NATO STANDARD

AFLP-3967

DESIGN AND PERFORMANCE REQUIREMENTS FOR AVIATION TURBINE FUEL FILTER SEPARATOR VESSELS AND COALESCER AND SEPARATOR ELEMENTS

Edition A Version 1
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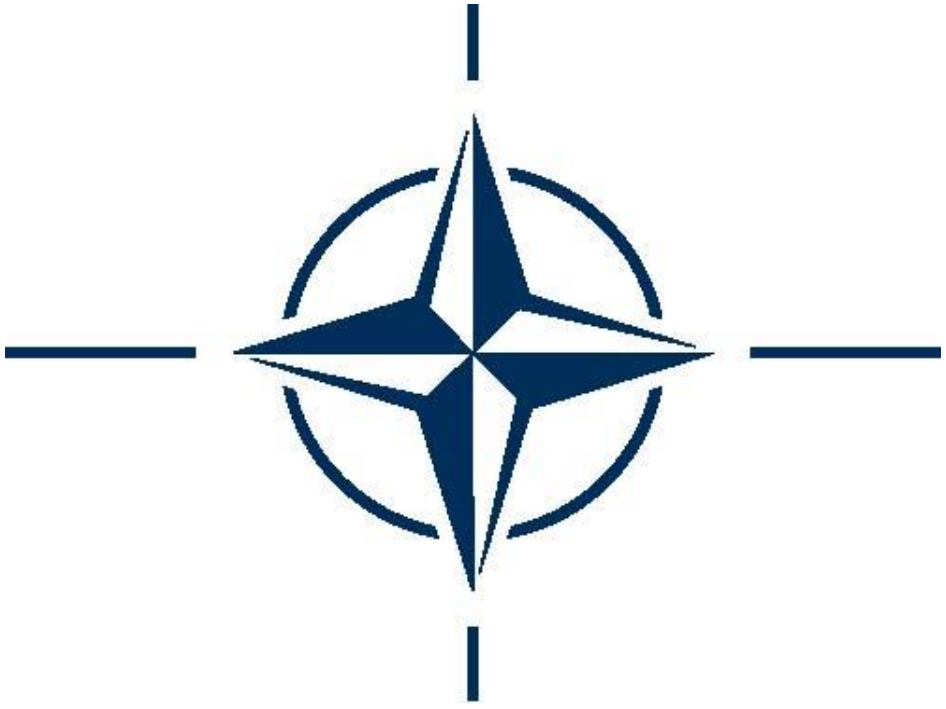

NORTH ATLANTIC TREATY ORGANIZATION

ALLIED FUELS AND LUBRICANTS PUBLICATION

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11 April 2011

1. The enclosed Allied Fuels and Lubricant Publication AFLP-3967, Edition A, Version 1, DESIGN AND PERFORMANCE REQUIREMENTS FOR AVIATION TURBINE FUEL FILTER SEPARATOR VESSELS AND COALESCER AND SEPARATOR ELEMENTS has been approved by the nations in the PETROLEUM COMMITTEE, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3967.

2. AFLP-3967, Edition A, Version 1, is effective upon receipt.

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4. This publication shall be handled in accordance with C-M(2002)60.

for
Dieter Schmaglowski
Deputy Director NSO
Branch Head P&C

Edvardas MAŽEIKIS
Major General, LTUAF
Director, NATO Standardization Office

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RESERVED FOR NATIONAL LETTER OF PROMULGATION

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RECORD OF RESERVATIONS

CHAPTER	RECORD OF RESERVATION BY NATIONS
The reservations listed on this page include only those that were recorded at time of promulgation and may not be complete. Refer to the NATO Standardization Document Database for the complete list of existing reservations.	

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RECORD OF SPECIFIC RESERVATIONS

[nation]	[detail of reservation]
GRC	The Hellenic Air Force will not implement par 0101f. Clarifications have been requested from the Custodian for further evaluation.

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SECTION 1 GENERAL

0101. Participating nations agree:

a. to establish minimum design and performance standards for filter separator vessels and coalescer and separator elements used in those vessels for aviation turbine fuel filtration;

b. that NATO Forces must be able to receive aviation turbine fuel via filter separators that meet NATO standards from each other without encountering technical difficulties;

c. that the minimum design and performance standards for filter separator vessels and coalescer and separator elements used in those vessels for aviation turbine fuel filtration shall be in compliance with the latest version of Energy Institute 1581 Specification and qualification procedures for aviation jet fuel filter/separators.

d. to adopt a common terminology;

e. that member nations may employ their own national design and performance standards for filter separator vessels and coalescer and separator elements used in those vessels for aviation turbine fuel filtration. If the national standard is NOT the NATO standard, then that nation shall make arrangements to interface with the agreed NATO standards for design and performance standards for filter separator vessels and coalescer and separator elements used in those vessels for aviation turbine fuel filtration.

f. to not operationally use any filter monitor systems and/or elements with fuels containing any Fuel System Icing Inhibitor (FSII), also called diethylene glycol monomethyl ether (DiEGME). This fuel additive makes unusually difficult demands on filtration and water separation/removal devices and may promote the decomposition of filters and release of super-absorbent polymer into fuel and potentially foul aircraft engine fuel filters. This includes pre-mixed and military fuels containing these additives. The use of monitor cartridges with fuels containing anti-icing additives may result in (1) a failure of the monitor cartridge and/or (2) migration of filtration media into the fuel stream, either of which could potentially cause damage to or sudden failure of the corresponding engine.

0102. Adoption Notice

a. This publication provides notice that the NATO requirement for the minimum design and performance standard for filter separator vessels and coalescer and separator elements used in those vessels for aviation turbine fuel filtration will be met via compliance with the latest version of the commercial industry standard, Energy Institute 1581 Specification and qualification procedures for aviation jet fuel filter/separators. Aviation fuel filtration requirements are addressed in STANAG 3149.

b. Each member nation is solely responsible for funding and obtaining legal copies of the commercial standard to meet their defined national requirements. Copies of the standard are available on-line and can be purchased from the Energy Institute via their dedicated publishing site at http://publishing.energyinst.org/.

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