

# Increased Risk of Out-of-Specification Fuels

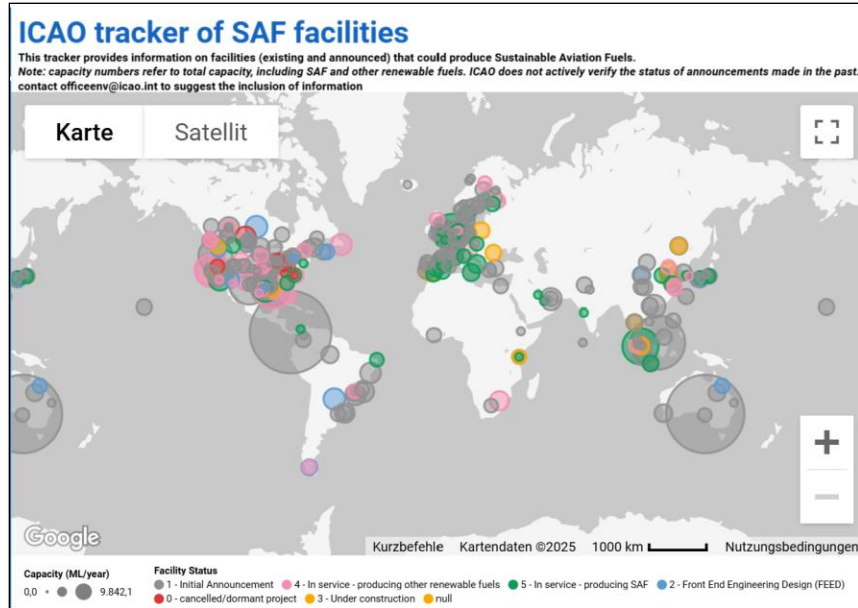
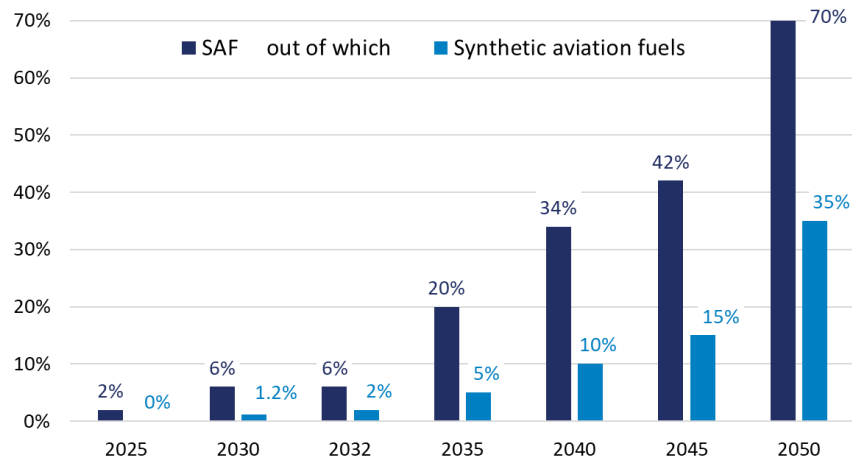
Bastian RAUCH, Aviation Fuel Expert

