C16.08-1 TURBINE FUEL, AVIATION (JET A) (DLA ENERGY JUL 2022)

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	PRODUCT CODE
9130-00-359-2026	Turbine Fuel, Aviation, Jet A	JAA

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.

(a) **PRODUCT REQUIREMENTS.** Jet A shall conform to the requirements of the latest version of ASTM D 1655, Standard Specification for Aviation Turbine Fuels, except as modified below, at the custody transfer point.

(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 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

(ii) 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.

(2) Fatty Acid Methyl Ester (FAME)

(i) For offerors that will be offering Jet A FOB Destination and/or Origin TT, which involves staging jet fuel at a terminal via a multi-product pipeline, a Certificate of Quality of the issue tank must include testing for FAME for Acceptance of the fuel. The Test method to be used is either IP 585, IP 583, IP 590, IP 599, or ASTM D 7797. The Referee Method is IP 585. Current ASTM D1655 Jet A specification allows no more than 50 parts per million of FAME in jet fuel.

(c) **ADDITIVES.**

(1) Additives shall not be premixed with other additives before injection into the fuel.

(2) **FUEL SYSTEM ICING INHIBITOR (FSII).** When required by contract line item-

(i) 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, FuelSystem, High Flash, NATO Code Number S-1745.

(ii) FSII shall be added to the fuel so that the resulting concentration in the final blend is between 0.07% and 0.10% by volume.

(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.

(3) **CORROSION INHIBITOR/LUBRICITY IMPROVER (CI/LI).** When required by contract line item-

(i) The additive must conform to MIL-PRF-25017H with Amendment 1, dated August 4, 2011, revalidated May 25, 2021, Inhibitor, Corrosion/LubricityImprover, Fuel Soluble (NATO S-1747), found in ASSIST and shall be listed in the electronic Qualified Products List (QPL)-25017, located in the Qualified Products Database (QPD) found at https://assist.dla.mil (or http://quicksearch.dla.mil)

(ii) The concentration of CI/LI added to the fuel must be between the minimum effective concentration and the maximum allowable concentration as listed for the CI/LI in QPL-25017.

(4) **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 29.4ºC (85ºF), whichever is lower, unless otherwise directed by the procuring activity.

(5) **METAL DEACTIVATOR (MDA).** MDA shall not be used unless the supplier has obtained **PRIOR** written consent from the procuring activity.

(6) 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.

(d) **REPORTS**. Refer to the MATERIAL INSPECTION AND RECEIVING REPORT (QAP E40.01) contract provision for reporting requirements.

	Signature
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