C16.09 TURBINE FUEL, AVIATION (JET A1) (DLA ENERGY JUL 2022)

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	PRODUCT CODE
9130-00-753-5026	Turbine Fuel, Aviation, Jet A-1	JA1

Supplies delivered under this contract shall conform to all Federal, State, and local environmental requirements applicable to the geographic location of the receiving activity on the date of delivery. This includes delivery of fuel and documentation in a manner consistent with any existing or after-imposed Title V (Clean Air Act) Permits. The list of such requirements contained in this contract is not intended to be a complete list, and the Contractor shall be responsible for determining the existence of all such requirements. Selected regional environmental requirements are highlighted in the SPECIFICATIONS (CONT'D) clause. In the event that a Federal, State, or local environmental requirement is more stringent than a fuel specification contained in this contract, the Contractor shall deliver product that complies with the more stringent fuel specification. Product that fails to meet the more stringent fuel specification will be considered to be a nonconforming supply. Product(s) to be supplied shall fully meet the requirements of the applicable specification(s) as cited above. In the event that compliance with the more stringent fuel specification causes the contractor to incur additional costs, the contractor may request an equitable adjustment.

(a) **PRODUCT REQUIREMENTS.** Product shall conform to the latest version of ASTM D1655: Standard Specification for Aviation Turbine Fuels with the following modifications. For European, Middle Eastern, and Asian Locations Only: product shall conform to the latest revision of Defence Standard 91-091.

(b) **SPECIFICATION MODIFICATIONS.**

(1) **Microseparometer (MSEP).**

(i) The following MSEP ratings apply in the presence of the additives listed below. Values apply at point of manufacture:

Jet A-1 Additive	MSEP Rating, min.
Fuel System Icing Inhibitor (FSII)	85
Corrosion Inhibitor/Lubricity Improver (CI/LI)	80
Fuel System Icing Inhibitor (FSII) and Corrosion Inhibitor/Lubricity Improver (CI/LI)	70

a. MSEP shall be performed on unadditized Jet A that has a custody transfer point on the distribution system using, D7224 or D8073. If either method is not available testing may be conducted with D3948. Passing results (min 85) for D3948 will be considered acceptable. Test failures using D3948 shall be retested using D7224 or D8073. If fuel passes D7224 with a minimum limit of 85 or D8073 with a limit of 88, the fuel is acceptable with no further action.

(c) **ADDITIVES**: Additives shall not be premixed with other additives before injection into the fuel.

(1) **FUEL SYSTEM ICING INHIBITOR (FSII).** When FSII is required by contract line item—

(i) The fuel shall contain 0.07 to 0.10 percent by volume FSII.

(ii) FSII shall be added to the fuel and shall be Diethylene Glycol Monomethyl Ether (DIEGME) conforming to the latest version of ASTM D4171, Standard Specification for FSIIs, Type III or MIL-DTL-85470B, dated June 15, 1999 revalidated August 28, 2019, Inhibitor, Icing, Fuel System, High Flash, NATO Code Number S-1745.

(iii) When using the 20-ounce aerosol can to introduce FSII during over the wing refueling, determine the fuel quantity and calculate the amount of required additive. This additive shall be added gradually during filling to permit proper blending in the fuel. One can of aerosol additive will inhibit 180 gallons of fuel to 0.087 percent by volume. The use of aerosol FSII is not permitted for U.S. Navy aircraft refueling.

(2) **CORROSION INHIBITOR/LUBRICITY IMPROVER (CI/LI).** When CI/LI is required by contract line item the additive shall conform to the latest revision of MIL-PRF-25017H with amendment 1 dated August 4,2011, revalidated May 25, 2021 and be listed in Qualified Products List (QPL)-25017. In order to obtain dosage data for QPL-25017 additives, log into ASSIST Online, access the QualifiedProducts Database (QPD), do a search for QPL number 25017, and click the MIL-PRF-25017 Category 1 link. The dosage information is located in the "source notes" for each qualified additive as minimum effective and maximum allowable concentrations in grams per cubic meter (g/m3).

(3) **STATIC DISSIPATER ADDITIVE (SDA).** When required by contract line item-

(i) SDA shall be added to the fuel and the conductivity limits of 50 to 600 picosiemens per meter (pS/m) at ambient temperature or 29.4°C (85°F), whichever is lower, unless otherwise directed by the procuring activity.

(4) **METAL DEACTIVATOR ADDITIVE (MDA)**. MDA shall not be used unless the supplier has obtained written consent from the procuring activity and user.

(i) Product shall be homogeneously mixed. Until all aviation turbine fuel tanks are coated, it is acceptable to perform stratification tests in lieu of circulating tanks to achieve homogeneity.

	Signature	
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