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Aviation Fuel

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~~What is Sustainable~~

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Automatic Freezing

Point Tester for

Aviation Fuels acc.

to ASTM D 2386,

IP 16 Jet fuel

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contaminating water  
near site of fiery  
interstate crash  
Astm D7566 14  
1.2.1 Aviation  
turbine fuel  
manufactured,  
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(D7566), meets the  
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Specification D1655  
and shall be  
regarded as  
Specification D1655  
turbine fuel.

Duplicate testing is  
not necessary; the  
same data may be  
used for both  
D7566 and D1655  
compliance.

ASTM D7566 - 20b  
Standard

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Specification for  
Aviation ...

1.2.2 Field blending  
of synthesized  
paraffinic kerosine  
(SPK) blendstocks,  
as described in  
Annex A1 (FT  
SPK), Annex A2  
(HEFA SPK), or  
Annex A3 (SIP)  
with D1655 fuel  
(which may on the  
whole or in part

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have originated as  
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shall be evaluated.

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Standard  
Specification for

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### D7566-14

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Aviation Turbine

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standard by ASTM

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ASTM D7566 :  
2014 | Standard  
Specification for  
Aviation ...

The recent revision  
to ASTM D7566  
allows new  
components to be  
manufactured from  
jatropha, camelina,  
and fats and  
combined with  
conventional  
aviation jet fuel.

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Powered in part by a 50 percent jatropha-derived jet fuel, the first experimental demonstration flight (non-passenger) using this bioderived fuel component took off from Auckland, New Zealand, in December 2008. Less than three

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### D7566.14

D7566 Takes Flight  
| ASTM  
Standardization  
News

4. ASTM D7566

Annex 4 –

Synthesized

kerosene with

aromatics derived

by alkylation of

light aromatics from

non-petroleum

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D7566 (FT-SKA)

5. ASTM D7566

Annex 5 – Alcohol  
to jet synthetic

paraffinic kerosene  
(ATJ-SPK) 6. The

last approved  
conversion process

was included as an  
update to ASTM

D-1655. This

update

CORSIA Eligible

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Fuels Life Cycle

Assessment

Methodology

ASTM D7596 - 14

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Method for

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Counting and

Particle Shape

Classification of

Oils Using a Direct

Imaging Integrated

Tester. Active

Standard ASTM

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D02.96.07. Book of  
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1.2.1 Aviation

turbine fuel

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Table 1 of this

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### D7566 14

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Fuel Containing

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14 May 2020

ASTM International  
has approved and  
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annex to D7566,  
the sustainable  
aviation fuel (SAF)

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specification, with  
support from the  
Commercial  
Aviation Alternative  
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specification covers  
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turbine fuel  
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norm is withdrawn  
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1.1 This specification covers the manufacture of aviation turbine fuel that consists of conventional and ...

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manufactured,  
certified and  
released to all the

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Specification D7566  
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specification covers  
the manufacture of  
aviation turbine fuel  
that consists of  
conventional and  
synthetic blending  
components. 1.2  
This ...

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Standard Practice

for Qualification and

Approval of New

Aviation Turbine

Fuels 1.1 . This

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framework for the

qualification and

approval of new

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unquestionable,  
given the limited  
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related economic  
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price spikes, the need for increased energy security, and concerns over greenhouse gas emissions from fossil fuels, the production of fuels by biological systems is becoming increasingly important as the world seeks to

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overview of the  
current status of  
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as well as  
engineering aspects  
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researchers in  
industry and  
academia, students,  
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Sargent. Roger  
Sargent passed away in late 2018, but his legacy lives on through his enormous academic tree, which traces to the early 1960s. That huge body of work has also had significant impacts on industrial practices. Roger was regarded as

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“ the father of  
Process Systems  
Engineering  
(PSE) ” . This area  
of Chemical  
Engineering  
continues to  
influence the  
modelling, design,  
control, optimization  
and integrated  
performance of  
industrial and  
related processes.

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This book highlights some of those impacts and the ongoing importance of PSE in helping to solve some of the grand challenges of our time.

The aviation industry is committed to reducing its environmental

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Impact and has established the ambitious goals to reach carbon neutral growth by 2020 and to reduce carbon dioxide emissions by 50% (from 2005 levels) by 2050. Currently, the aviation industry generates approximately 2% of man-caused



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carbon dioxide emissions; it is a small but growing share that is projected to reach 3% by 2030.

BOEING and EMBRAER, as leading aviation companies committed to a more sustainable future, have joined efforts to support

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greenhouse gas (GHG) emissions derived from air transportation.

These emissions represent an important global concern in the 21st century, and the growing aviation industry will need to find ways to reduce its

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contribution,  
particularly in  
substituting fossil  
fuels by sustainable  
biofuel. Airlines are  
doing their part as  
well. Globally, they  
have created the  
Sustainable  
Aviation Fuel Users  
Group (SAFUG), an  
organization  
focused on  
accelerating the

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development and commercialization of sustainable aviation biofuels and representing about 30% of commercial jet fuel demand. Brazil is internationally recognized for its long experience of using biomass for energy purposes beginning with

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wood, sugarcane ethanol, and biodiesel. Modern bioenergy represents around 30% of the Brazilian energy matrix, and has a long track record reconciling biofuel production, food security and rural development. Much of what Brazil has done in the

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bioenergy area was accomplished by long-term policies and investment in research. In this context, BOEING, EMBRAER and FAPESP initiated this project to conduct a national assessment of the technological, economic and sustainability

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challenges and opportunities associated with the development and commercialization of sustainable biofuel for aviation in Brazil. UNICAMP was selected for the coordination of this study, with the charter to lead a highly qualified, multi-disciplinary

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research team.

Aircraft emissions currently account for ~3.5% of all greenhouse gas emissions. The number of passenger miles has increased by 5% annually despite 9/11, two wars and gloomy economic conditions. Since



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aircraft have no viable alternative to the internal combustion engine, improvements in aircraft efficiency and alternative fuel development become essential. This book comprehensively covers the relevant issues in green aviation.

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for sustainable  
buildup. In fact,  
unless local  
conditions are  
considered, the use  
of biofuels can  
create a net  
increase in  
environmental  
impact as a result  
of biofuel  
manufacturing  
processes.

Governmental

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**D7566 14** experts evaluate current and future regulations and their impact on green aviation. Sustainable approaches to biofuel development are discussed for locations around the globe, including the US, EU, Brazil, China and India.

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Production  
Processes of  
Renewable Aviation  
Fuel: Present  
Technologies and  
Future Trends  
presents the  
available production  
processes for  
renewable aviation  
fuel, including the  
application of  
intensification and  
energy integration



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D7566-14 strategies. Despite biofuels have gained a lot of interest in the last years, renewable aviation fuel is one of the less studied. In the last ten years, there has been an incredible growth in the number of patents and articles related with its production

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D7566-14 processes. Several transformation pathways have been proposed, and new ones have been outlined. The book contains the main information about the production processes of renewable aviation fuel, considering international standards, available

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**D7568-14** technologies, and recent scientific contributions. It also outlines the motivation for the development of renewable aviation fuel, and its main processing pathways from the different renewable raw materials. In addition, the application of

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intensification and energy integration strategies is presented, along with the identified future trends in this area Includes the motivation for the development of renewable aviation fuel and applicable standards Describes the processing

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pathways from biomass to produce renewable aviation fuel Presents the application of intensification and energy integration strategies for the production of renewable aviation fuel The future trends in the production processes of

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renewable aviation  
fuel are discussed

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