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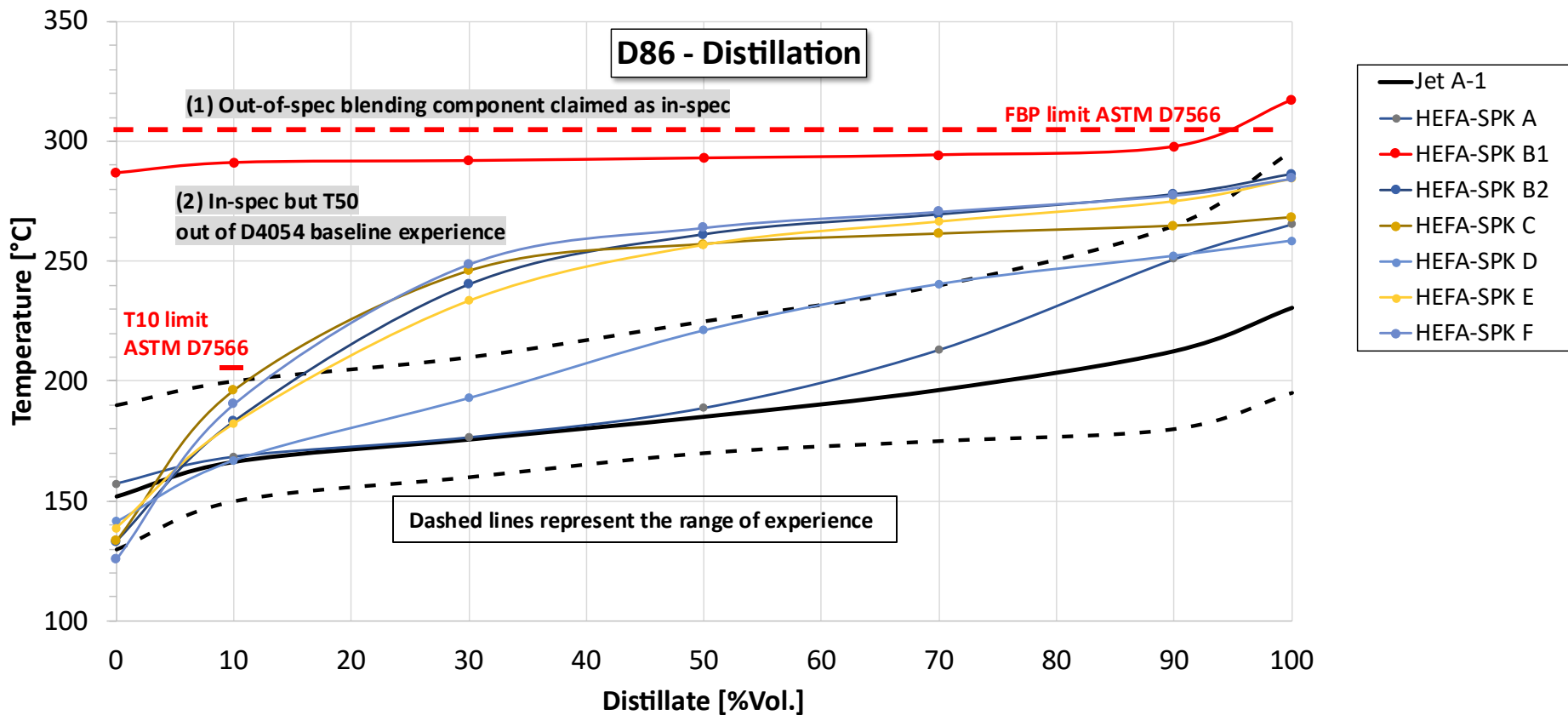
# SATF Market Transition



