

USMC POLICY ON CONVERTING CONUS AVIATION AND GROUND/TACTICAL EQUIPMENT FROM JP-8 TO F-24

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MSGID/GENADMIN/CMC L LF WASHINGTON DC/F002//

SUBJ/USMC POLICY ON CONVERTING CONUS AVIATION AND GROUND/TACTICAL EQUIPMENT FROM JP-8 TO F-24//

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GENTEXT/REMARKS/1. IN A COLLABORATIVE EFFORT BETWEEN HEADQUARTERS MARINE CORPS INSTALLATION AND LOGISTICS (LF) AND (LP), THIS MARADMIN ANNOUNCES THAT DLA ENERGY IS CONVERTING THE MAJORITY OF THEIR CONUS AVIATION AND GROUND FUEL PROCUREMENT, STORAGE, AND INSTALLATION INFRASTRUCTURE FROM JP-8 TO F-24.

2. THE CONVERSION FROM JP-8 TO F-24 IS SCHEDULED TO BE COMPLETE BY THE END OF CY 2014. AS A COMMERCIAL COMMODITY, JP-8 IS ONLY PRODUCED FOR DOD WHEREAS F-24 IS USED BY BOTH MILITARY AND CIVILIAN ENTITIES. THUS, F-24 HAS MORE UNIVERSAL UTILITY WHICH DRIVES DOWN THE COST AND THE SERVICES BENEFIT FINANCIALLY BY CONVERTING TO F-24. THE CONVERSION TO F-24 WILL SAVE THE SERVICES APPROXIMATELY TWO CENTS PER GALLON PER THE STANDARD PRICE ON AVIATION FUEL CONSUMED BY ALIGNING MILITARY AND COMMERCIAL AVIATION FUEL SUPPLIES. F-24 IS USED IN BOTH USMC GROUND AND AVIATION EQUIPMENT. ADDITIONALLY, THE NAVY, ARMY, AND AIR FORCE CONUS INSTALLATIONS ARE UNDERGOING THE CONVERSION TO F-24.

3. F-24 IS NATO DESIGNATION FOR COMMERCIAL JET A AVIATION FUEL THAT CONTAINS THE SAME ADDITIVE PACKAGE THAT CONVERTS JET A-1 INTO JP-8. THE ONLY DIFFERENCE BETWEEN F-24 AND JP-8 THAT MAY HAVE AN OPERATIONAL IMPACT IS F-24 FREEZING POINT SPECIFICATION. F-24 FREEZING POINT IS NEGATIVE 40 DEGREES CELCIUS (NEGATIVE 40 DEGREES FAHRENHEIT) AND JP-8 FREEZING POINT IS NEGATIVE 47 DEGREES CELCIUS (NEGATIVE 52 DEGREES FAHRENHEIT). F-24 IS A DROP IN REPLACEMENT WHICH MEANS F-24 CAN BE MIXED WITH JP-8 WITHOUT ANY NEGATIVE EFFECTS ON THE EQUIPMENT. THEREFORE, NO SPECIAL HANDLING OR PROCEDURES ARE REQUIRED TO USE F-24. F-24 AND JP-8 POSSESS SIMILAR PHYSICAL AND CHEMICAL PROPERTIES WHICH MINIMIZES THE LIKELIHOOD OF PROBLEMS WITH THE CONVERSION. HOWEVER, IF PROBLEMS ARE ENCOUNTERED DURING THE CONVERSION PROCSSS INVOLVING GROUND TACTICAL EQUIPMENT, MARCORSYSCOM AND MARCORLOGCOM SHOULD BE NOTIFIED OF THE PROBLEMS. MARCORSYSCOM AND MARCORLOGCOM WILL ADDRESS PROBLEMS EXPERIENCED DURING THE CONVERSION OF TACTICAL GROUND EQUIPMENT BY CONSOLIDATING THE DATA ACCORDINGLY FOR DISSEMINATION AS LESSONS

LEARNED.

