

# Product Specifications

## Bulletin



---

Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

---

### **AVIATION FUEL QUALITY REQUIREMENTS FOR JOINTLY OPERATED SYSTEMS (AFQRJOS): Issue 29 – Oct 2016 (supersedes Issue 28 – Mar 2015)**

This document defines the fuel quality requirements for supply into Jointly Operated Fuelling Systems operated to JIG Standards.

The Aviation Fuel Quality Requirements for Jointly Operated Systems (AFQRJOS) for Jet A-1 embodies the requirements of the following two specifications:

- (a) British Ministry of Defence Standard DEF STAN 91-091/Issue 9 03<sup>rd</sup> October 2016 for Turbine Fuel, Kerosene Type, Jet A-1, NATO Code F-35, Joint Service Designation: AVTUR.
- (b) ASTM Standard Specification D 1655-16a for Aviation Turbine Fuels "Jet A-1"

Jet fuel that meets the AFQRJOS is usually referred to as "Jet A-1 to Check List" or "Check List Jet A-1" and, by definition, generally, meets the requirements of both of the above specifications.

It should be noted that the UK Ministry of Defence, the custodian of the Defence Standard specifications, has introduced a standardised 5 digit numbering system for specifications. As a result of this change, what was previously Defence Standard 91-91 will henceforth become Defence Standard 91-091 with this change taking effect from Issue 8 onwards. All past generic references to Defence Standard 91-91 - including, but not limited to contracts, procedures and standards - should be seen as having equivalency to, and validity with, the updated reference of Defence Standard 91-091.

The main table requirements in IATA Guidance Material for Aviation Turbine Fuels Specifications (GM) are no longer part of the Check List because Part I of the IATA GM is now a guide to specifications rather than a specification itself. However, the water and dirt limits for fuel at the point of delivery into aircraft, which are embodied in Part III of the IATA GM, remain part of Check List.

The Aviation Fuel Quality Requirements for Jointly Operated Systems for Jet A-1 are defined in the following table, which should be read in conjunction with the Notes that follow the table. The Notes highlight some of the main issues concerning the specification parameters. Specifically of note, Issue 29 introduces the following changes.

- Harmonisation of smoke point with ASTM D 1655 to 18mm Min. Use of the auto-method as referee.
- Relaxation of point of addition of anti-oxidant to hydrotreated fuels from run down prior to storage to "before or during release from the manufacturing site." and clarification of the certification requirements when anti-oxidant is not added during run-down.
- Controls on the use of metal deactivator (MDA) during both manufacture and distribution in line with changes to ASTM D 1655 and Defence Standard 91-091.
- Introduces the use of Metrological methods as an alternative method of tube rating as part of the thermal stability testing requirements and defines the metrological methods as the referee methods for tube rating.
- An emergency FAME protocol defining conditions for use up to 100mg/kg

It should be noted that DEF STAN 91-091/8 was initially published, but not implemented due to necessary changes. As such, in practical terms, DEF STAN 91-91/7 Amd 3 has been superseded by DEF STAN 91-091/9. AFQRJOS Issue 29 refers to changes incorporated as DEF STAN 91-091/9.

# Product Specifications

## Bulletin



---

Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

---

Conformance to AFQRJOS requires conformance to the detail of both specifications listed above, not just the following table. See Note 26 for guidance on statements declaring conformance to these specifications. If necessary, airports operated to JIG Standards can supply jet fuel to either of the parent specifications listed above provided the participants agree.

Also, it should be specifically noted that DEF STAN 91-091/9 requires traceability of product to point of manufacture and requirements applicable to fuels containing synthetic or renewable components. See Annexes J and D of DEFSTAN 91-091/9 for more information. Annex D has been updated in issue 9 to reflect changes to ASTM D 7566.

# Product Specifications

## Bulletin



Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

### JOINT FUELLING SYSTEM CHECK LIST FOR JET A-1

Issue 29 – October 2016

Supersedes Issue 28 - March 2015

Embodying the requirements of the following specifications for the grade shown:

- (a) British MoD DEF STAN 91-091/Issue 9, dated 03 October 2016, Jet A-1
- (b) ASTM D 1655 –16a, Jet A-1.

