This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

Designation: D7566 – 24b

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 See Appendix X2 for an expanded description of the procedure for the production and blending of synthetic blend components.

1.3 This specification applies only at the point of batch origination, as follows:

1.3.1 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 Once the fuel is released to this specification (D7566) the unique requirements of this specification are no longer applicable: any recertification shall be done in accordance with Table 1 of Specification D1655.

1.3.2 Any location at which blending of synthetic blending components specified in Annex A1 (FT SPK), Annex A2 (HEFA SPK), Annex A3 (SIP), Annex A4 synthesized paraffinic kerosine plus aromatics (SPK/A), Annex A5 (ATJ), Annex A6 catalytic hydrothermolysis jet (CHJ), Annex A7 (HC-HEFA SPK), or Annex A8 (ATJ-SKA) with D1655 fuel (which may on the whole or in part have originated as D7566 fuel) or with conventional blending components takes place 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 1.3.1.

1.3.3 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.

1.4 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.

1.5 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, and IATA Guidance Material for Sustainable Aviation Fuel Management.

1.6 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.

1.7 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.

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

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

1.10 *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, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

[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 Synthetic Aviation Turbine Fuels.

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***A Summary of Changes section appears at the end of this standard**

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1.11 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 *ASTM Standards:*[2]

D56 Test Method for Flash Point by Tag Closed Cup Tester
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) (Withdrawn 2023)[3]
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 Kerosene 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 Evaluation 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
D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants
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
D4625 Test Method for Middle Distillate Fuel Storage Stability at 43 °C (110 °F)
D4629 Test Method for Trace Nitrogen in Liquid 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)

[2] For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at www.astm.org/contact. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

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

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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 and Liquid Fuels (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
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)
D7236 Test Method for Flash Point by Small Scale Closed Cup Tester (Ramp Method)
D7344 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure (Mini Method)
D7345 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure (Micro Distillation 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)
D7524 Test Method for Determination of Static Dissipater Additives (SDA) in Aviation Turbine Fuel and Middle Distillate Fuels—High Performance Liquid Chromatograph (HPLC) Method
D7945 Test Method for Determination of Dynamic Viscosity and Derived Kinematic Viscosity of Liquids by Constant Pressure Viscometer
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
D8148 Test Method for Spectroscopic Determination of Haze in Fuels
D8267 Test Method for Determination of Total Aromatic, Monoaromatic and Diaromatic Content of Aviation Turbine Fuels Using Gas Chromatography with Vacuum Ultraviolet Absorption Spectroscopy Detection (GC-VUV)
D8305 Test Method for The Determination of Total Aromatic Hydrocarbons and Total Polynuclear Aromatic Hydrocarbons in Aviation Turbine Fuels and other Kerosene Range Fuels by Supercritical Fluid 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

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

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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
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 534 Determination of Flash Point—Small Scale Closed Cup Ramp 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 IATA Guidance Material on Microbiological Contamination in Aircraft Fuel Tanks
IATA Guidance Material for Sustainable Aviation Fuel Management

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 91-091 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]

[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 www.astm.org/contact.
[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.

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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 For definitions of terms used in this specification, refer to Terminology D4175.

4.1.2 *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 kerosene with aromatics (ATJ-SKA), n*—a synthetic blending component starting from alcohol that is produced by an initial dehydration followed by a bifurcated production stream, with one stream consisting of oligomerization, hydrogenation and fractionation and the other consisting of aromatization and fractionation, and with both streams then blended.

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

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

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

4.2.5 *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.

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

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

4.2.8 *synthesized hydrocarbons, n*—hydrocarbons derived from alternative sources such as coal, natural gas, biomass, fatty acid esters and fatty acids, and hydrogenated fats and oils by processes such as gasification, Fischer-Tropsch synthesis, hydrothermal conversion, and hydroprocessing.

