraft powered by gas-turbine engines. It is colorless to straw-colored in appearance. The most commonly used fuels for commercial aviation are Jet A and Jet A-1, which are produced to a standardized international specification. The only other jet fuel commonly used in civilian ...

Jet fuel - Wikipedia

Jet A-1 must have a freeze point of minus 47°C or below and for locations outside the United States, this fuel normally contains static dissipator additive. There are other key differences between the manufacturing specification within the United States and Europe/Africa/Middle East/Australasia.

Specs - Jet Fuel - Jet A and Jet A-1

The most commonly used jet fuel type in Russia and the Commonwealth of Independent States (CIS) states. Biofuel: If compatible with a particular aircraft, certain biofuels can be blended into other jet fuels. This falls into the same grade structure as other jet fuels because it is made from a different source. However, it is not a separate grade in its own right. Military jet fuels: JP-4: No ...

Grades & Specifications | Aviation Gasolines & Jet Fuels ...

difference between the two fuels is that Jet A-1 has a lower maximum freezing point than Jet A (Jet A: -40°C, Jet A-1: -47°C). The lower freezing point makes Jet A-1 more suitable for long

Aviation Technical Aviation Fuels - Chevron Corporation

Jet Fuel CharacteristicsJet Fuel Characteristics Commercial Turbine FuelCommercial

Turbine Fuel • International Air Transport Association (IATA guidance material) IATA ADD76-1 “Kerosene Types” and “Wide Cut” • Aviation Fuel Quality Requirements for Jointly Operated Systems (AFQRJOS) ‘Check List’, Jet A-1, Jet B (non-U.S.)

Jet Fuel Characteristics - SmartCockpit

Jet A-1. Jet A-1 is the most widespread type of jet fuel globally for use in turbofan- and turboprop-powered commercial aircraft. Jet A-1 from Mabanaft meets the AFQRJOS Check List (Latest Issue attached below) which embodies the requirements of the two main specifications Def Stan 91-091 (Issue 11) and ASTM D1655 (Latest Issue).

Jet A-1 - Fuel Specification and Safety Data Sheet

World Jet Fuel Specifications 2008. Worldwide Fuels Charter Worldwide Fuels Charter 2013 . Member Login. Search. Quick Links. Join IASH today! 2021 Conference; Gold and Silver Members. IASH Membership. Membership is open to all individuals or organizations having an interest in stability, handling and use of liquid fuels. Join Now. Newsletter Articles. Questions should be directed to IASH ...

Fuel Specifications - Worldwide Fuel Specifications

Celsius -45.5(-50) Jet A D5972 Freeze Point, Max. Celsius -47 (-53) Jet A - 1 D5972 Heat Content, Min. Btu/lb 18,400 D3338 Net Heat of Combustion, Min MJ/kg 42.8 D3338 Smoke Point, Min. mm 18.00 D1322 Copper Corrosion, Max. Code 1 D130 Stability, P, Max. @ 260C mm HG 25 D3241 Preheat Code, Max.

Product Specification Sheet Jet A or Jet A - 1 Aviation Fuel

Fuel Specifications. As a means of providing additional information to members of IASH, an initial listing of published specifications and standards covering petroleum fuels has been generated. This listing is far from complete as it only identifies those specifications and standards whose sources were relatively easy to locate. The listings principally cover those documents of United States ...

Fuel Specifications - IASH

Jet A-1 is a kerosine grade fuel suitable for most turbine engined aircraft. It has a flash point minimum of 38 degrees C (1000F) and a freeze point maximum of -47 degrees C. It is widely available outside the U.S.A.

Aviation Jet Fuel (Jet A, Jet A1 & TS-1) Supplier ...

According to the U.S. Energy Information Administration, a 42-gallon barrel of crude oil yields about 20 gallons of gasoline and about 16 gallons of other distillates. Of the distillates, about 4 gallons are jet fuel, while the rest are heating oil and diesel fuel. Jet Fuel and Kerosene Are the Same

The Differences Between Kerosene & Jet Fuel | It Still Runs

ASTM International has approved and published a seventh annex to D7566, the sustainable aviation fuel (SAF) specification, with support from the Commercial

Aviation Alternative Fuels Initiative (CAAFI).. In February 2020, ASTM International approved and published the sixth annex to D7566, establishing criteria for the production and use of catalytic hydrothermolysis jet fuel (CHJ), a type of ...

ASTM approves 7th annex to D7566 sustainable jet fuel ...

Commercial jet fuel has a boiling point range of approximately 190-275°C and that of military jet fuel is 55-285°C. Kerosene, with less critical specifications, is used for lighting, heating, solvents, and blending into diesel fuel. n -Paraffins in the range C 12 -C 14 may be extracted from kerosene for use in the production of detergents.

Jet Engine Fuels - an overview | ScienceDirect Topics

Also known as JP-5 or AVCAT/FSII JET A and JET B (See NOTES 4 and 5) NOTES: FSII NATO Code S-1745. Additive to aviation turbine fuels as system icing inhibitor. Until 1986, F-40 was used by land based gas turbine engined aircraft in all NATO countries except France and the United Kingdom which had converted to F-34 some 15 years earlier. Following a decision by NATO Defence Ministers all ...

NATO Logistics Handbook: Chapter 15: Fuels, Oils ...

Jet A and Jet A-1 are kerosene-type fuels. The primary difference between the two is freeze point, the temperature at which wax crystals disappear in a laboratory test. Jet A, which is mainly used in the United States, must have a freeze point of minus 40°C or below and does not typically contain static dissipator additive. Jet A-1 must have a freeze point of minus 47°C or below and for ...

ExxonMobil Jet Fuel

Aviation jet fuel t-shirts and mugs. NKAWTG, Not even Santa! 100% Designed, Printed and shipped directly from the U.S.A to anywhere in the world (including APO/FPO bases).

Aviation Jet Fuel - Mil-Spec Customs

JP-8, or JP8 (for "Jet Propellant 8") is a jet fuel, specified and used widely by the US military.It is specified by MIL-DTL-83133 and British Defence Standard 91-87, and similar to commercial aviation's Jet A-1, but with the addition of corrosion inhibitor and anti-icing additives.. A kerosene-based fuel, JP-8 is projected to remain in use at least until 2025.

JP-8 - Wikipedia

Shaker jet stove owners simply shake your stove vigorously up and down. Non shaker jet stove owners use the jet cleaning wire that was provided with your stove to poke out any debris that may be blocking the passage of fuel. If unsuccessful, remove jet and clean, then hold the jet up and look through hole to make sure it is clear, crisp, and ...

If you were to infatuation such a