PROPERTY	LIMITS	TEST METHOD		REMARKS
		IP	ASTM	
<b>APPEARANCE</b>				
Visual appearance	Clear, bright and visually free from solid matter and un-dissolved water at ambient fuel temperature			
Colour	Report			See Note 1
Particulate contamination mg/L	max	1.0	423	See Note 2
Particulate, cumulative channel particle counts, ISO Code & Individual Channel Counts			564 or 565 or 577	See Note 3
≥ 4 µm(c)		Report		
≥ 6 µm(c)		Report		
≥ 14 µm(c)		Report		
≥ 21 µm(c)		Report		
≥ 25 µm(c)		Report		
≥ 30 µm(c)		Report		
<b>COMPOSITION</b>				
Total Acidity, mg KOH/g	max	0.015	354	D 3242
Aromatics, % v/v	max	25.0	156	D 1319
OR Total Aromatics, % v/v	max	26.5	436	D 6379
Sulphur, Total, % m/m	max	0.30	336	D 1266 or D 2622
Sulphur, Mercaptan, % m/m	max	0.0030	342	D 3227
OR Doctor Test		Negative	30	D 4952
<b>Refinery Components at point of manufacture:</b>				
Non Hydroprocessed Components, %v/v		Report (incl. 'nil' or '100%')		See Note 4
Mildly Hydroprocessed Components, %v/v		Report (incl. 'nil' or '100%')		See Note 5
Severely Hydroprocessed Components, %v/v		Report (incl. 'nil' or '100%')		or D 4294 or D 5453
Synthetic Components, %v/v		Report (incl. 'nil' or '50%')		See Note 6
				See Note 7
				See Note 4 for limits for synthetic components
<b>INCIDENTAL MATERIALS</b>				
Fatty Acid Methyl Ester (FAME), mg/kg	max	50	585 583 590 599	ASTM D7797
				See Notes 8, 9 and 10
<b>VOLATILITY</b>				
Distillation				or D7345., See Note 11
Initial Boiling Point, °C				See Note 11
Fuel Recovered				Or IP 406 or D 2887, see Note 12
10% v/v at °C		Report	123	
50% v/v at °C		205.0		
90% v/v at °C		Report		
End Point, °C		Report		
Residue, % v/v		300.0		
Loss, % v/v		1.5		
Flash Point, °C		1.5		
Density at 15°C, kg/m³	min	38.0	170 or 523 160 or 365	D 56 or D 3828 D 1298 or D 4052
		775.0 min to 840.0 max		See Note 13

