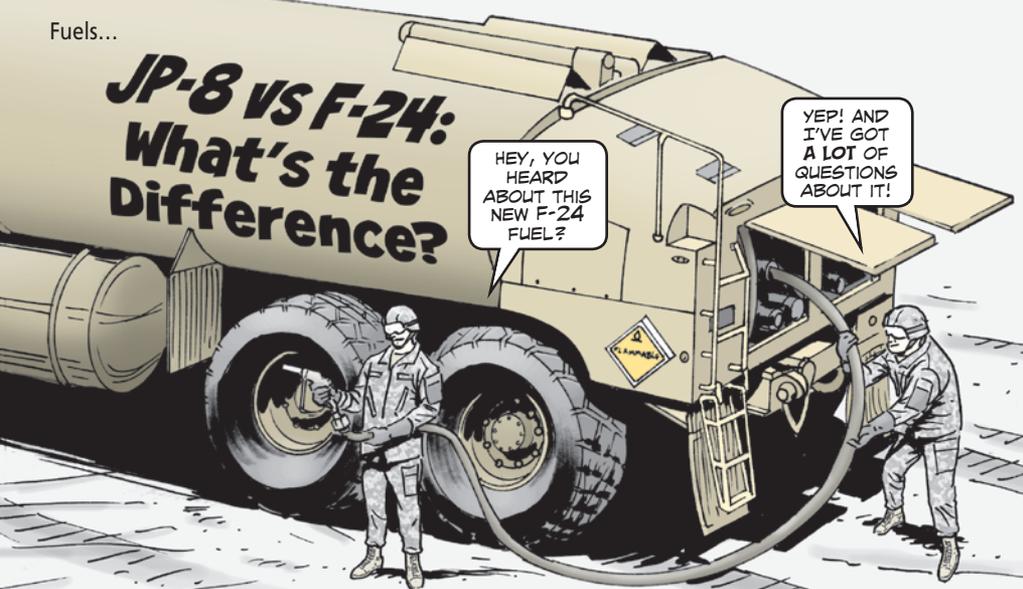


JP-8 VS F-24: What's the Difference?



HAVE YOU HEARD THE NEWS?

THE DEFENSE FUEL SUPPLY POINT (DFSP) IN CHARLESTON, SC, WAS RECENTLY CONVERTED FROM JP-8 TO JET A FUEL WITH MILITARY ADDITIVES, ALSO KNOWN AS F-24.

FT STEWART AND HUNTER ARMY AIR FIELD, GA, WERE THE ARMY'S FIRST LOCATIONS TO USE JET A FUEL WITH MILITARY ADDITIVES. OTHERS WILL BE ADDED AS ARMY POSTS ARE CONVERTED.



THE MOVE IS BEING MADE AS A COST-CUTTING MEASURE.

THE COST OF JET A FUEL IS LESS THAN JET A-1, WHICH IS WHAT JP-8 IS TYPICALLY BASED ON.

WITH THAT IN MIND, LET'S TAKE A LOOK AT SOME FREQUENTLY ASKED QUESTIONS ABOUT THE NEW FUEL...

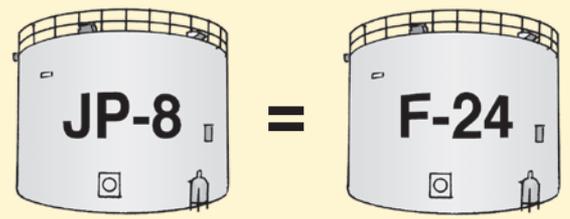
Q: What's the main difference between JP-8 and Jet A fuel?

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: So what should we call Jet A with military additives?

A: During a recent NATO fuels and lubricants working group meeting, a new NATO code was issued for Jet A with military additives: F-24. Simply put, F-24 is Jet A plus the military additives S-1745 (FSII), S-1747 (CI/LI), and SDA. It has a slightly different freezing point of -40°C compared to -47°C for 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/>

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?

INSTALLATION FIXED FACILITIES AND SOME EQUIPMENT USING F-24 WILL BEAR NEW MARKINGS TO REFLECT F-24. HOWEVER, UNITS WILL MAINTAIN ACCOUNTABILITY RECORDS AS JP-8.



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: tardc.pol.help@us.army.mil