

NATO STANDARD

AASSEP-10

**AIRCRAFT FITTING FOR PRESSURE
REPLENISHMENT OF GAS TURBINE
ENGINES WITH OIL**

Edition A, Version 1

MONTH YEAR
RATIFICATION DRAFT 1



NORTH ATLANTIC TREATY ORGANIZATION

**ALLIED AIRCRAFT SERVICING AND STANDARD EQUIPMENT
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NATO LETTER OF PROMULGATION

[Date]

1. The enclosed Allied Aircraft Servicing and Standard Equipment Publication AASSEP-10, Edition A, Version 1, AIRCRAFT FITTING FOR PRESSURE REPLENISHMENT OF GAS TURBINE ENGINES WITH OIL, which has been approved by the nations in the Military Committee Air Standardization Board (MCASB), is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3595.
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CHAPTER 1 GENERAL AND SPECIFIC PROVISIONS
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1.1 RELATED DOCUMENTS

ISO 451:1976 - AIRCRAFT – PRESSURE REOILING CONNECTION

ISO 9939:1994 - AEROSPACE – PRESSURE REOILING CONNECTION (NEW TYPE)

STANAG 3149 - MINIMUM QUALITY SURVEILLANCE FOR FUELS

1.2 AIM

The aim of this standard is to is to standardize the aircraft-installed pressure lubricating oil replenishment connections.

1.3 AGREEMENT

Participating nations agree that the minimum required facilities for pressure replenishment of aircraft engine oil will be applied in accordance with the following ISO standards and detailed specifications:

- a. The pressure replenishment connection will be in accordance with ISO 451 or ISO 9939.
- b. ISO 9939 replaces and shall be used in lieu of ISO 451 for all new design.
- c. Fill pressure. The fill pressure shall be approximately 1 bar (100 kPa; 15 psi) above atmospheric.
- d. Flow rate. The flow rate shall be at least 1 l/min (0,26 USG/min; 0,22 imperial gallons/min).
- e. Capacity. The capacity of the dispenser shall be at least 5 l (1,32 USG; 1,1 imperial gallons).
- f. Filtration. The filtration shall be to the standard stipulated in STANAG 3149.
- g. Markings. The dispenser shall be clearly marked with the NATO marking in accordance with STANAG 3149.
- h. Hose. The delivery hose shall be at least 2 m in length.

1.4 DEFENCE AGAINST TERRORISM

Aircraft equipment and materiel shall be labelled, processed and stored in such a manner as to preclude access and tampering by unauthorized personnel. Said equipment shall be inspected and certified prior use or application to ensure operational integrity and reliability. Servicing and maintenance of aircraft shall be performed **ONLY** by authorized personnel.

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