

**BY ORDER OF THE COMMANDER  
22D AIR REFUELING WING**

**MCCONNELL AIR FORCE BASE  
INSTRUCTION 23-502**



**24 JUNE 2015**

***Material Management***

**MANAGEMENT OF  
RECOVERABLE/REUSABLE LIQUID  
PETROLEUM PRODUCTS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: 22 LRS/LGLOQ

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Supersedes: MCCONNELLAFBI23-502,  
28 September 2010

Pages: 4

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This instruction establishes local policy and procedures for the segregation and recovery of on-specification petroleum products drained from aircraft or fuel storage and dispensing equipment. This instruction implements Air Force Policy Directive (AFPD) 23-1, *Material Management*, and procedures for segregation and disposition of off-specification fuels is addressed in McConnell Air Force Base Instruction (MCCONNELLAFBI) 32-7002, *Environmental Procedures*, and Technical Order (TO) 42B-1-23, *Management of Recoverable and Waste Liquid Petroleum Products*. This publication applies to all base organizations creating recoverable and reusable liquid petroleum products. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command.

**SUMMARY OF CHANGES**

Paragraph 3 was revised to reflect a 1/1/2 inch male cam-lock connection instead of a 3 inch male cam-lock connection.

OPR changed from LRS/LGRF to LRS/LGLOQ

## 1. Responsibilities.

1.1. All organizations are responsible for the proper segregation and safe keeping of recoverable or waste petroleum products generated or collected within the organization. The Fuels Management Flight is responsible for verifying the quality of on-specification products returned to active storage and periodic inspection of bowsers used for collection and segregation of recoverable aviation fuels. Collection and disposition of petroleum products determined to be unsuitable for use, waste oils, waste hydraulic fluids, and other waste petroleum products is the responsibility of the generating/collecting organization and must comply with the provisions of MCCONNELLAFBI 32-7002

1.2. Aircraft maintenance organizations must maintain a sufficient number of portable bowsers to allow for the segregation and collection of each grade of aviation fuel. Aviation fuel bowsers must meet the criteria specified in TO 42B-1-23. The owning organization will:

1.2.1. Mark fuel bowsers with serial numbers and organization symbol to aid in tracking quality control and inspection data.

1.2.2. Ensure bowsers are clean internally and externally to prevent contamination of the product.

1.2.3. Ensure aviation fuel is segregated from other fuels, oils, hydraulic fluids, and other substances to avoid having to dispose of the fuel as hazardous waste.

1.2.4. After coordination through the Fuels Service Center, deliver full fuel bowsers, which require emptying, to the Fuels Storage Area (building 968). Bowsers meeting criteria of TO 42B-1-23 will be emptied immediately and returned to active storage. Owning organizations will remain with the bower until completed.

1.2.5. Coordinate with the Hazardous Waste and Materiel Manager at Civil Engineer Assessment Management Flight, Environment Element (CES/CEAN) to properly dispose of a product that is determined to be unsuitable for returning to active storage or downgraded for ground use.

**2. Fuels Management Flight.** The Fuels Management Flight will maintain test equipment and defueling equipment necessary to recover on-specification aviation fuel. Using guidelines specified in TO 42B-1-1, *Quality Control of Fuels and Lubricants*, a qualified fuels technician will inspect the bowser and analyze a sample of the product from the bowser sump. If water is present, the organization will be required to remove water. After removal, a resample will be taken and analyzed. The Fuels Laboratory will be notified to perform further analysis any time a visual analysis fails color or solids. Product disposition will be determined based on the criteria contained in TO 42B-1-23, Table 3-1. Product that cannot be recovered will be turned back over to the generating/collecting organization for disposal.

**3. Returning Recoverable Aviation Fuel to Active Storage.** Bowser will need to be equipped with a 1-1/2 inch male cam-lock coupling. Quantity in the receiving tank will be checked prior to the transfer to ensure the ten-to-one blending ratio is met. This ensures the minimum number of filtrations required in TO 42B-1-23 are met prior to the fuel being issued to an aircraft.

**4. Inspection and Cleaning of Aviation Fuel Bowsers.**

4.1. Fuels Laboratory personnel will inspect the internal compartment of aviation fuel bowsers following a laboratory analysis in which the product in a bowser was not suitable for returning to active storage.

4.2. Bowsers that fail an internal inspection will be cleaned by the owning organization and re-inspected by Fuels Laboratory personnel prior to being used to collect and store recoverable fuel. Contact 22d Civil Engineer Squadron (CES)/CEAN prior to beginning cleaning operations for assistance with waste disposal arrangements. Bowsers may be steam cleaned or flushed with water and/or dry cleaning solvents. All residue from cleaning must be collected and disposed of IAW TO 42B-1-23. The bowser must be free of all water and/or residual dry cleaning solvent before it can be used for collecting/storing fuel.

**5. Credit for Recovered Aviation Fuel.** Petroleum products drained from aircraft, vehicles, and storage tanks represent a significant economic resource. A conscientious effort must be made to collect and segregate these products so they can be used for their intended purposes. Downgrading of off-specification product to a product of less stringent quality standards or resale through Defense Reutilization and Marketing Office channels are optional, but should only be considered when it is not possible to use the product for its intended purpose. Fuel returned to active storage will be credited back to the Aviation Petroleum, Oils and Lubricants program at the standard stock fund price.

JOEL D. JACKSON, Colonel, USAF,  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 23-1, *Material Management*, 15 February 2011

MCCONNELLAFBI 32-7002, *Environmental Procedures*, 29 May 2014

TO 42B-1-1, *Quality Control of Fuels and Lubricants*, 17 July 2012

TO 42B-1-23, *Management of Recoverable and Waste Liquid Petroleum Products*, 22 June 2007

***Prescribed Forms***

None

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AFB**—Air Force Base

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFRIMS**—Air Force Records Information Management System

**CEAN**—Civil Engineer Assessment Management Flight, Environment Element

**CES**—Civil Engineer Squadron

**IAW**—In Accordance With

**MCCONNELLAFBI**—McConnell Air Force Base Instruction

**OPR**—Office of Primary Responsibility

**RDS**—Records Disposition Schedule

**TO**—Technical Order