

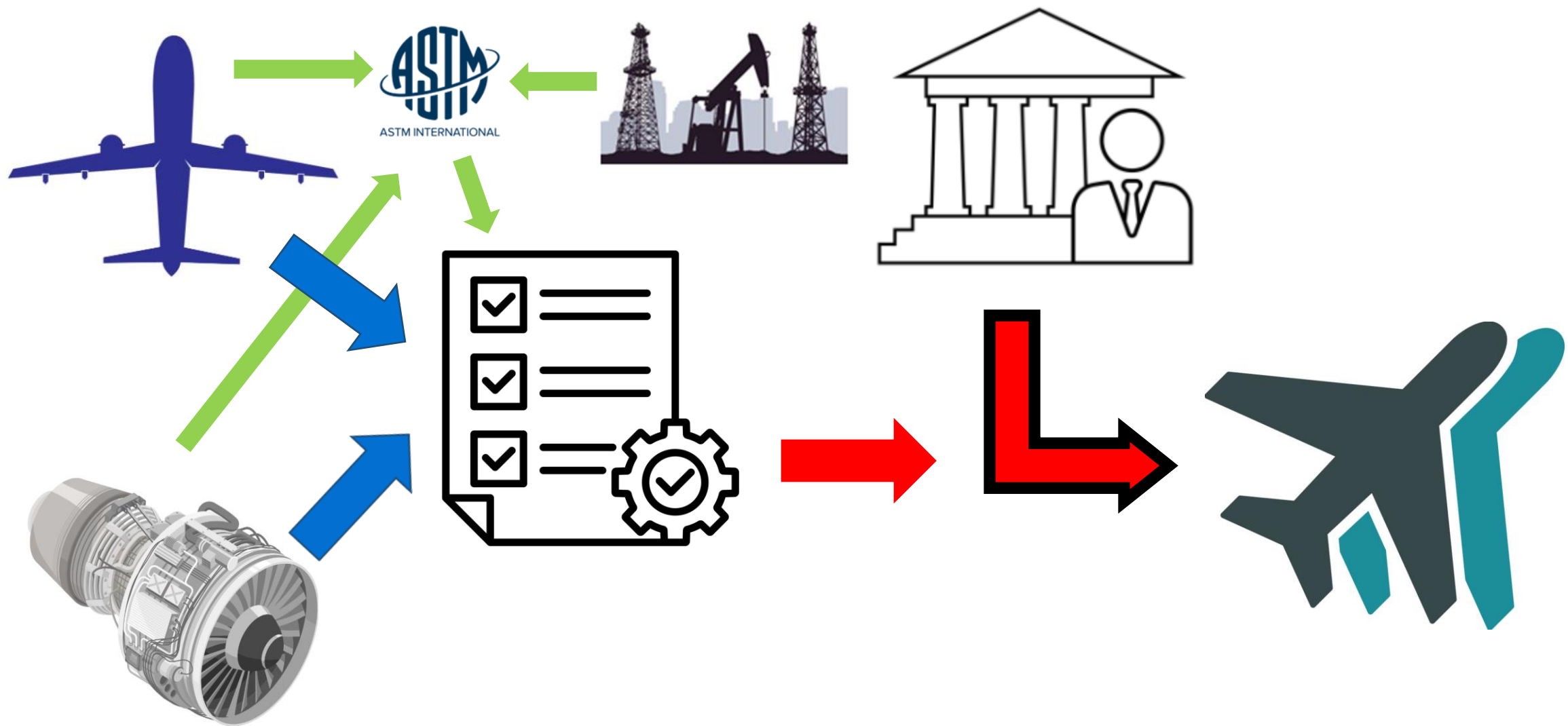
Hydrant Commissioning

Airline Considerations

Bill Geck

May 2025

Fuel Requirements

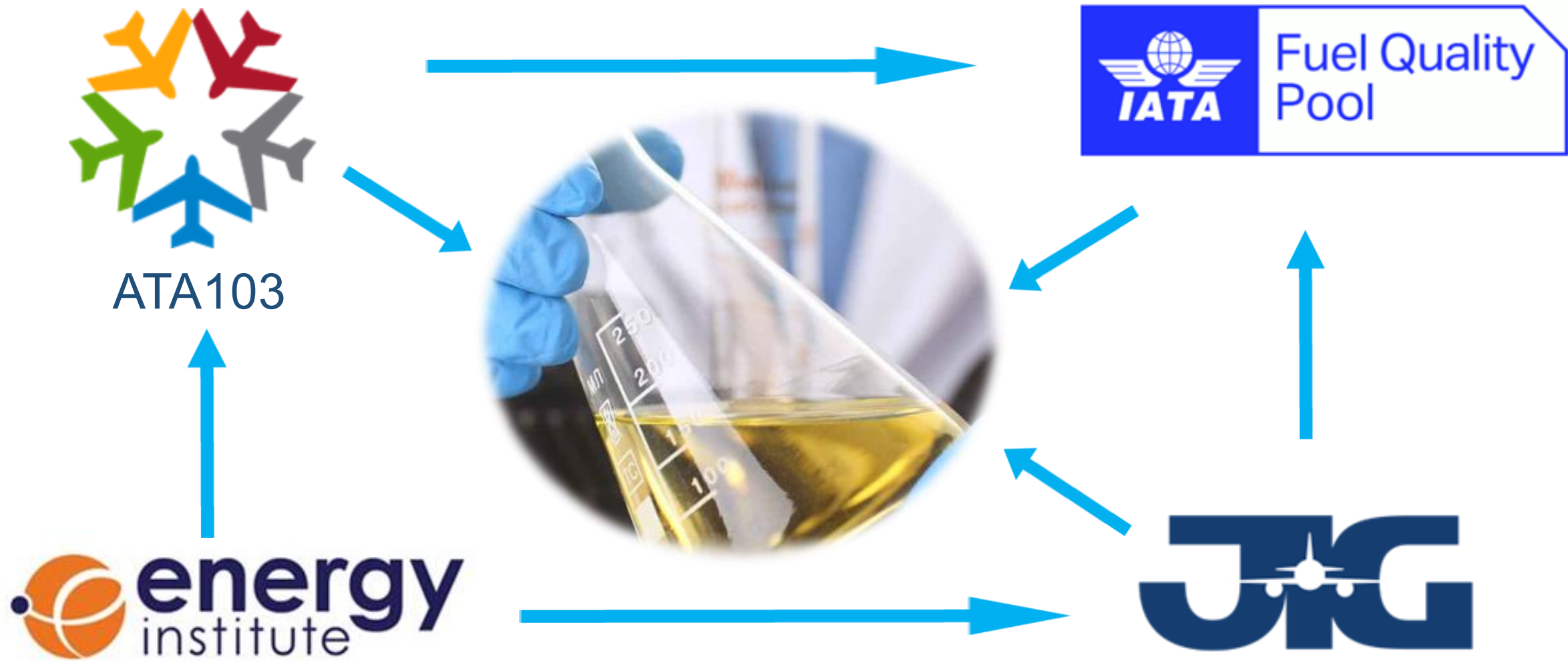


Airline Responsibilities

- Adopting and requiring industry and company specific standards.
- Contractual purchasing language
- Auditing
 - IFQP
 - Internal

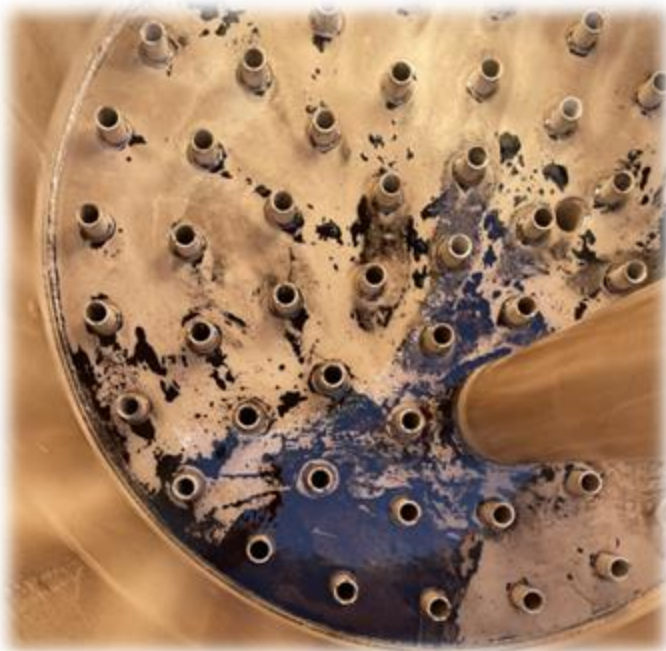


Quality Fuel



Quality Fuel

- On spec \neq “fit for purpose”
 - Clean
 - Dry
 - No additions
 - No surprises





Quality Fuel

- **Stay on spec / Fit For Purpose**
 - Avoid dirt, water, and microbes
- **Storage – Tanks**
 - Clean
 - Sumped
 - Well maintained
- **Transporting – Tanker trucks, pipeline, rail, ship, etc**
 - Clean, maintained, etc
- **Handling – Filtered, protected, etc**