4.2.9 *synthetic blending component, n*—synthesized hydrocarbons that meet the requirements of one of the annexes, Annex A1 – Annex A8.

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

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

4.2.11.1 *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.

4.2.12 *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.

4.2.13 *synthesized catalytic hydrothermolysis jet (CHJ), n*—synthetic blending component that is comprised essentially of normal paraffins, cycloparaffins, isoparaffins, and aromatics.

4.2.14 *synthesized paraffinic kerosine from hydroprocessed hydrocarbons, esters and fatty acids (HC-HEFA SPK), n*—synthetic blending component that is comprised of bio-derived hydrocarbons and free fatty acids and fatty acid esters (for example, fatty acid methyl esters) that have been hydroprocessed to saturate the hydrocarbon molecules and to remove essentially all oxygen.

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

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(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 50 % by volume of the synthetic blending component defined in Annex A5.

6.1.6 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 A6.

6.1.7 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 A7.

6.1.8 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 A8.

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 unless otherwise noted in 7.2, Annex A1, Annex A2, Annex A3, Annex A4, Annex A5, Annex A6, Annex A7, or Annex A8, whichever is applicable.

7.2 The viscosity requirement of Table 1 applies to each batch of fuel in accordance with the following requirements:

7.2.1 The 8.0 mm^2/s max at –20 °C viscosity requirement applies to each batch of fuel containing Annex A1 or Annex A4 synthetic blend components blended in accordance with 6.1.1 and 6.1.4, respectively.

7.2.2 The 8.0 mm^2/s max at –20 °C viscosity requirement applies to each batch of fuel containing the Annex A5 synthetic blend component blended at less than or equal to 30 % by volume in accordance with 6.1.5.

7.2.3 The 8.0 mm^2/s max at –20 °C viscosity requirement and the 12 mm^2/s max at –40 °C viscosity requirement apply to each batch of fuel containing synthetic blend components specified in Annex A2, Annex A3, Annex A6, Annex A7, or Annex A8 blended in accordance with 6.1.2, 6.1.3, 6.1.6, 6.1.7, or 6.1.8, respectively.

7.2.4 The 8.0 mm^2/s max at –20 °C viscosity requirement and the 12 mm^2/s max at –40 °C viscosity requirement apply to each batch of fuel containing the Annex A5 synthetic blend component as specified in Annex A5 blended at greater than 30 % by volume in accordance with 6.1.5.

7.3 The requirements of Table 1 apply only for each batch of fuel produced in accordance with this specification. The requirements of Table 1 of Specification D1655 shall be applied if conventionally-derived jet fuel is mixed with the residue of a D7566 semi-synthetic aviation turbine fuel in tankage or equipment remaining 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, Tables A4.1 and A4.2, Tables A5.1 and A5.2, Tables A6.1 and A6.2, Tables A7.1 and A7.2 and Tables A8.1 and A8.2. No allowance shall be made for the precision 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, Tables A4.1 and A4.2, Tables A5.1 and A5.2, Tables A6.1 and A6.2, Tables A7.1 and A7.2, and Tables A8.1 and A8.2 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.

[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. Contact ASTM Customer Service at www.astm.org/contact.

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TABLE 1 Detailed Requirements of Aviation Turbine Fuels Containing Synthesized Hydrocarbons[A]

