

**FAQ n.20136****FAQs:**

[DOA Capabilities \(technical fields\)](#), [Design Organisations](#)

**Question:**

**What are the expectations of the Agency in respect to DOA competencies and procedures in relation to the approval of changes to jet fuel specifications?**

**Answer:**

Particular DOA procedures/instructions as well as competencies to deal with jet fuel aspects at engine/aircraft level will have to be ensured by the DOA holder.

The EASA Certification Memorandum ref. EASA CM – PIFS – 009 is intended to present the EASA policy on approval of fit for purpose fuels by means of appropriate specification control bodies and the inclusion of these fuel specifications in the aircraft AFM/RFM limitations.

As part of the certification processes for aircraft, engines and auxiliary power units, applicants are required to establish the list of fuel grades and fuel specifications, including the fuel additives specifications, which are compatible and fit for purpose with their product. The list that specifies the approved fuels at product level is regarded as defining the Operating Limitations of that product.

For engines and APUs, the list of compatible fuel and fuel additives (especially mandatory additives) should be given in the instructions for installing the engine or APU (ref CS-E 20, CS-APU 20). At aircraft level, the fuel designations and fuel additives are recorded in the aircraft TCDS and in the AFM/RFM as a limitation.

Because the approved fuels and fuel additives are operating limitations, a change to an existing fuel specification and/or fuel additives leading to a change in the list of approved fuels and/or additive listed in the AFM or RFM, or the introduction of a new fuel specification and/or additive at product level, is a major design change to the type design.

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**Link:**

<https://www.easa.europa.eu/sl/faq/20136>