



# Jet Fuel Specs

**Harry A. Wray**



## Jet Fuel Specs:

**Jet Fuel Specifications**, 1995      **Manual on Civil Aviation Jet Fuel Supply** International Civil Aviation Organization, 2012      **Military Jet Fuels, 1944-1987** Charles R. Martel, 1987 This report consists of a brief history of US military fuels for aircraft turbine jet engines and ramjet engines The report discusses the requirements of past and current US military jet fuel specifications when and why the specification requirements originated and the importance of these requirements today The purpose and origin of the various specification test methods are presented and an extensive discussion of jet fuel additives is provided This report should be of value to anyone involved in research and development logistics and use of jet fuels We hope that it will serve as a handy reference for the jet fuel specialist      *Jet Fuel Specifications* A. G. Robertson, 1977      Manual on Flash Point Standards and Their Use: methods and Regulations Harry A. Wray,      **Jet Fuel Specifications** Exxon Company U.S.A., 1984      *Fuels and Lubricants Handbook*,      **World Jet Fuel Specifications with AVGAS Supplement** ExxonMobil Aviation International Ltd, 2005      **The Significance of Tests for Petroleum Products**, 1951      *Factors in using kerosine jet fuel of reduced flash point* W. G. Duke, K. H. Strauss, 1979

**Cranfield/MOD First International Symposium on Aviation Turbine Fuel Specifications**, 1989      **High Density Jet Fuel Supply and Specifications** Carl M. Smits, Air Force Wright Aeronautical Laboratories, Air Force Aero Propulsion Laboratory (U.S.), J & A Associates, 1986 High density Kerosene type jet fuels are being examined by the US Air Force in order to increase the range of volumetrically limited military aircraft Present JP 8 fuels range from 37 to 51 API 0 775 0 840 g cc and contain approximately 124 000 Btu gal net Target high density fuels of less than 37 API 0 84 g cc would have net heating values greater than 130 000 Btu gal and could extend aircraft range as much as 15% Two sources of these types of fuels straight run cuts from naphthenic crude oils and refinery hydrocracker product streams were examined as to availability quality of the product and need for further processing Results of that study are reported here      Hydrocarbon Biorefinery Sunil Kumar Maity, Kalyan Gayen, Tridib Kumar Bhowmick, 2021-09-02 Sustainable production of hydrocarbon biofuels from biomass fuels that are fully compatible with existing internal combustion engines will allow the global transport economy to transition to a sustainable energy source without the need for capital intensive new infrastructures Hydrocarbon Biorefinery Sustainable Processing of Biomass for Hydrocarbon Biofuels presents a comprehensive and easy to understand consolidation of existing knowledge for the production of hydrocarbon biofuels from biomass Three major areas for the conversion of biomass to hydrocarbon biofuels are addressed i Chemical and thermochemical conversion processes ii Biological and biochemical conversion processes and iii Conversion processes of biomass derived compounds Additionally the book includes process design life cycle analysis of various processes reaction engineering catalysts process conditions and process concepts and is supported with detailed case studies The economic viability of each process is specifically addressed to provide a clear guide for the economic development of future hydrocarbon biofuels Hydrocarbon Biorefinery Sustainable

Processing of Biomass for Hydrocarbon Biofuels offers an all in one resource for researchers graduate students and industry professionals working in the area of bioenergy and will be of interest to energy engineers chemical engineers bioengineers chemists agricultural researchers and mechanical engineers Furthermore this book provides structured foundational content on biorefineries for undergraduate and graduate students Presents fundamental concepts and processes of hydrocarbon biofuel production covering chemical biological and biomass derived conversion processes Synthesizes the state of the art research and commercial initiatives of this emerging concept into stand alone chapters serving as a structured resource for researchers and practitioners Emphasizes the process design and economic feasibility of each process using life cycle assessments to support commercial development **Jet Fuel Specifications** ,1987 **Jet Fuel Specifications** ,1990

**Aircraft Fuel Conservation: an AIAA View** American Institute of Aeronautics and Astronautics,1974 **State Energy Data Report** ,1983 **Transportation Energy Conservation Data Book** G. Kulp,1981 The data book represents an assembly and display of statistics that characterize transportation activity and presents data on other factors that influence transportation energy use The purpose of this publication is to present a large amount of relevant data in an easily retrievable and usable format with the statistical data shown in the form of tables and graphs Each of the major transportation modes highway air rail and pipeline is treated in separate chapters or sections although aggregate energy use and energy supply data for all modes are presented in Chap 1 The highway mode accounting for over 77% of total transportation energy consumption is dealt with in Chap 2 Topics in this chapter include vehicle stock characteristics fuel efficiency household vehicle ownership and use fleet automobiles buses and trucks Chap 3 presents data on each of the nonhighway modes air water pipeline and rail respectively The final chapter Chap 4 summarizes historical trends in transportation activity *Transportation Energy Conservation Data Book* ,1981 **Impact of Fuel Properties on Jet Fuel Availability** Joseph C. Dickson,Louis P. Karvelas,BONNER AND MOORE ASSOCIATES INC HOUSTON TEX.,1976 A study was conducted to analyze the effects that relaxing certain jet fuel specification requirements would have on jet fuel availability from domestic and foreign sources The primary objective of the study was to determine the most critical specification requirements where relaxation could be expected to have an impact on availability and to estimate the effects that changes in these critical specifications would have on the refining industry s willingness to offer jet fuel for sale The principal tool used in this study was a confidential survey of the U S Refining Industry Results based on the adjusted survey data indicate that for domestically produced kerosene type jet fuels increases of 20% could be realized by relaxing Freeze Point and Final Boiling Point and increases of about 28% could be realized by relaxing Aromatics Smoke Point Freeze Point and Final Boiling Point FBP For naphtha type jet fuels an increase of 24% for relaxing Freeze Point alone is indicated

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