# Product Specifications

## Bulletin



Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

FLUIDITY						
Freezing Point, °C	max	- 47.0	16 or 435 or 528 or 529 71	D 2386 or D 5972 or D 7153 or D 7154 D 445	See Note 14 or D7042, See Note 15	
Viscosity at -20°C, mm <sup>2</sup> /s(cSt)	max	8.000				
COMBUSTION						
Specific Energy, net, MJ/kg	min	42.80	12 or 355	D 3338 or D 4809	See Note 16	
Smoke Point, mm	min	25.0	598	D 1322	See Note 17	
OR						
Smoke Point, mm	min	18.0	598	D 1322	See Note 17	
AND Naphthalenes, % vol.	max	3.00		D 1840		
CORROSION						
Corrosion, Copper strip, classification (2 hours +/- 5 min. at 100 °C +/- 1°C)	max	1	154	D 130		
STABILITY						
Thermal Stability (JFTOT)						
Control temperature, °C	min	260	323	D 3241	See Note 18	
Filter Pressure Differential, mm Hg	max	25				
One of the following requirements shall be met:						
(1) Annex B VTR						
(2) Annex C ITR or Annex D ETR, average over area of 2.5mm <sup>2</sup>	nm max	Less than 3, no 'Peacock' or 'Abnormal' colour deposits				
		85				
CONTAMINANTS						
Existent Gum, mg/100ml	max	7	540	D 381		
Microseparometer (MSEP), rating Fuel with Static Dissipator Additive	min	70		D 3948	See Note 19	
OR						
Fuel without Static Dissipator Additive	min	85				
CONDUCTIVITY						
Electrical Conductivity, pS/m		50 min to 600 max	274	D 2624	See Note 20	
LUBRICITY						
BOCLE wear scar diameter, mm	max	0.85		D 5001	See Note 21	
ADDITIVES (Names and approval code from DEF STAN 91-091/9 should be quoted on quality certificates).						
Antioxidant, mg/l (in final batch in hydroprocessed & synth. fuels (Mandatory))	max	24.0			See Note 22	
	min	17.0			See Note 23	
in non-hydroprocessed fuels (Optional)	max	24.0				
Metal Deactivator, mg/l (Optional) *	max				See Note 24	
First Doping		2.0				
Cumulative concentration after field re-doping		5.7				
Static Dissipator, mg/l *	max					
First Doping		3.0				
Cumulative concentration after field re-doping		5.0				
Antioxidants are mandatory in hydroprocessed fuels and synthetic fuels and shall be added prior to or during release from the manufacturing site.						
Fuel System Icing Inhibitor is not permitted unless agreed by all the participants in a joint system (see also Note 25).						
Corrosion Inhibitor/Lubricity Improver (CI/LI) additive may be added to the fuel without prior consent of the joint system participants (see also Note 21)						
					The types and concentrations of all additives used shall be shown on the original Certificates of Quality and on all other quality documents when they are added downstream of the point of manufacture. When additives are diluted (with hydrocarbon solvent only) to improve handling properties prior to addition, it is the concentration of active ingredient that shall be reported. See Annex A of DEF STAN 91-091/9 for detailed advice.	
					See Note 26 about requirements for management of change in refineries.	
					* When the original dosage of additives is unknown, it has to be assumed that first doping was applied at maximum dose rate.	

# Product Specifications

## Bulletin



Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

### Main Table Notes

1. The requirement to report Saybolt Colour shall apply at point of manufacture, thus enabling a colour change in distribution to be quantified. Where the colour of the fuel precludes the use of the Saybolt Colour test method, then the visual colour shall be reported. Unusual or atypical colours should also be noted and investigated. For further information on the significance of colour see Annex E in DEF STAN 91-091/9.
2. This limit shall apply at point of manufacture only. For more information on particulate contamination refer to Annex F of DEF STAN 91-091 Issue 9. For guidance on contamination limits for into-plane fuelling refer to 7<sup>th</sup> Edition IATA Guidance Material (Part III).
3. This requirement shall apply at point of manufacture only. Both the number of particles and the number of particles as a scale number as defined by Table 1 of ISO 4406:1999 shall be reported. It is the Specification Authority's intention to replace the gravimetric Millipore test with Particle Counting at the earliest opportunity.
4. Attention is drawn to DEF STAN 91-091 Issue 9, which approves both Semi-Synthetic and Fully Synthetic Jet Fuel produced by SASOL. It also approves four generic components a) up to 50% of Synthetic Paraffinic Kerosine certified as meeting the requirements of ASTM D7566 Annex A1, b) up to 50% Hydrogenated Esters and Fatty Acids certified as meeting the requirements of ASTM D 7566 Annex A2, c) up to 10% of synthetic paraffinic kerosene as meeting the requirements of ASTM D7566 Annex A3 and d) up to 50% of synthesized kerosine with aromatics as meeting the requirements of ASTM D7566 Annex A4. For these fuels, additional testing requirements apply and reference should be made to DEF STAN 91-091/9 Annex D. These particular semi- and fully synthetic fuels may be certified against this Issue of Check List. The volume percentage of each synthetic blending component shall be recorded along with its corresponding release Specification and Annex number, product originator and originator's Certificate of Quality number. From the point of manufacture to the point of blending to meet this specification, the synthetic component shall be handled, transported and documented in the same manner as finished jet fuel in order to maintain product integrity. Special care shall be taken to ensure homogeneity when blending semi synthetic jet fuel, particularly where the component densities are significantly different. DEF STAN 91-091/9 also states that blending of synthetic fuels shall take place upstream of airports. See also Note 10 in DEF STAN 91-091/9 on minimum aromatic content.
5. Round robin testing has demonstrated the correlation between total aromatics content measured by IP 156/ASTM D 1319 and IP 436/ASTM D 6379. Bias between the two methods necessitates different equivalence limits as shown. Testing laboratories are encouraged to measure and report total aromatics content by the two methods to assist verification of the correlation. In cases of dispute IP 156 / ASTM D 1319 shall be the referee method. It is the intention of the DEF STAN 91-091 Technical Authority to change the referee method to IP 436 at a later date.
6. The Doctor Test is an alternative requirement to the Sulphur Mercaptan Content. In the event of conflict between the Sulphur Mercaptan and Doctor Test results, the Sulphur Mercaptan result shall prevail.
7. The need to report the %v/v of non hydroprocessed, mildly hydroprocessed, severely hydroprocessed and synthetic components (including "nil", "50%" or "100%" as appropriate) on refinery Certificates of Quality for Jet A-1 to Check List derives from DEF STAN 91-091/9. Each refinery component used in the make up of the batch shall be reported on the certificate of quality as a percentage by volume of the total fuel in the batch. **Mildly hydroprocessed** components are defined as those petroleum derived hydrocarbons that have been subjected to a hydrogen partial pressure **less than** 7000 kPa (70 bar or 1015 psi) during manufacture. **Severely hydroprocessed** components are defined as those petroleum derived hydrocarbons that have been subjected to a hydrogen partial pressure of **greater than** 7000 kPa (70