4. ALL CURRENT AND APPLICABLE PUBLICATIONS, DOCUMENTS, AND MANUALS ARE REQUIRED TO BE UPDATED LISTING F-24 AS THE AUTHORIZED FUEL. SPECIFICALLY, ALL GROUND TACTICAL EQUIPMENT MUST REFLECT F-24 AND JP-5 AS THE PRIMARY FUEL AND DIESEL AS THE ALTERNATE FUEL.

5. ALL USMC INSTALLATIONS THAT CURRENTLY PROVIDE JP-5 WILL CONTINUE TO PROVIDE JP-5. FURTHERMORE, ONLY THE USMC INSTALLATIONS LISTED BELOW WILL BE CONVERTED TO F-24:

MCLB ALBANY, GA

MCAF QUANTICO, VA

MCB CAMP LEJEUNE, NC

MCAS YUMA, AZ

MCB CAMP PENDLETON, CA

MAGTFTC 29 PALMS, CA

MCLB BARSTOW, CA

6. ENSURE ALL GROUND TACTICAL EQUIPMENT MARKINGS OF JET FUEL ONLY CAN BE EASILY IDENTIFIED BY SIGHT AND THAT RECORD JACKETS ARE ANNOTATED WITH THE DATE F-24 WAS FIRST RECEIVED.

7. NAVAIRSYSCOM HAS DETERMINED THE MAJORITY OF NAVY AND MARINE CORPS AIRCRAFT CAN USE F-24 WITHOUT IMPACT ON CONUS INITIATED OPERATIONS. ALL AIRCRAFT NATOPS EXCEPT THE FOLOWING WILL LIST F-24 AS THE PRIMARY FUEL CONUS: T-2, MQ-4C AND RQ-4N. THE LATTER AIRCRAFTS NATOPS WILL LIST F-24 AS A RESTRICTED FUEL AND WILL IMPOSE OPERATING LIMITATIONS WHEN USING THIS FUEL. ACTIVITIES WHERE THESE AIRCRAFT ARE BASED SHALL ENSURE THAT THE PRIMARY FUELS LISTED IN THE AIRCRAFT NATOPS ARE AVAILABLE. IN REFERENCE TO THE AIRWORTHINESS ISSUE RESOLUTION SYSTEM (AIRS), THE AIRCRAFT NATOPS MANUALS UPDATES HAVE BEEN SUBMITTED REQUESTING TO ADD F-24 AS AN APPROVED FUEL, AND TO ADDRESS F-24 OPERATIONAL GUIDANCE. ADDITIONALLY, AN INTERIM CHANGE TO NAVAIR 00-80T-109 HAS BEEN SUBMITTED, AS WELL AS, MIL-HDBK-844 WILL BE UPDATED ACCORDINGLY.

8. HQMC NAVSUP ENERGY FUEL LNO AND NAVSUP ENERGY STAFF WILL COORDINATE THE CONVERSION OF MARINE CORPS INSTALLATIONS. HQMC FUEL LNO, NAVSUP ENERGY, AND DLA ENERGY REPRESENTATIVES WILL CONDUCT AN IN-BRIEF WITH EACH INSTALLATION LEADERSHIP TO OUTLINE THE CONVERSION PROCESS.

9. THIS POLICY IS APPLICABLE TO ALL TACTICAL AVIATION AND GROUND TACTICAL EQUIPMENT BELONGING TO THE OPERATING FORCES AND SUPPORTING ESTABLISHMENT. THIS POLICY DOES NOT PERTAIN TO GARRISON MOBILE EQUIPMENT.

10. RELEASE AUTHORIZED BY MAJGEN JUAN G. AYALA, ASSISTANT DEPUTY COMMANDANT INSTALLATIONS AND LOGISTICS (FACILITIES)/ COMMANDER, MARINE CORPS INSTALLATIONS COMMAND.//

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