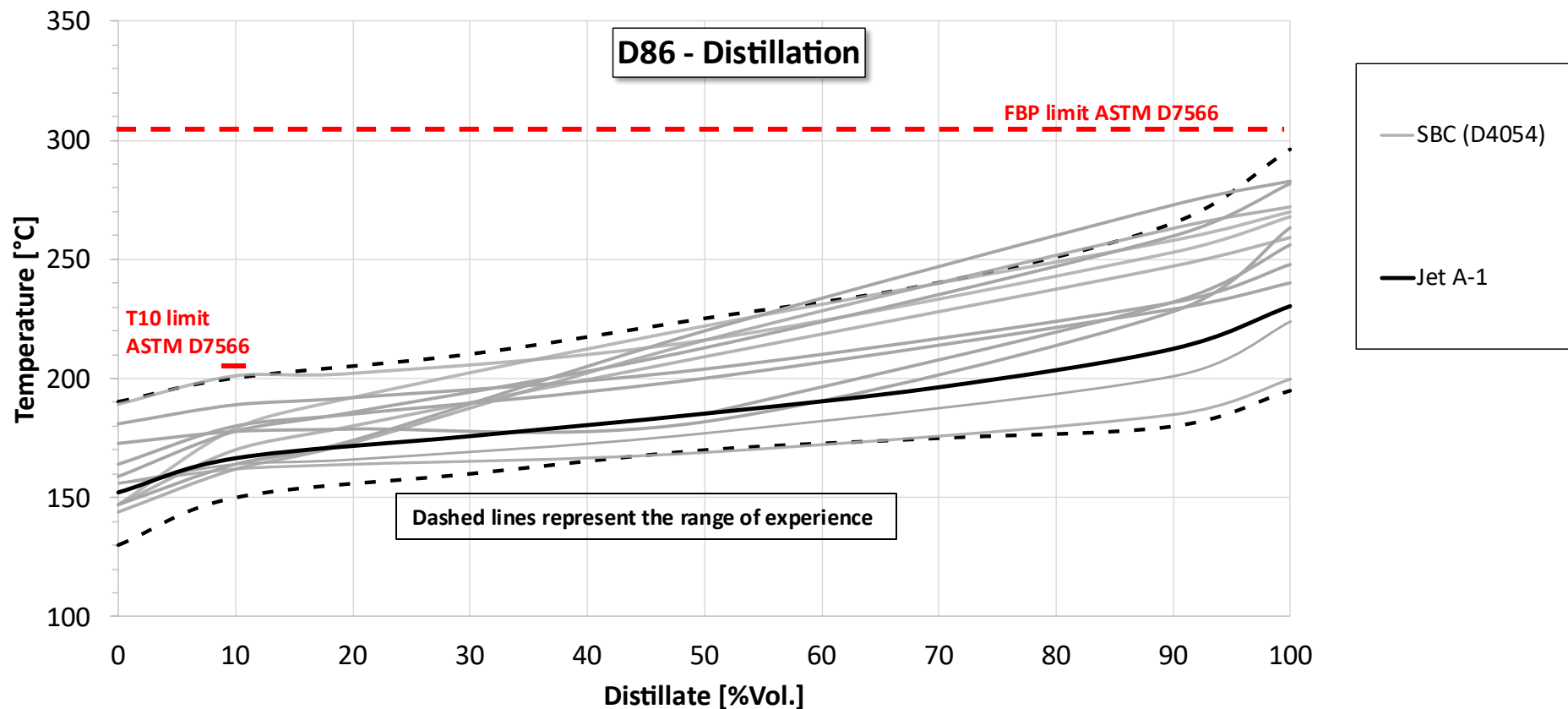
Ambitious EU-wide binding shares and realistic ramp-up 2025-2050



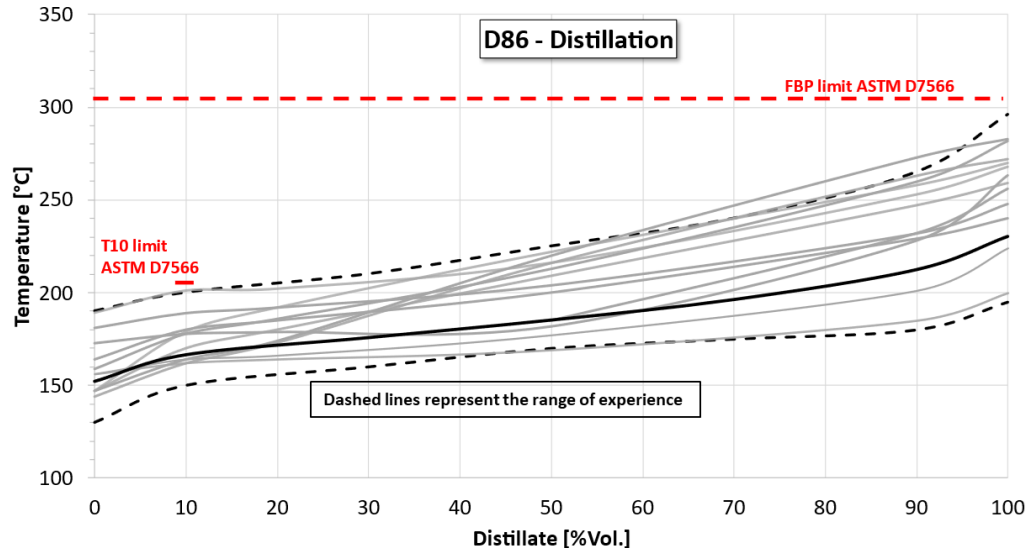
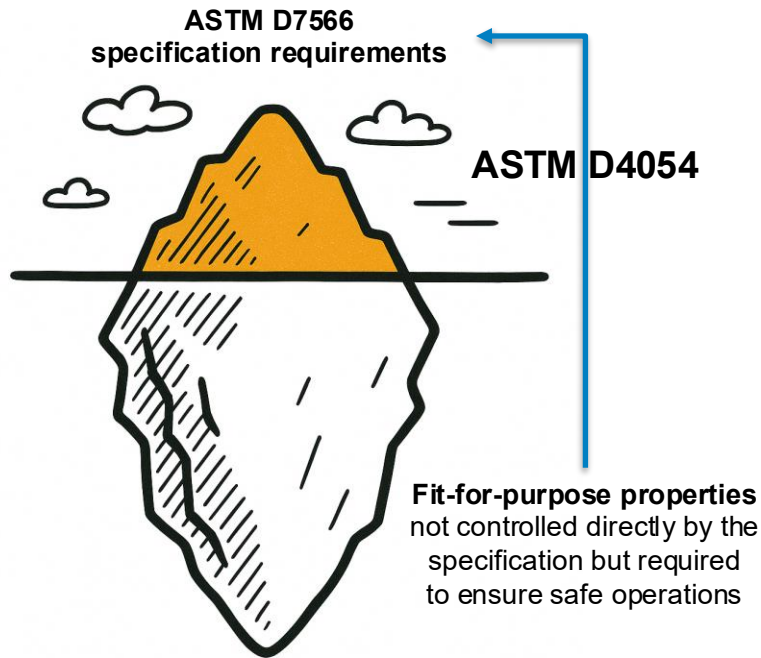
# CSR – HEFA with unusual/out-of-spec distillation