# Product Specifications

## Bulletin



---

Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

---

bar or 1015 psi) during manufacture. The total of non-hydroprocessed plus mildly hydroprocessed plus severely hydroprocessed plus synthetic components shall equal 100%.

8. Concentrations of FAME (Fatty Acid Methyl Ester) greater than 50.0 mg/kg are not approved. See section 5.6 and Annex G of DEFSTAN 91-091/9 for details.
9. On an emergency basis, up to 100 mg/kg FAME is permitted in jet fuel when authorised by the airframe and engine manufacturers and managed in compliance with airframe and engine manufacturer requirements. An emergency basis can be defined as an unexpected and unforeseen situation that requires prompt action. For example where FAME contamination has been introduced into part of an airport distribution system where it cannot be quickly segregated or isolated for remediation without halting airport refueling operations. All such instances should be raised through the procurement Authority, Duty Holder or Aircraft Operator.
10. Post manufacture a risk assessment shall be undertaken to quantify the potential risk of FAME carryover in all supply chains. Where such assessments indicate that there could be a potential risk in jet fuel supplies, additional quality assurance procedures shall be introduced to increase control in order to mitigate the risk. Where the risk of FAME carryover exists and it is not possible to control with additional quality assurance procedures, testing shall be instigated. Further guidance on how to verify compliance with this requirement is contained in DEF STAN 91-091/9 Annex G and JIG Bulletin 75.
11. In methods IP 123 and ASTM D 86 all fuels certified to this specification shall be classed as group 4, with a condenser temperature of zero to 4°C. Where ASTM D 7345 is used, results shall be corrected for relative bias as described in the test method.
12. If IP 406 or ASTM D 2887 are used to produce IP123 equivalent or ASTM D 86 correlated data, there is no requirement to report residue or loss.
13. Subject to a minimum of 40°C, results obtained by method ASTM D 56 (Tag) may be accepted. The referee test method is IP 170.
14. These automatic methods are permitted; IP 16/ASTM D 2386 remains the referee method.
15. Test method ASTM D 7042 results shall be converted to bias-corrected kinematic viscosity results as described in the precision and bias section of ASTM D7042.
16. ASTM D 4529/IP 381 may be used where local regulations permit.
17. DEF STAN 91-091/9 references IP 598 instead of IP 57. The IP 598 test for smoke point includes both the standard manual method and an automatic method, with the automated method in IP 598 being the referee method.
18. The annexes referred to in the Table 1 and this note correspond to those in IP323. If the technically equivalent ASTM D3241 test method is used, the same protocol shall be followed using the appropriate annex that corresponds to the visual (VTR), interferometric (ITR) or ellipsometric (ETR) method. Tube deposit ratings shall be measured by IP323 Annex C ITR or Annex D ETR, when available. If the Annex C 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 IP323 Annex B is not required when Annex C ITR or Annex D ETR deposit thickness measurements are reported. In

# Product Specifications



## Bulletin

---

Bulletin 96

---

Aviation Fuel Quality Requirements

---

Oct 2016

---

case of dispute between results from visual and metrological methods, the metrological method shall be considered the referee.

