

Irish Aviation Authority The Times Building 11–12 D'Olier Street Dublin 2, Ireland www.iaa.ie	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D'Olier Baile Átha Cliath 2, Éire	AAM No. 08 Revision: 02 Date: 14.08.19	
Safety Regulation Division	Rannán na Rialachán Sábháilteachta		

Title: Approval of Fuel Installations

Advisory Memoranda are provided for information purposes only.

1. Introduction

This Airworthiness Advisory Memorandum gives guidance to organisations applying for approval for the procurement, distribution, storage or issue to aircraft of aviation fuels and/or lubricants. This AAM does not apply to the procurement, distribution, storage or issue to aircraft of aviation fuels and/or lubricants at any aerodrome subject to European Regulation (EU) 2018/1139.

Organisations engaged in the procurement, distribution, storage or issue to aircraft of aviation fuels and lubricants or any combination of these activities, may, unless exempted by the IAA, have their premises approved by the IAA in accordance with Article 27 (3) (b) of the Irish Aviation Authority (Airworthiness of Aircraft) Order, 1996 (324 of 1996), as amended. Such approvals are generally termed “Approved Premises.”

All fuel used in aircraft requires special handling. Negligence in the receipt, storage and handling of fuel or an error in fuelling can endanger an aircraft and the lives of those on board. IAA Aeronautical Notice T.09 requires that the Aerodrome Licensee ensures that each aviation fuel installation located at an Aerodrome be approved by, unless otherwise exempted by, the Airworthiness Department of the IAA

2. References

This Advisory Memorandum supersedes and replaces Airworthiness Advisory Memorandum 02-14.

Joint Inspection Group (JIG).

3. Definitions

“Smaller Airports” are those as defined by the Joint Inspection Group (JIG) where:

- a) Aviation fuel is supplied to the location by road or rail transport, and
- b) Fuelling equipment has a maximum flow rate of 1,000 litres/min per delivery hose, and
- c) Total number of fuelling operations per year is fewer than 10,000 and throughput is less than 10 million litres, and
- d) If a hydrant is used for fuelling, it has a diameter of 150 mm (6”) or less.

At locations where there are no mobile fuellers, and fuelling is from fixed fuelling cabinets, the limits shown in (c) are not applicable.

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4. Exposition Manual

Applicants must submit an exposition manual detailing the organisation, personnel requirements, conditions and limitations applicable to the premises for approval. This exposition manual shall be subject to the approval of the Authority as a condition of the approval for each Approved Premises.

Fuel

The standard to be applied for Fuel Installations at Smaller Airports, storing Jet A1 and/or Avgas, shall be the Joint Inspection Group (JIG) “Aviation Fuel Quality Control and Operating Standards for Smaller Airports” at latest revision.

For Fuel Installations at Smaller Airports, storing Unleaded Motor Gasoline, the standard to be applied shall be the Joint Inspection Group (JIG) “Aviation Fuel Quality Control and Operating Standards for Smaller Airports” at latest revision. The requirements shall be adapted to include the handling of Unleaded Motor Gasoline and include the notes in Appendix 1 to this Notice.

It is recommended that fuel samples taken daily from storage facilities and at bulk delivery be retained for a minimum of 7 days.

Lubricants

Applicants for approval of premises for the procurement, distribution, storage or issue to aircraft of lubricants shall submit an exposition manual to the Authority for approval. The exposition manual should include the following sections:

- Description of Approved Premises
- Personnel Requirements and Training
- Receipt and Quality Control Procedures
- Storage Procedures
- General Operating Requirements and Maintenance
- Distribution/Release Procedures
- Documentation

5. Approval

Approvals are usually issued for the duration of one year and may be extended subject to the approval of the IAA. To apply to have an ‘Approved Premises’ assessed, applicants may

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contact the Airworthiness Department, in writing, at The Times Building, 11-12 D’Olier St., Dublin 2 or awsd@iaa.ie .

Fees are applicable as per the Irish Aviation Authority (Fees) Order, 2015 (S.I. No. 523 of 2015).

6. Limitations

- Approvals are limited to the installation(s), as defined in the approved exposition manual.

The ‘Approved Premises’ approval in no way authorises the use of aircraft fuel or lubricants in any particular aircraft or engine or aircraft/engine combination. The end user is responsible for ensuring the fuel or lubricant is approved to be used on the aircraft or engine or aircraft/engine combination concerned.

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Appendix I

Handling and Testing of Unleaded Motor Gasoline (Mogas)

Unleaded Motor Gasoline (Mogas) is more volatile than AVGAS, especially in winter (to help cold starting). Consequently, Mogas is more susceptible to fuel vaporisation at above average ambient temperatures, so beware of hot weather in the summer and:

- Use freshly obtained fuel from a major supplier with a high turnover. (Note: local regulations may only allow transportation of limited quantities in your own vehicle)
- Record the source of supply. (Note that most fuel receipts show the type of fuel, the quantity and when and where it was purchased. Retention of such receipts is a means of satisfying this requirement.)

Testing for Alcohol

The use of fuel containing alcohol in an aircraft may be prohibited.

Commercial testing kits are available and testing for alcohol can also be carried out as follows:

1. Obtain a clear tube (like a test tube or fuel drain device), and mark a line on it about 10% from the bottom.
2. Add water to the tube until it comes to the line. Now fill the tube with your fuel sample until it is near the top.
3. Shake vigorously for 10-15 seconds, let it settle, and if the meniscus is on the line, the fuel sample is alcohol-free.
4. If the meniscus is above the line (because the alcohol has mixed with the water) alcohol is present and the fuel must NOT be used in an aircraft.

Water and other contaminants

Fuel must be filtered to remove water and any other contaminants.