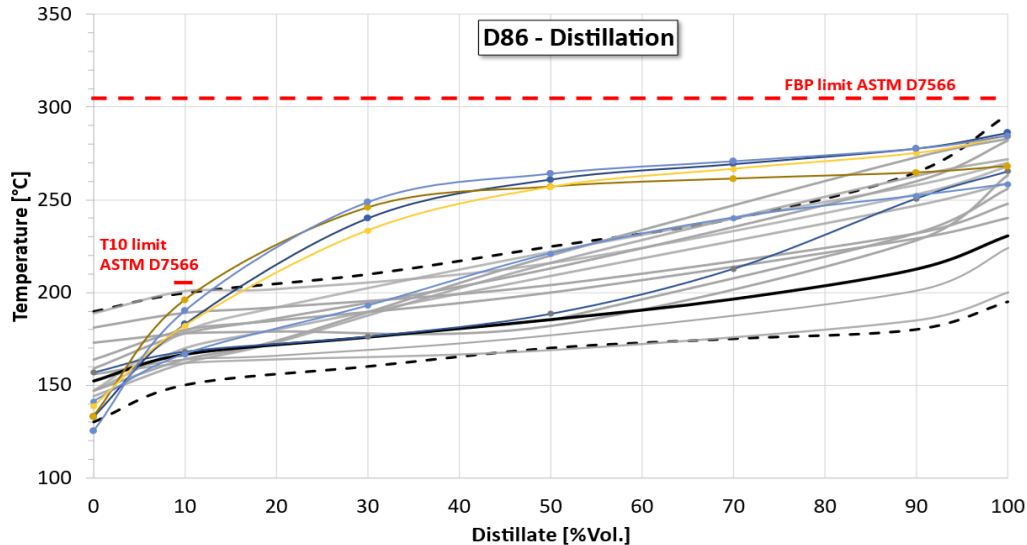
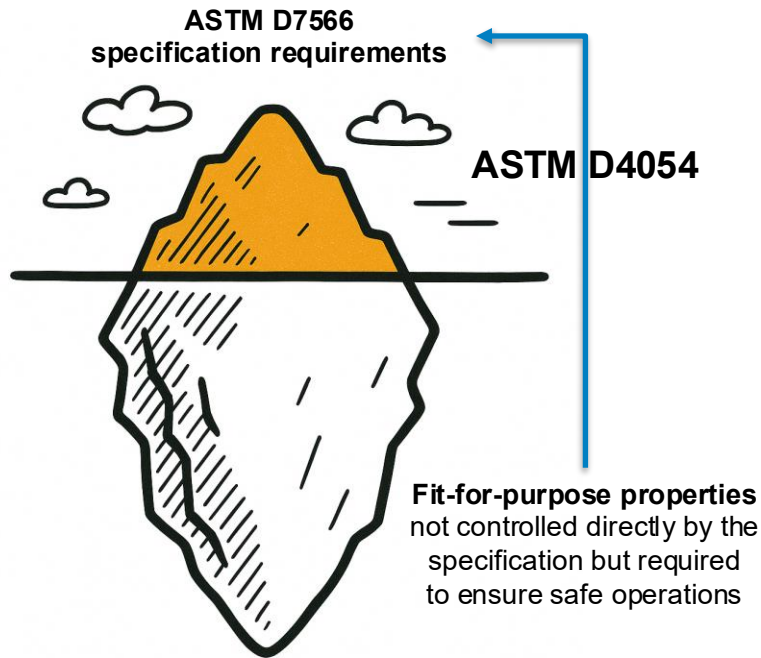
# ASTM D4054 baseline experience