Quality Fuel

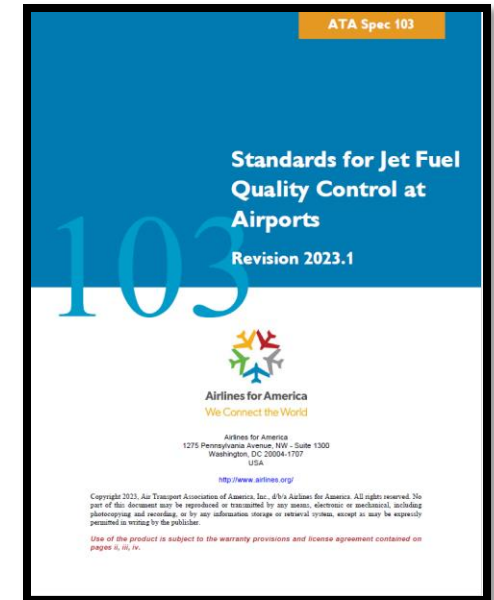
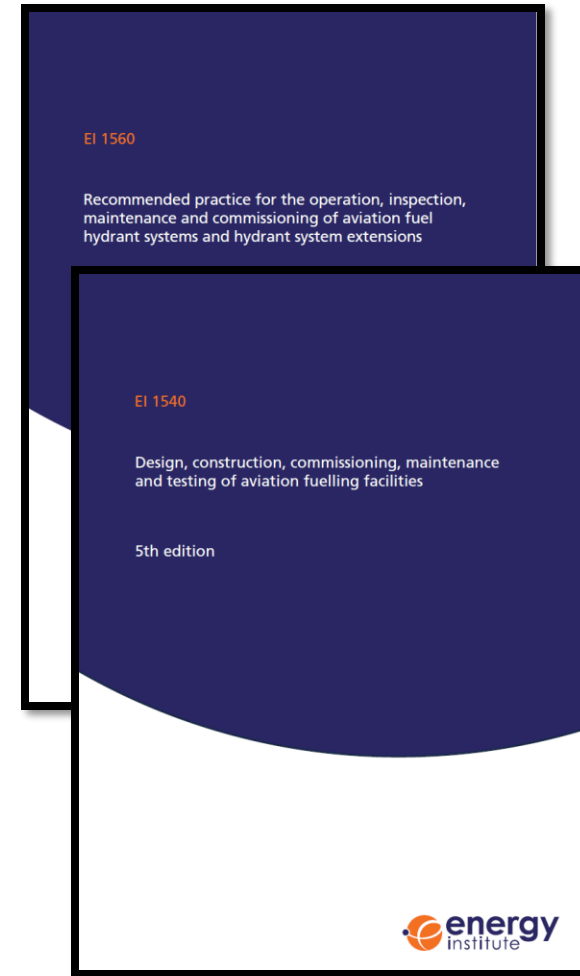
- Hydrants
 - “Storage tank”
 - “Delivery vehicle”
 - Must be clean, sumped, well maintained
 - Hidden





Start off right

- Clean and suitable hydrant lines
 - Well designed
 - Properly commissioned
 - Properly maintained
- Commission
 - EI 1540/1560/1585
 - ATA 103/JIG 2





Start off right

- **Commission**
 - Soak (lining)
 - Pressure (quality of build)
 - Flush (remove any material)



Start off right

- Flush
 - Velocity (2-3 m/s)
 - Volume: (2-3 line volumes)
 - When clean? When fuel is clean!
 - Millipore (2 in row)
 - Clear and Bright
 - MSEP
 - Used fuel?
 - Recertify it!

TURBULENT FLOW





Start off right

- **Airlines Role**
 - Review Plan
 - Observe and Accept
- **Airlines Value**
 - Experience
 - Team work
 - IFQP
 - A4A “Team Flush”

The Airlines' Why

Our fuel...

Our airplanes...

Our business...

Our risk...

Our job!



