A4A Bulletin

Bulletin 2017.1
Advance Notice of Changes to
ATA Specification 103
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The purpose of this bulletin is to inform all interested parties that the A4A Fuel Technical Committee will be publishing an updated version of ATA103, *Standards for Jet Fuel Quality Control at Airports*, anticipated August 2017.

Since the most recent publication of the ATA103, revision 2016.1, the A4A Fuel Technical Committee together with the ATA103 Specification Working Group, conducted a comprehensive review and update of the document. This upcoming revision incorporates many changes that align with industry best practices. Given the in-depth review, it is not possible to list all the changes in this bulletin. A highlight of some of the major revisions is provided below. *When the new ATA103 is available, carefully review the final publication for all changes.*

Filter coalescer life to be extended from 1 year to 3 years

Filter coalescer service life was previously restricted to 1 year, with the option to extend service life by performing a special test. In the upcoming revision, ATA103 will allow up to 3 year maximum service life, with no change to the differential pressure operating limit (15 psi maximum). Many in the international aviation fuel servicing community have successfully operated on a 3 year service life limit. Based on their history of adequate fuel quality and good operational use of a 3 year limit, the A4A Fuel Technical Committee has approved this new limit in the ATA103. Filter vessels are still required to be opened and inspected annually for interior cleanliness and element integrity.

Filter monitor life to be extended from 15 psi to 22 psi

In historical revisions of ATA103, filter monitor differential pressure limit was originally set at 22 psi maximum, in line with the recommendation of filter manufacturers. However, in recent years it was feared that different limits for coalescers and monitors could lead to incorrect operation of coalescers (who have the more restrictive operating limit). However, after review, the A4A Fuel Technical Committee sees no basis for this fear and has determined that restricting filter monitors to a lower operation limit provided no quality benefit. For these reasons, the operational limit of filter monitors will be returned to the original 22 psi maximum differential pressure.

Elimination of routine ‘Millipore’ testing upstream of filter vessels

The requirement to perform a monthly membrane color/particle check, simultaneously upstream and downstream of filter vessels, will be changed to a monthly check only downstream of filter vessels. While the simultaneous upstream and downstream check can be useful for verifying filter element performance or fuel system cleanliness, the routine use of such checks was determined to be ineffective. Downstream membrane checks will still be required on a monthly basis to ensure the adequate operation of filters. Simultaneous upstream checks are still useful in certain scenarios as a means of investigation and the A4A Fuel Technical Committee encourages its use as needed.

Introduction of hydrant system requirements for newly built hydrant systems

The upcoming revision of ATA103 will introduce a section outlining design requirements for hydrant systems. These new requirements will only be applicable to systems that are built after the publication date of the document. The standard has not previously included any language on design requirements given the variability in airport systems. However, the A4A Fuel Technical Committee believes that broad requirements can be implemented to give good guidance for design engineers without being too restrictive. Given the

nature of these new requirements, A4A will be ready to react quickly to any changes that need to be made if significant challenges arise.

Phase-in requirement of new hydrant pit/pit valve design

In 2001, the Energy Institute updated their design specification, EI 1584 *Four-inch hydrant system components and arrangements*, to include a critical safety improvement for hydrant pits and pit valves. The improved specification allows for the automatic sealing of the hydrant pit in an emergency event where a hydrant cart/truck is inadvertently knocked off. This automatic sealing prevents a potentially catastrophic pressurized release of fuel. In order to accommodate budgeting cycles and construction schedules, the A4A Fuel Technical Committee has allowed a 5 year phase-in period for compliance of all hydrant pits and pit valves with the latest edition of EI 1584. All current hydrant systems must be upgraded by December 31, 2022.

New checks introduced for differential pressure limiting devices, clay treaters, haypacks

In the upcoming revision of ATA103, new maintenance checks were included for differential pressure limiting devices, clay treaters and haypacks. Differential pressure limiting devices will need to have their proper operation verified annually. Both clay treaters and haypacks will be opened annually and visually inspected. Clay treaters also need their efficacy verified by comparing upstream and downstream MSEP values.

Improvement to optional ATA103 record keeping forms

Chapter 6 of the ATA103 provides forms for recording required checks. In the new revision, all forms have been updated for clarity and ease-of-use. Several new forms have been provided to make tank inspection records easier to maintain. Compliance with the ATA103 requires that all checks be documented; however, use of the provided forms is not mandatory and operators are free to use site-specific forms provided they capture all relevant information.

Improved guidance regarding overwing nozzle spouts and prevention of misfueling

The new revision of ATA103 will include an expansion of details regarding use of overwing nozzle spouts and prevention of misfueling. The expanded guidance provides operators with better techniques and a deeper understanding to ensure all aircraft are fueled with the proper product/grade.

A4A and the A4A Fuel Technical Committee would like to give special thanks to the ATA Specification 103 Working Group, consisting of airlines, operators and industry experts, for their hard work, time and dedication in drafting revisions to the ATA103 document.

Questions or requests for further information should be submitted to fuel@airlines.org

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