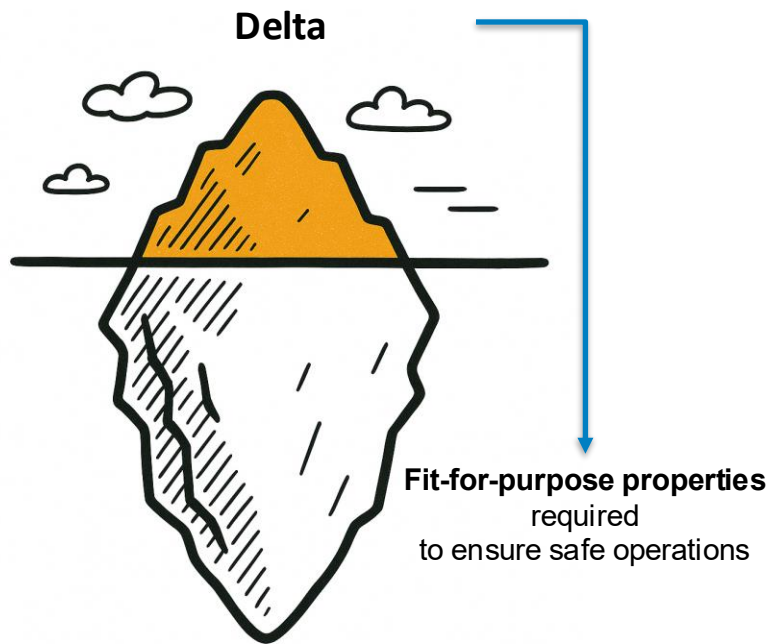
# ASTM D4054 baseline experience



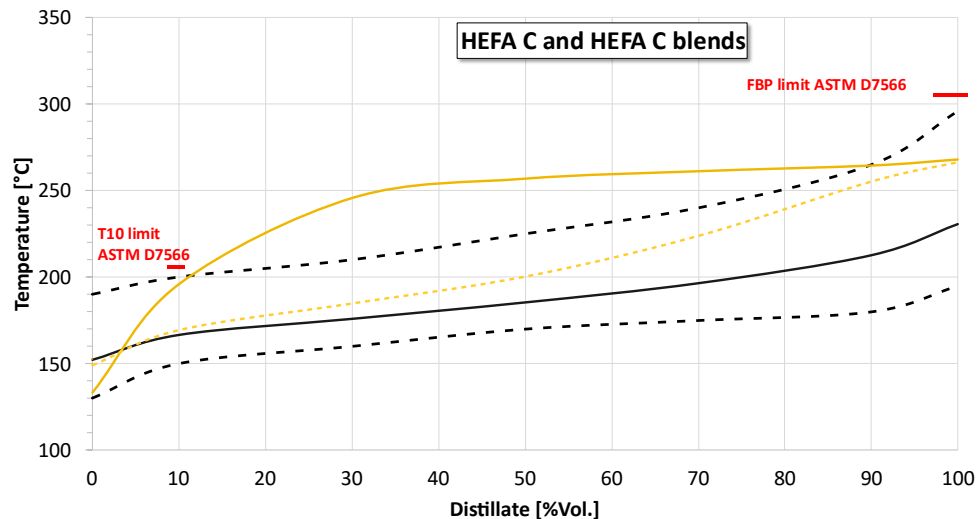
# In-spec but out of D4054 baseline experience



