Operations Bulletin

JIG
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Bulletin 98 Defuel Procedures Feb 2017

Introduction

JIG 1 section 6.6 and Appendix A12 (the "Jet Fuel Request Form for Defuelling") outline the steps to be taken for defuelling operations. These include verification of the origin of the fuel on board the aircraft by checking the Aircraft Technical Log and checking the condition of the fuel on board the aircraft by Visual Checks of samples before defuelling commences.

If the aircraft fuel is found to be contaminated, or if the grade of fuel loaded at the previous two locations cannot be verified as being Jet Fuel without FSII or biocide treatment, section 6.6 requires the removal and downgrading of the fuel. Section 6.6 (d) also requires the fuelling equipment to be completely drained of fuel and the filter elements replaced before flushing the vehicle hoses and return to service.

If the quality of the aircraft fuel is not of suspect quality, or if the defuelled fuel has been segregated and a sample has passed a Certification of Analysis test, the fuel may be delivered to an aircraft of the same airline (or another airline with their written permission).

The purpose of this bulletin is to provide additional guidance and clarification of the procedures required **where the fuel quality is not suspect** and redelivery to aircraft is agreed.

Defuelling Procedure where the fuel quality is not suspect as verified by checking the Aircraft Technical Log and by product testing

Defuelling shall be made into a fueling vehicle that is "empty", i.e. contains only un-pumpable deadstock held in the vehicle tank, pipework, filter vessel and hoses.

Following the receipt of the fuel from the aircraft and before re-delivery to an aircraft of the same airline, the fueling vehicle low points shall be drained and sampled (Visual Check) to ensure the fuel is free of visible contamination.

When re-delivering to an aircraft the fueling vehicle shall be pumped until "empty" so that only un-pumpable deadstock remains on the vehicle. This deadstock (in the vehicle tank, pipework, filter vessel and hoses) now consists of defuelled product from the airline which **shall not** be used without further flushing and testing. Local procedures shall be established taking account of the following options:

- The fuelling vehicle shall be at least partially filled and a quantity in excess of the deadstock shall be delivered to the airline that requested the defuel, or
- The notionally empty fuelling vehicle shall be filled to normal working capacity and the deadstock mixed by recirculation with the new fuel and then delivered to any airline after draining and sampling (Visual Check) the tank low points and the filter vessel. Recirculation amount at full flow shall be at least 1,000 litres or 5% of the fueller capacity (whichever the greater) per delivery hose that was used for the defuelling.

Returning the deadstock to airport storage is not an acceptable option.

Actions to Implement this Bulletin (See Table 1 for Action Type Codes)

Action Description	Action Type	Target Completion Date
Aircraft Fuelling Operations to review and update their defueling procedures in accordance with this bulletin	JS	31st Dec 2017

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Table 1 Action Type Codes

Action Types	JIG Bulletin Action Type Definition
JS	Change to JIG Standard – to be adopted by JV and/or Operator to continue to meet the JIG Standard(s) (JIG 1, 2, 4) **(**)**.
RP	JIG Recommended Practice which the JV should consider adopting as its own practice **(**)**.
I	Issued for information purposes only.
Note (**) - If the JV agreements require any of the JIG Standards and/or any of the JIG Common Processes as the governing operational standard then adoption of changes to applicable JIG Standards and/or Common Processes should not be considered optional by the JV Board.	