



# COVID-19: Guidance for General Aviation Fuel Providers

Revision Number: 2020.1 (Original)

Effective Date: 4/8/2020

## 1. Purpose

This document was drafted by NATA's GA Fuel Handling Subcommittee to provide guidance on mitigating issues associated with "low use" refueling equipment amidst the current COVID-19 pandemic health crisis. This document is not intended to replace the guidance of fuel suppliers, OEMs or any other superseding fuel quality standard. PPE is always required when handling aviation fuels.

## 2. Issues/Concerns Associated with "Low-Use" Refueling Equipment

- Microbial growth in filter vessels and other parts of fuel delivery systems (tanks and piping).
- Increased water production in fuel tanks with low volumes.
- Fuel left static in hoses will change color and possibly be drawn off-specification.

## 3. Mitigating "Low-Use" Issues/Concerns

- Continue to perform and document the QC checks normally performed under your facilities' fuel QC management program for all refueling equipment.
- In addition, where refueling equipment is not used daily, the following are recommended:
  - Fuel Farms:
    - Weekly:
      - Recirculate fuel at maximum achievable flow.
      - Move fuel through bottom loading hoses.
  - Mobile Refuelers, Self-Serves, and other Into-Plane Refueling Equipment:
    - Weekly:
      - Jet Fuel:
        - Recirculate fuel through single-point hose at maximum achievable flow.
        - Flush over-wing hoses into Jet fuel dedicated reclamation/sump saver tanks.
      - Avgas:
        - Flush over-wing hoses into Avgas dedicated reclamation/sump saver tanks.
      - Start and drive mobile refuelers to move fluids through transmission, power steering, etc. and to replace charge on batteries.

## 4. Filters

- If filter elements are due for replacement in the next several months, consider ordering them now. [Be sure to order the latest version of approved aviation filter elements.](#)

## 5. Inventory

- Consider taking smaller loads of fuel to prevent "static stocks" in extended storage.
  - Static stock is fuel which has been in storage for greater than six months since the last fuel receipt, or;
  - Less than half the product in a tank has been replaced in a six-month period.
  - Note: Recirculating product does not remedy "static stock" status. *(continued on next page).*



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- If static stocks develop, a composite sample should be taken and tested back to the applicable ASTM standard. Only fuel which meets the applicable ASTM standard should be delivered to aircraft.

## 6. Security

- Re/Evaluate access control and security systems for airfield, fuel farms, self-serves and mobile refueling equipment.
- Control all fuel fill/empty locations with padlocks where able
  - Offload couplings
  - Tank and filter sump drains
  - Any points where fuel stocks can be accessed.

## 7. Removing Equipment from Service

- Completely draining fuel systems can cause damage to hoses, filters, gaskets and seals. These components should remain wetted with fuel and not be allowed to dry out.
- **ALWAYS** consult your equipment manufacturer(s) and fuel supplier before removing equipment from service **AND** before placing equipment back into service.