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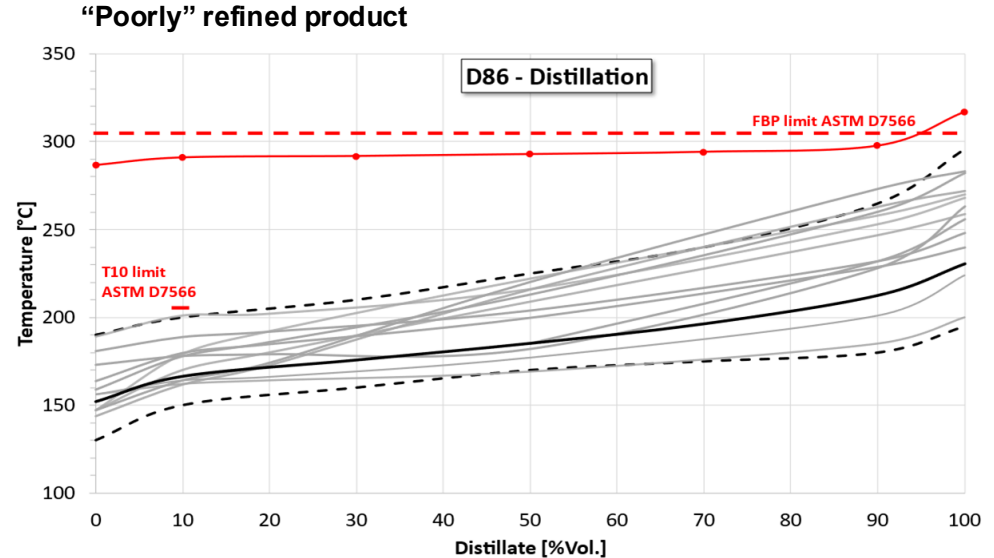
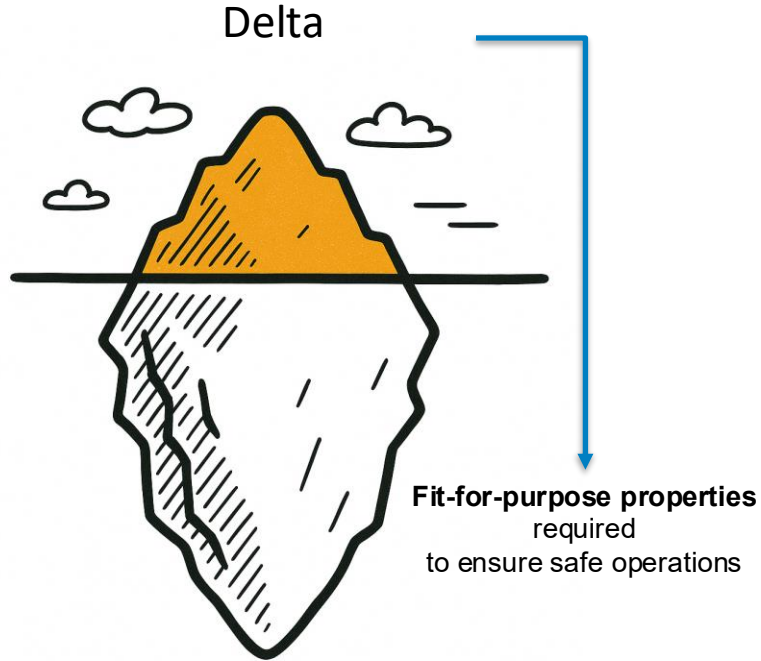
## Highly refined product