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		8[C, D] to 25	*D1319* or IP 156,[E] D8267, or D8305[F]
or			
2. Aromatics, volume percent		8.4[C, D] to 26.5	D6379/IP 436
Sulfur, mercaptan,[G] mass percent	Max	0.003	*D3227/IP 342*
Sulfur, total mass percent	Max	0.30	D1266, D2622, D4294, D5453, or IP 336
VOLATILITY			
Distillation			
Distillation temperature, °C:			*D86*,[H] D2887/IP 406,[I] D7344,[J, K] D7345,[J] IP 123[H]
10 % recovered, temperature (T10)	Max	205	
50 % recovered, temperature (T50)		Report	
90 % recovered, temperature (T90)		Report	
Final boiling point, temperature	Max	300	
T50 minus T10	Min[D, L]	15	
T90 minus T10	Min[D, L]	40	
Distillation residue, percent	Max	1.5	
Distillation loss, percent	Max	1.5	
Flash point, °C	Min	38[M]	*D56*, D3828,[N] D7236,[N] IP 170,[N] IP 523,[N] IP 534[N]
Density at 15 °C, kg/m^3		775 to 840	D1298, IP 160, D4052, IP 365
FLUIDITY			
Freezing point, °C	Max	–40 Jet A[O] –47 Jet A-1[O]	D5972/IP 435, D7153/IP 529, D7154 or IP 528, or *D2386/IP 16*
VISCOSITY			
One of the following requirements shall be met (whichever is applicable):			
1. The following requirement shall be met for semi-synthetic jet fuel containing Annex A1 or Annex A4 synthesized components blended in accordance with 6.1.1 or 6.1.4, respectively:			
Viscosity –20 °C, mm^2/s[P]	Max	8.0	*D445 or IP 71, Section 1*, D7042,[Q] D7945
or			
2. The following requirement shall be met for semi-synthetic jet fuel containing Annex A5 synthetic blend components blended at less than or equal to 30 % by volume in accordance with 6.1.5:			
Viscosity –20 °C, mm^2/s[P]	Max	8.0	*D445 or IP 71, Section 1*, D7042,[Q] D7945
or			
3. The following requirements shall be met for semi-synthetic jet fuel containing Annex A2, or Annex A3, or Annex A6, or Annex A7, or Annex A8 synthetic blend components blended in accordance with 6.1.2, or 6.1.3, or 6.1.6, or 6.1.7, or 6.1.8, respectively:			
Viscosity –20 °C, mm^2/s[P]	Max	8.0	*D445 or IP 71, Section 1*, D7042,[Q] D7945
and			
Viscosity –40 °C, mm^2/s[P]	Max	12.0	*D445*[R] *or IP 71, Section 1*,[R] D7042,[Q] D7945
or			
4. The following requirements shall be met for semi-synthetic jet fuel containing Annex A5 synthetic blend components blended at greater than 30 % by volume in accordance with 6.1.5:			
Viscosity –20 °C, mm^2/s[P]	Max	8.0	*D445 or IP 71, Section 1*, D7042,[Q] D7945
and			
Viscosity –40 °C, mm^2/s[P]	Max	12	*D445*[R] *or IP 71, Section 1*,[R] D7042,[Q] D7945
LUBRICITY			
Lubricity[S] mm	Max	0.85	D5001
COMBUSTION			
Net heat of combustion, MJ/kg	Min	42.8[T]	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* or D8305[U]
CORROSION			
Copper strip, 2 h at 100 °C	Max	No. 1	D130 or IP 154
THERMAL STABILITY[V]			
2.5 h at control temperature of 260 °C, min			*D3241*[W] */IP 323*[W]
Filter pressure drop, mm Hg	Max	25	
Tube rating: One of the following requirements shall be met:[X]			
(1) Annex A1 VTR, VTR Color Code	Less than	3 No peacock or abnormal color deposits	

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TABLE 1 *Continued*

Property		Jet A or Jet A-1	Test Method[B]
(2) Annex A2 ITR or Annex A3 ETR, or Annex A4 MWETR, nm avg over area of 2.5 mm^2	Max	85	
CONTAMINANTS			
Existent gum, mg/100 mL	Max	7	*D381*, IP 540
Microseparometer,[S] Rating			D3948
Without electrical conductivity additive	Min	85	
With electrical conductivity additive	Min	70	
ADDITIVES		See 6.3	
Electrical conductivity, pS/m		[Y]	D2624/IP 274

