

SERVICE BULLETIN

TURBOJET ENGINES

No. 2016

FAA APPROVED
TAF-12A-0

Engine Fuel and Control - fuel and additives - requirements
for, and approval of

1. Planning Information

A. Effectivity

<u>Model</u>	<u>Application</u>
JT3C, JT3D, JT4A, JT8D JT9D, and JT12A/JFTD12A Series	All engines.

Issue Sequence

JT3C	73-17
JT4A	73-12
JT3D	73-14
JT8D	73-1
JT9D	73-1
JT12A/JFTD12A	73-3

B. Reason

To assure the use of satisfactory engine fuels and additives in commercially operated gas turbine flight engines.

C. Description

Listing of acceptable fuels, minimum requirements, and approved additives for use in commercially operated gas turbine flight engines.

D. Compliance

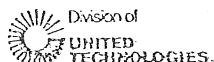
Pratt & Whitney Aircraft recommends that all fuel used in the listed commercially operated gas turbine flight engines meet at least the minimum requirements of this bulletin.

E. Manpower

Not applicable.

Distribution Code
2600

PRATT & WHITNEY AIRCRAFT



September 20/68

REVISION NO. 14 - June 12/81

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Part III: Other Additives.

A. The following additives are not specifically approved nor recommended for flight operation but are permitted to be used under the limitations stated:

(1) Biocide Additive: fuel tank maintenance practices as specified by the airframe manufacturer, are of prime importance in controlling microbial growth. However, many other factors such as climate, aircraft design, route structure and utilization also effect microbial growth, so occasional use of a biocide may be required.

Biocide additive may be used on a limited basis, defined as intermittent or non-continuous use in a single application to sterilize aircraft fuel systems suspected, or found to be contaminated by microbial organisms. For those operators where the need for biocide use is indicated Pratt & Whitney Aircraft recommends, as a guide, a dosage interval of once a month. This interval can then be adjusted, either greater or lesser, as an operators own experience dictates. Engines operated in private and corporate aircraft where utilization rates are relatively low, may use the additive continuously.

* Biobor JF

270 Parts per
Million by Weight Max

June 1967

(2) Anti-Smoke Additive: The following additives may be used only in post overhaul test cell operation of engines for maximum of five hours duration. They are not approve for flight use.

(a) Ethyl CI-2

0.10% Volume Max

Oct. 1966

(b) Apollo DGT-2

0.10% Volume Max

April 1973

Part IV: Acceptable Fuels

A. The fuels listed in the following table comply with the minimum requirements for approved fuels (Part I), for use in Pratt & Whitney Aircraft commercially operated gas turbine flight engines, provided freezing point of fuel chosen is at least 6°F below the minimum engine fuel inlet temperature.

Fuel Type

Acceptable Fuels

	ASTM*	IATA*
Civil Aviation Kerosene	D1655 Jet A	
Civil Aviation Kerosene (Low Freeze)	D1655 Jet A-1	Kerosene Type Fuel