**JP-8 vs F-24: What’s the Difference?**

**Q: What’s the main difference between JP-8 and Jet A fuel?**

A: Jet A is the primary kerosene-based fuel used by CONUS commercial airlines. It’s governed by ASTM D1655, the standard specification for aviation turbine fuels. Jet A is similar to JP-8 except that it doesn’t contain the additive package required for JP-8: static dissipater (SDA), fuel system icing-inhibitor (FSII), and corrosion inhibitor/lubricity improver (CI/LI). The Army approved Jet A, but only with the military additives that are in JP-8.

**Q: What’s the difference between JP-8 and F-24?**

A: The main difference is cost. JP-8 and F-24 are completely interchangeable fuels for all CONUS operations. TARDEC (ground), AMRDEC (aviation) and AMCOM have all approved the conversion to F-24. For more information on aviation use of F-24, check out AMCOM GEN-MIM-13-001, at: [https://upw.jtdi.mil/](https://upw.jtdi.mil/).

After logging in with your CAC, click the AGSE tab. Click Safety under the AGSE Browse column, then Maintenance Information Message (MIM). Next, click on FY 2013. Finally, click GEN-MIM-13-001 in the table on the top, center of the page.

In locations where arctic temperatures are expected, DLA-Energy will continue to provide JP-8 to prevent fuel freezing problems.

**Q: Will I notice changes to installation facilities and vehicles?**

Since JP-8 will remain the main fuel for OCONUS operations, deployable tactical vehicles and equipment will keep their current JP-8 markings. You may also see this marking on installation fixed facilities and storage/distribution equipment:

**Q: Does F-24 need to be tested more often?**

A: F-24 may or may not be produced with an anti-oxidant. F-24 without an anti-oxidant could degrade during long-term storage. The Army Petroleum Center (APC) will monitor all product testing and stock rotation requirements. However, field testing requirements will not change.

Need additional information? Send your questions to: tardec.pol.help@us.army.mil

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