[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. The referee test methods are italicized where applicable.
[C] Minimum aromatics contents are based on current experience with the approved blends of synthetic blending components with conventional petroleum-derived fuels and those levels were established from what is typical for refined jet fuel. Research is ongoing on the actual need for aromatics.
[D] 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.
[E] In analyzing aviation turbine fuel by Test Method D1319 or IP 156, users shall not report results obtained using any of the following lot numbers of Fluorescent Indicator Dyed Gel: 3000000975, 3000000976, 3000000977, 3000000978, 3000000979, and 3000000980.
[F] Results from Test Method D8305 shall be bias-corrected using the bias-correction equation for total aromatics in Section 13 (Precision and Bias) of Test Method D8305. The bias-corrected aromatics result shall also be used in Test Method D3338.
[G] 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.
[H] *D86* or IP 123 distillation of jet fuel is run at Group 4 conditions, except Group 3 condenser temperature is used.
[I] Distillation property criteria are specified in *D86* or IP 123 scale units. D2887 or IP 406 results shall be converted to estimated *D86* or IP 123 results by application of the correlation in Appendix X4 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 or IP 406. Distillation residue and loss shall be reported as "not applicable" (N/A) when reporting D2887 or IP 406 results.
[J] Results from Test Methods D7344 and D7345 shall be bias-corrected.
[K] Data supporting inclusion of the D7344 methodology is on file at ASTM International Headquarters and can be obtained by requesting Research Reports RR:D02-1621 and RR:D02-1855. Contact ASTM Customer Service at www.astm.org/contact.
[L] These distillation slope limits are based on current experience with the approved blends of synthetic blending components with conventional petroleum-derived fuels and these values were established from what is typical for refined jet fuel. Research is ongoing on the actual requirements for distillation slope.
[M] A higher minimum flash point specification may be agreed upon between purchaser and supplier.
[N] Relative to Test Method D56, results obtained by Test Method: D93 can be up to 1.5 °C higher; IP 170, IP 534 and D7236 can be up to 0.5 °C higher; D3828 (IP 523) can be up to 0.5 °C lower (a research report is pending being filed at ASTM and is available at the Energy Institute as ILS2019_MMS_1).
[O] Other freezing points may be agreed upon between supplier and purchaser.
[P] 1 mm^2/s = 1 cSt.
[Q] 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.
[R] *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.
[S] At point of manufacture.
[T] 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.
[U] Results from Test Method D8305 shall be bias-corrected using the bias-correction equation for total polynuclear aromatics in Section 13 (Precision and Bias) of Test Method D8305.
[V] In analyzing aviation turbine fuel by Test Method D3241 or IP 323, users shall not report results obtained using a 230 Mk IV instrument containing an inline internal non-consumable fuel filter located upstream of the 0.45 µm pre-filter.
[W] *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.
[X] Tube deposit ratings shall be measured by *D3241* Annex A2 ITR or *Annex A3 ETR* or Annex A4 MWETR, 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* or Annex A4 MWETR 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 or Annex A4 MWETR. Data supporting the inclusion of the Annex A4 MWETR has been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-2072. Contact ASTM Customer Service at www.astm.org/contact.
[Y] 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} $\Omega^{-1}m^{-1}$)

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

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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 Deactivators[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 Inhibitors[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 Improvers[J]	
One of the following:	
AvGuard[K] SDA[L]	
On initial blending	3 mg/L max
After field reblending, cumulative concentration	5 mg/L max
Stadis 450[L, M]	
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 Additives	1 mg/kg max
Tracer A (LDTA-A)[N]	
Biocidal Additives[E,O,P]	
Biobor JF[Q]	
Corrosion Inhibitor/Lubricity Improvers[R]	
One of the following:	
Innospec DCI-4A[S]	23 mg/L max
Nalco 5403	23 mg/L max
Into-Plane Water Management	
Kerojet Aquarius PRD 30568468[T]	250 ppmv, 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. Contact ASTM Customer Service at www.astm.org/contact.

