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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

MH/T 6080-2012

**Quality control for commercial aviation fuel transported by long
pipeline
(English Translation)**

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard was proposed by the Aircraft Airworthiness Certification Department of the Civil Aviation Administration of China.

This standard was approved by the Aircraft Airworthiness Certification Department of the Civil Aviation Administration of China.

This standard is under the jurisdiction of the China Academy of Civil Aviation Science and Technology.

Drafting organization of this standard. China National Aviation Fuel Corporation.

1 Scope

This standard specifies the document control, equipment control, and delivery quality of civil aviation fuel transported through long-distance pipelines (hereinafter referred to as pipelines) Quality control requirements such as control and pigging operations.

This standard applies to pipeline transportation of civil aviation fuel. Dedicated pipeline for transporting civil aviation fuel from the airport transit oil depot to the airport oil depot can refer to this standard for implementation.

This standard does not apply to pipelines for sequential transportation of multiple varieties of oil products.

2 Normative references

The following documents are indispensable for the application of this document. For dated reference documents, only the dated version applies to this article. For undated references, the latest version (including all amendments) applies to this document.

GB/T 21358 General technical specification for jet fuel filter separator
GJB 610 General Specification for Jet Fuel Filter Separator
MH/T 6020-2012 Civil aviation fuel quality control and operating procedures

3 Terms and definitions

The following terms and definitions apply to this document.

Initial station

The starting point of the pipeline.

Terminal

The end of the pipeline.

Intermediate station the collective term for the various stations set up between the first station and the last station.

Long pipeline

Pipelines for transporting civil aviation fuel from refineries, docks, oil storage depots to airport transit oil depots.

4 Document control

Document control is embodied by controlling the delivery certificate. The delivery certificate is the basis for civil aviation fuel delivery and is checked by the pipeline delivery party. The certificate issued after the relevant quality certification documents of the shipper. The delivery certificate should include the following.

- a) Time and date of delivery;
- b) The brand of fuel;
- c) Issue the tank number;
- d) The amount of fuel;
- e) Quality certificate number;
- f) Prove the quality of the batch of fuel such as "no water".

5 Device control

5.1

The pipeline shall be exclusively managed and dedicated.

5.2

The first station of the pipeline with a length of more than 50 km should be equipped with a ball delivery device, the intermediate station should be equipped with a receiving and delivering device, and the final station should be equipped with a ball receiving device.

5.3

Equipment and accessories in contact with civil aviation fuel should not be made of copper, copper-cadmium alloy, cadmium plating, zinc plating or plastic materials. If necessary If copper alloy is used, its copper content should not exceed 35%.

5.4

Newly built pipelines should be coated with internal anti-corrosion, and the coating should have the ability to resist corrosion by pipeline transportation medium, dirt, corrosive impurities, additives, etc.

And does not affect the physical and chemical properties of the medium.

5.5

The outer surface of the pipeline and its accessories should be coated with anti-corrosion.

5.6

The pipeline should have obvious civil aviation fuel marks and flow direction arrows.

5.7

It should be installed between the first station inbound pipeline and the upstream emission pipeline (or oil tank), and between the last station outbound pipeline and the downstream receiving pipeline (or oil tank).

Pre-filter, filter separator. The filter separator should meet the requirements of GB/T 21358 or GJB 610, and the precision of the pre-filter element should not be less than 10 µm;

5.8

The quick self-sealing sampling joint should be installed in the following position.

- a) Before and after the pre-filter and filter separator pipeline;
- b) On the main entrance of the first station entrance, intermediate station entrance, and last station exit.

5.9

A quick flush closed circuit sampler should be installed on the sewage pipe of the sedimentation tank at the bottom of the filter separator.

6.1.1 Basic requirements

6.1.1.1

During the conveying process, read and record the pressure difference data of the filter device every 24 hours, and pass the pressure difference conversion chart or filter pressure difference conversion the change of the disc is converted into the pressure difference of the full flow (rated flow), which is used to determine the effectiveness of the filter device. Pressure difference conversion chart and filter pressure difference conversion See Appendix C of MH/T 6020-2012 for the disk.

6.1.1.2

If contamination is suspected or found, the pipeline transportation shall be stopped and the parties concerned shall be notified in time to take measures together.

6.1.2 Quality control of the first stop

6.1.2.1

Before receiving civil aviation fuel, the upstream delivery party shall check with the delivery party the oil certificate, fuel specification, brand, tank number, fuel Material quantity. Check the product quality certificate, according to the product standard, the corresponding items should be complete, the content should be complete, and the inspection result should meet the product standard.

6.1.2.2

Before delivery and every 4 hours during delivery, the quick-flush closed-circuit sampler on the sewage pipe of the sedimentation tank at the bottom of the filter separator should be inspected.

Use aviation fuel to look and remove moisture.

6.1.2.3

After 5 minutes of transportation and batch conversion, visual inspection should be carried out through the quick-flush self-sealing joint at the inlet of the main station of the first station, and the civil aviation should be measured.

Empty fuel density. If abnormal moisture, impurities or standard density value is found to exceed the standard density value of this batch given by the product factory quality certificate ± 3 kg/m when the time comes, the transportation should be stopped immediately, and the delivery party, terminal customers and relevant departments should be notified to