**Importance of robust D7566 requirements**

**Advisable to monitoring SBC fuel quality on market**

# Out-of-spec (D7566) distillation



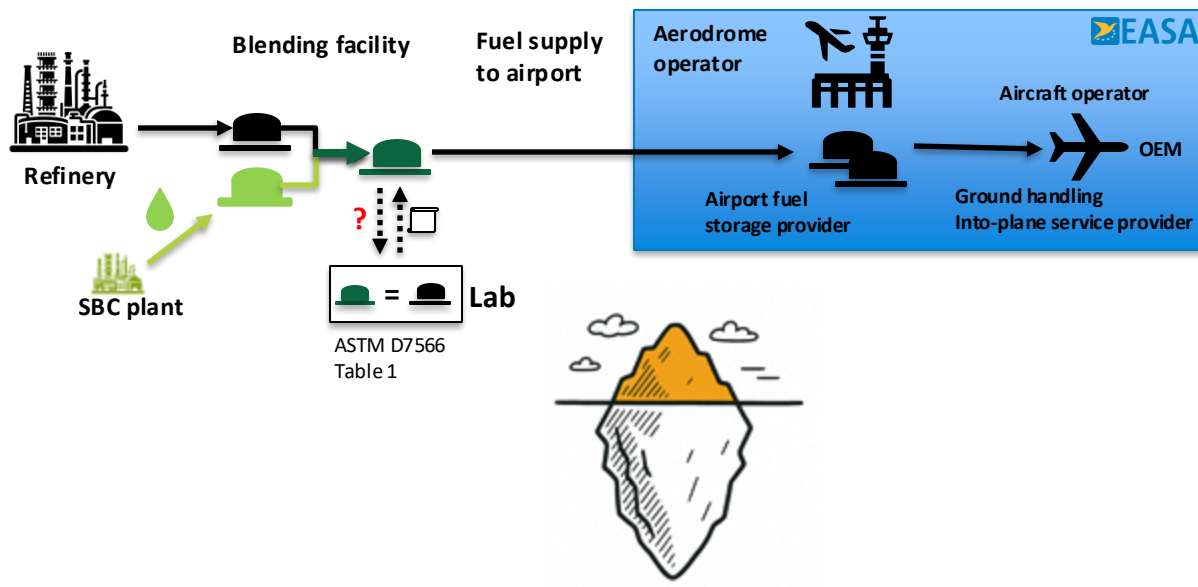
Which safety critical fuel properties might be impacted by poorly refined SBC's?

Can these be detected in the blended product?