Examination of the heater tube to determine the Visual Tube Rating using the Visual Tube Rater or deposit thickness by ETR or ITR shall be carried out within 120 minutes of completion of the test.

19. Attention is drawn to Note 17 of DEF STAN 91-091/9 that states "Where SDA is added at point of manufacture the MSEP limit of 70 shall apply. No precision data are available for fuels containing SDA; if MSEP testing is carried out during downstream distribution, no specification limits apply and the results are not to be used as the sole reason for rejection of a fuel. A protocol giving guidelines on possible actions to be taken following failed MSEP testing can be found in the Joint Inspection Group's Bulletin Number 14, MSEP Protocol at [www.jigonline.com](http://www.jigonline.com). Where SDA is added downstream of point of manufacture, it is acknowledged that MSEP results may be less than 70.
20. Due to the requirements of DEF STAN 91-091/9, conductivity limits are mandatory for product to meet this specification. However it is acknowledged that in some manufacturing and distribution systems it is more practical to inject SDA further downstream. In such cases, the Certificate of Quality for the batch should be annotated thus: "Product meets the requirements of AFQRJOS Check List 29 except for electrical conductivity". In some situations, the conductivity can decrease rapidly and the fuel can fail to respond to additional dosing with Stadis 450. In such cases, fuel may be released with conductivity down to a minimum of 25pS/m provided that the fuel is fully tested against the specification and the Tank Release Note is annotated with the explanation "Product released below 50pS/m due to conductivity loss as per Annex H of DEFSTAN 91-091/9".
21. This requirement comes from DEF STAN 91-091/9. The requirement to determine lubricity applies only to fuels whose composition is made up of a) at least 20% of severely hydroprocessed components and less than 5% non-hydroprocessed components or b) includes synthetic fuel components. The limit applies only at the point of manufacture. For important advisory information on the lubricity of aviation turbine fuels see Annex B of DEF STAN 91-091/9.  
CI/LI additive (also known as LIA) may be used to improve lubricity; only those additives listed in Table 2 of ASTM D1655-16a/ Annex A of DEF STAN 91-091/9 are permitted. Note that two additional additives have been added to the list in DEF STAN 91-091/9. Refer also to Appendix A.5 of DEF STAN 91-091/9 for advice on point of addition. When injecting CI/LI downstream of point of manufacture, care shall be taken to ensure that maximum dose rates are not exceeded.
22. Approved antioxidant additives are listed in Annex A.2.5 of DEF STAN 91-091/9, together with the appropriate RDE/A/XXX- Qualification Reference for quoting on refinery Certificates of Quality. Refer also to Annex A.2.7 for requirements for reporting additions on the CoQ.
23. When it is required, DEF STAN 91-091/9 permits the addition of Anti-Oxidant up to the point of release of the fuel from the manufacturing site. In cases where Anti-Oxidant is added after the certification testing, but prior to delivery, see DEF STAN 91-091/8 Annex A.2.2 for guidance on the appropriate wording for the Certificate of Quality.
24. The approved Metal Deactivator Additive (MDA), RDE/A/650 appears in Annex A.3 of DEF STAN 91-091/9. Annex A3.1a of DEF STAN 91-091 contains restrictions on the use of MDA at the point of manufacture and also directs the producer to the reporting requirements when MDA is used at the point of manufacture. Note that routine use of MDA (>5% of batches) at the point of manufacture is not permitted. The use of MDA at the point of manufacture is limited to 2.0 mg/l, except when copper contamination within the supply chain is known. See also Annex A.3.1b for the use of MDA in the supply chain, which includes the need to report thermal stability before and after MDA use.