[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] AvGuard is a trademark of Afton Chemical Corporation, 500 Spring Street Richmond, VA 23219. Supporting documentation for this additive is found in RR:D02-1861. Contact ASTM Customer Service at www.astm.org/contact.

[L] Electrical conductivity improver content can be analyzed by Test Method D7524.

[M] Stadis 450 is a registered trademark marketed by Innospec Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.

[N] Tracer A (LDTA-A) is a registered trademark of Praxair Services, Inc., Tucson, AZ 85705.

[O] 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.

[P] Refer to the Aircraft Maintenance Manual (AMM) to determine if the following biocide is approved for use and for the appropriate use and dosage.

[Q] Biobor JF is a registered trademark of Hammonds Fuel Additives, Inc., 6951 W. Little York, Houston, TX 77040.

[R] More information concerning minimum treat rates of corrosion inhibitor/lubricity improver additives is contained in X1.10.2.

[S] Innospec DCI-4A is available from Innospec Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.

[T] Kerojet Aquarius is available from BASF SE, Carl-Bosch-Strasse 38, D-67056 Ludwigshafen am Rhein, Germany. Any process or formulation change to Kerojet Aquarius Product Number (PRD) 30568468 that invalidates the data submitted in ASTM Research Report RR:D02-2001 will require a new and unique PRD. Note that given the unique function of Kerojet Aquarius and the need for careful management of use, the additive should only be used in compliance with the following controls: (*1*) Refer to the Aircraft Documentation (e.g., approved additives listed in the Type Certificate Data Sheet (TCDS), Aircraft Flight Manual (AFM), Aircraft Maintenance Manual (AMM), Consumable Materials List (CML), or other relevant documentation) for approved usage and dosage for the specific aircraft/engine/APU combination. (*2*) Additive to be injected after final filtration at the skin of the aircraft. For possible defueling of aircraft, do not allow additive to pass through EI 1581 and EI 1583 filters. (*3*) Dose only in compliance with Aircraft Documentation and recommended practice detailed in this specification. (*4*) Handling, usage, and injection equipment information is contained in the Kerojet Aquarius User Manual and RR:D02-2001.

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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.

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.

11.1.1 *Density*—Test Method D1298 or 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 or IP 406, and Test Methods D7344 and D7345 may be used as alternatives. Results from Test Method D2887 or 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. Results from Test Methods D7344 and D7345 shall be corrected for bias by applying the GRP4 corrections in each of the test methods' respective Precision and Bias section.

11.1.3 *Flash Point*—Test Method *D56*, D3828, D7236, IP 170, IP 523, or IP 534.

11.1.4 *Freezing Point*—Test Method D5972/IP 435, D7153/IP 529, D7154 or IP 528, or *D2386/IP 16*. Any of these test methods may be used to certify and recertify jet fuel. However, 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 or 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 are within the specification limit.

[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 www.astm.org/contact.

11.1.5 *Viscosity*—Test Method *D445 or IP 71, Section 1*, Test Method D7042, or Test Method D7945. 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.

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

11.1.7 *Corrosion (Copper Strip)*—Test Method D130 or 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*.

11.1.13.1 In analyzing aviation turbine fuel by Test Method D3241 or IP 323, users shall not report results obtained using a 230 Mark IV instrument containing an inline internal non-consumable fuel filter located upstream of 0.45 µm pre-filter.

11.1.14 *Aromatics*—Test Method *D1319*, IP 156, or D8267, or D6379/IP 436.

11.1.14.1 In analyzing aviation turbine fuel by Test Method D1319 or IP 156, users shall not report results obtained using any of the following lot numbers of Fluorescent Indicator Dyed Gel: 3000000975, 3000000976, 3000000977, 3000000978, 3000000979, and 3000000980.

11.1.14.2 Results from Test Method D8305 shall be bias-corrected using the bias-correction equation for total aromatics in Section 13 (Precision and Bias) of Test Method D8305.