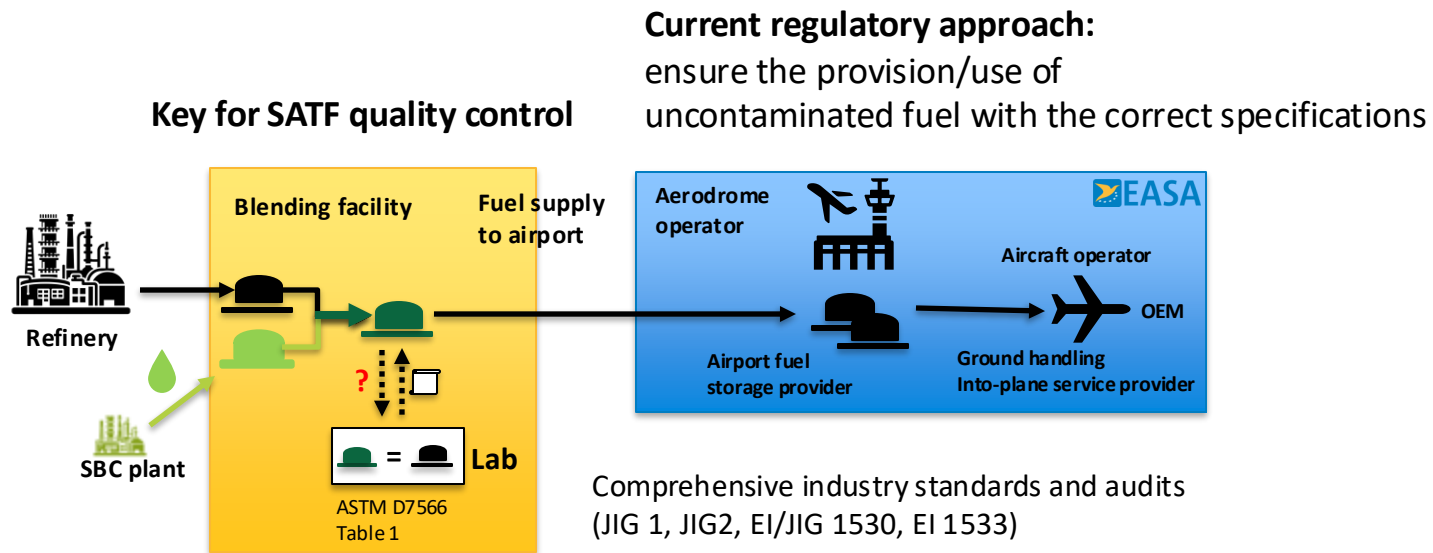


# Regulatory Framework

**Current regulatory approach:**  
ensure the provision/use of  
uncontaminated fuel with the correct specifications



# Regulatory Framework

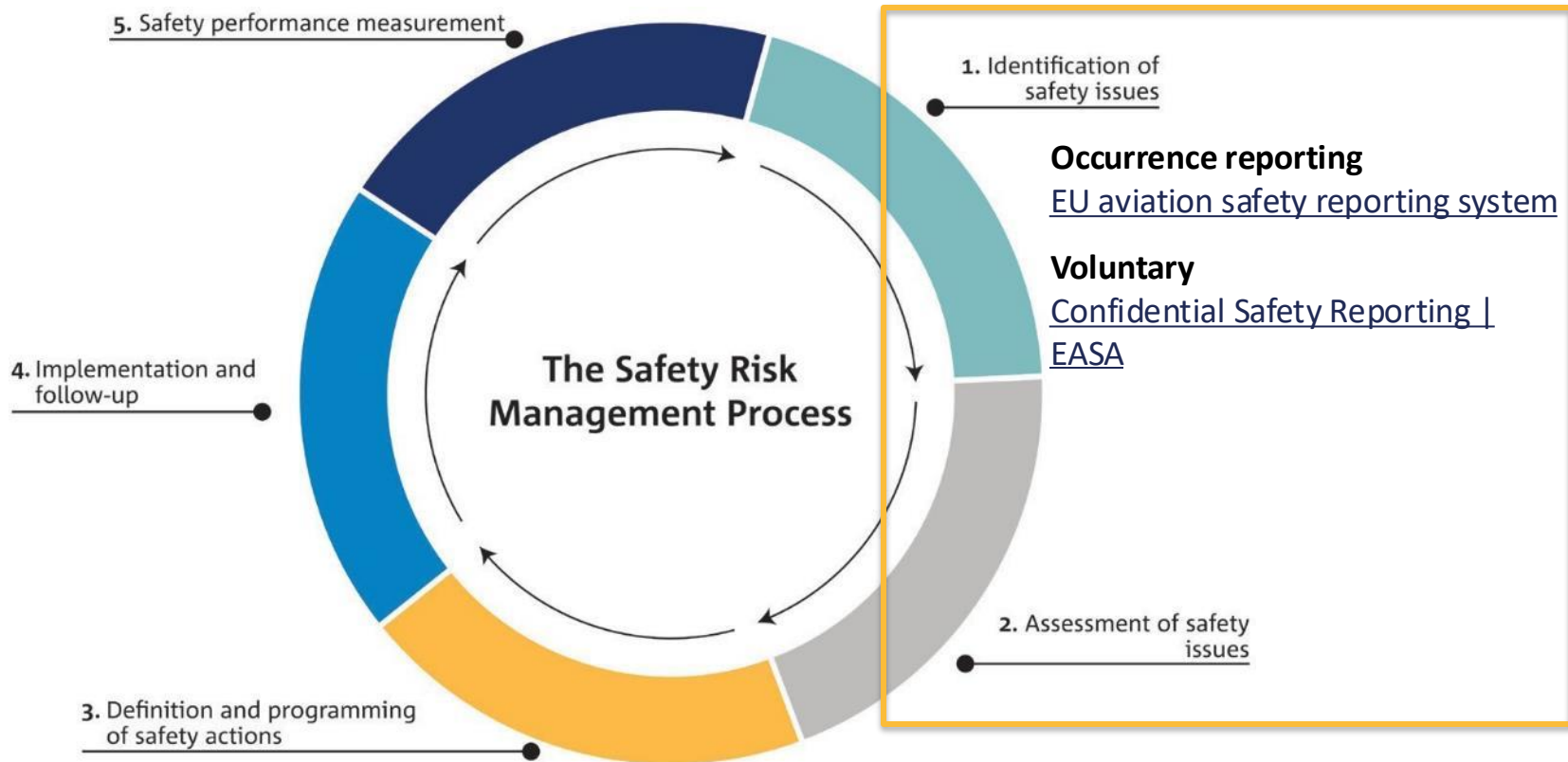


Comprehensive industry standards and audits  
(JIG 1, JIG2, EI/JIG 1530, EI 1533)

Industry standards are voluntary and questioned  
by new market entrants

Industry standard organizations in fuel supply chain:  
JIG Joint Inspection Group  
EI Energy Institute

# Next: Collaborative Safety Risk Management



# Questions?

[fuel.safety@easa.europa.eu](mailto:fuel.safety@easa.europa.eu)

## Safety Information Bulletin

[2025-01: Risks Related to Out of Specification Aviation Turbine Fuels](#)

[easa.europa.eu/connect](https://easa.europa.eu/connect)



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