# Product Specifications

## Bulletin



---

Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

---

- 25.** Concentrations of Fuel System Icing Inhibitor (FSII) less than 0.02% by volume may be considered negligible and do not require agreement/notification. The assent to allow these small quantities of FSII without agreement/notification is to facilitate the changeover from fuels containing FSII to those not containing FSII where the additive may remain in the fuel system for a limited time. This does not permit the continuous addition of FSII at these low concentrations. Attention is drawn to the note in Annex A.6 in DEF STAN 91-091/9 highlighting that filter monitors cannot be used with fuel containing FSII.
- 26.** Attention is drawn to the guidance in DEF STAN 91-091/9 and ASTM D 1655-16a concerning the need for appropriate management of change measures in refineries manufacturing jet fuel. The implications of any changes to feedstock, processing conditions or process additives on finished product quality and performance shall be considered (for example, experience has shown that some process additives might be carried over in trace quantities into aviation fuels).
- 27.** It is normal to certify conformance to a primary specification. The following statements should be used.

"It is certified that the samples have been tested using the Test Methods stated and that the Batch represented by the samples conforms with DEF STAN 91-091 Issue 9 and AFQRJOS Checklist Issue 29".

Or

"It is certified that the samples have been tested using the Test Methods stated and that the Batch represented by the samples conforms with ASTM D 1655-16a and AFQRJOS Checklist Issue 29".

The minimum requirements of information to be included on the fuel's refinery batch certificate of quality shall be:

- Specification name, issue and any amendment number;
- Name, telephone number, fax number, email address and postal address of testing laboratory;
- Tank Number;
- Batch number or unique identifier;
- Quantity of fuel in the batch;
- Properties tested and including specification limit, test method and result of test;
- Additives, including qualification reference and quantity added;
- Name and position of authorised test certificate signatory or an electronic signature;
- Date of certification.

# Product Specifications

## Bulletin



Bulletin 96

Aviation Fuel Quality Requirements

Oct 2016

### Actions to Implement this Bulletin (See Table 2 for Action Type Codes)

Action Description	Action Type	Target Completion Date
In-scope Operations, testing laboratories and other entities using or referring to JIG AFQRJOS Checklist shall implement JIG AFQRJOS Issue 29, with an implementation date no later than 03 Jan 2017.	JS	03 Jan 2017

**Table 2 Action Type Codes**

Action Types	JIG Bulletin Action Type Definition
JS	Change to JIG Standard – to be adopted by JV and/or Operator to continue to meet the JIG Standard(s) (JIG 1, 2, 4 and the JIG HSSE Management System).
RP	JIG Recommended Practice which the JV should consider adopting as its own practice (**).
I	Issued for information purposes only.
Note (**) - If the JV agreements require any of the JIG Standards and/or any of the JIG Common Processes as the governing operational standard then adoption of changes to applicable JIG Standards and/or Common Processes should not be considered optional by the JV Board.	

**Note:** This document is intended for the guidance of Members of JIG and companies affiliated with Members of JIG and does not preclude the use of any other operating procedures, equipment or inspection procedures.

The information contained in this publication is subject to constant review in the light of changing government requirements and regulations. Although efforts are made to keep this information up-to-date, accurate, complete, and free from error, we make no representation, warranty or guarantee, whether express or implied, that the information is up-to-date, accurate, complete, free from error, or in compliance with applicable law and regulations. No subscriber or other reader should act on the basis of any such information without referring to applicable laws and regulations and/or without taking appropriate professional advice. None of JIG, its Members, the Companies affiliated with its Members accepts responsibility for any loss or damage, whether in contract, tort (including negligence), breach of statutory duty, or otherwise, even if foreseeable, arising under or in connection with your use, adoption or reliance on the information in this document. You use this information at your own risk, but for the full terms and conditions concerning use of this document, please refer to <http://www.jigonline.com/legal-and-copyright/>

JIG is the owner of the copyright and all intellectual property rights in the publication. IATA uses such rights with permission from JIG.