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

11.1.16 *Naphthalene Content*—Test Method *D1840* or D8305. Results from Test Method D8305 shall be bias-corrected using the bias-correction equation for total polynuclear aromatics in Section 13 (Precision and Bias) of Test Method D8305.

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

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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 or IP 160, D4052 or IP 365.

A1.5.2.2 *Distillation*—Test Methods D86/IP 123, or D2887 or IP 406 or Test Method D7344 or D7345.

A1.5.2.3 *Flash Point*—Test Method *D56*, D3828, D7236, IP 170, IP 523, or IP 534.

A1.5.2.4 *Freezing Point*—Test Method D5972/IP 435, D7153/IP 529, D7154 or IP 528, or *D2386/IP 16*. Any of these test methods may be used to certify and recertify jet fuel. However, 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 or 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 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.

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

A1.6.2.9 *Halogens*—Test Method D7359.

[17] Supporting data in 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.

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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] or D7344 or D7345
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[D, E] or IP 406
Distillation temperature, °C:			
10 % recovered, temperature (T10)		Report	
20 % recovered, temperature (T20)		Report	
50 % recovered, temperature (T50)		Report	
80 % recovered, temperature (T80)		Report	
90 % recovered, temperature (T90)		Report	
Final boiling point, temperature		Report	
Flash point, °C	Min	38[F]	*D56* or D3828[G], D7236[G], IP 170[G], IP 523[G] or IP 534[G]
Density at 15 °C, kg/m^3		730 to 770	D1298 or IP 160, D4052 or IP 365
Freezing point, °C	Max	–40	D5972 / IP 435, D7153/IP 529, D7154 or IP 528, or *D2386/IP 16*
Thermal Stability (2.5 h at control temperature)[H]			
Temperature, °C	Min	325[I]	*D3241*[J] */IP 323*[J]
Filter pressure drop, mm Hg	Max	25	
Tube rating: One of the following requirements shall be met:[K]			
(1) Annex A1 VTR, VTR Color Code	Less than	3 No peacock or abnormal color deposits	
(2) Annex A2 ITR or Annex A3 ETR or Annex A4 MWETR, nm avg over area of 2.5 mm^2	Max	85	
ADDITIVES			
Antioxidants, mg/L[L]	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. The referee test methods are italicized where applicable.
[C] D86 or IP 123 distillation of jet fuel is run at Group 4 conditions, except Group 3 condenser temperature is used.
[D] Do not convert D2887 measured temperatures to D86 equivalents. The correlation provided in Appendix X4 of D2887 is not necessarily correct for synthetic jet fuel blending components.
[E] The D2887 test is intended to provide data that can be used to identify any compositional shifts that might occur due to processing changes or contamination.
[F] 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.
[G] Relative to Test Method D56, results obtained by Test Method: D93 can be up to 1.5 °C higher; IP 170, IP 534 and D7236 can be up to 0.5 °C higher; D3828 (IP 523) can be up to 0.5 °C lower (a research report is pending being filed at ASTM and is available at the Energy Institute as ILS2019_MMS_1).
[H] In analyzing aviation turbine fuel or synthetic blending components by Test Method D3241 or IP 323, users shall not report results obtained using a 230 Mk IV instrument containing an inline internal non-consumable fuel filter located upstream of the 0.45 µm pre-filter.
[I] At point of manufacture. Control temperature of 325 °C is specified to provide a recurring, batch-by-batch verification of process stability and compositional consistency.
[J] *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.
[K] Tube deposit ratings shall be measured by *D3241* Annex A2 ITR or *Annex A3 ETR* or Annex A4 MWETR, 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* or Annex A4 MWETR 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 or Annex A4 MWETR. Data supporting the inclusion of the Annex A4 MWETR has been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-2072. Contact ASTM Customer Service at www.astm.org/contact.
[L] 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.

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