



Airlines for America[®]

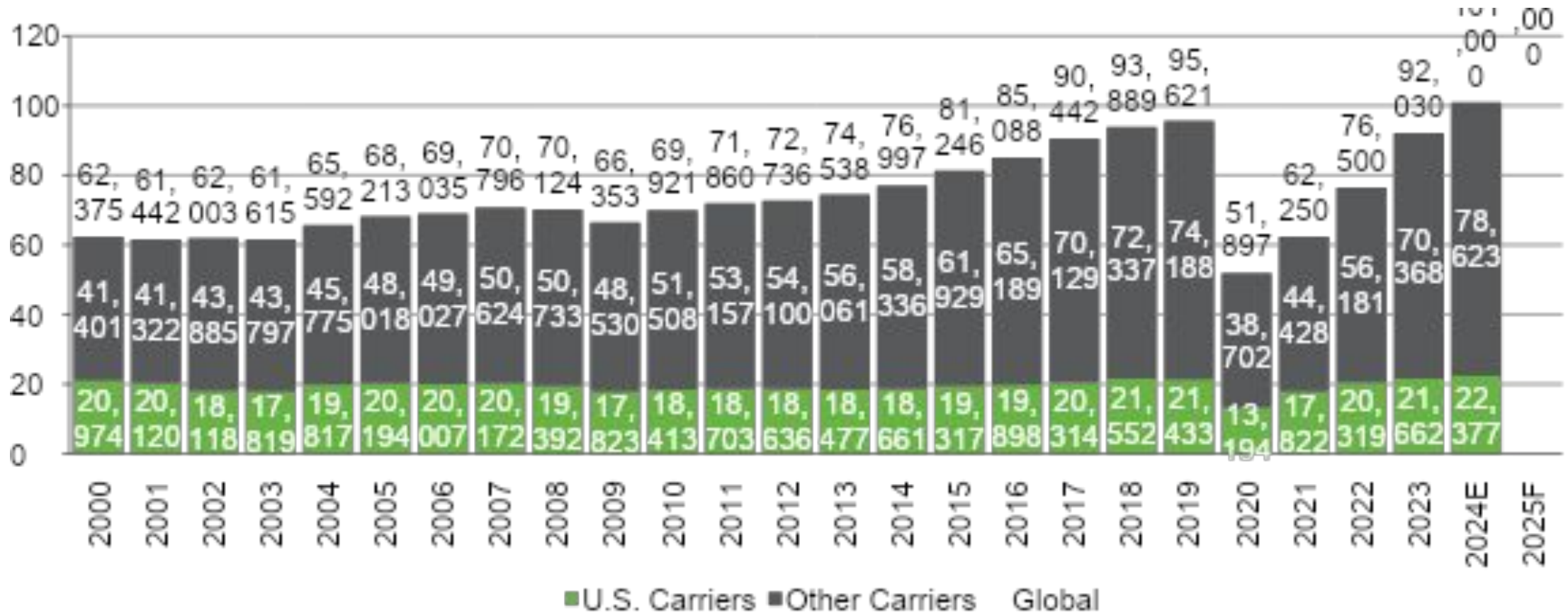
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A4A Update

Gammon Aviation Fuel Handling and Training Symposium

February 2025

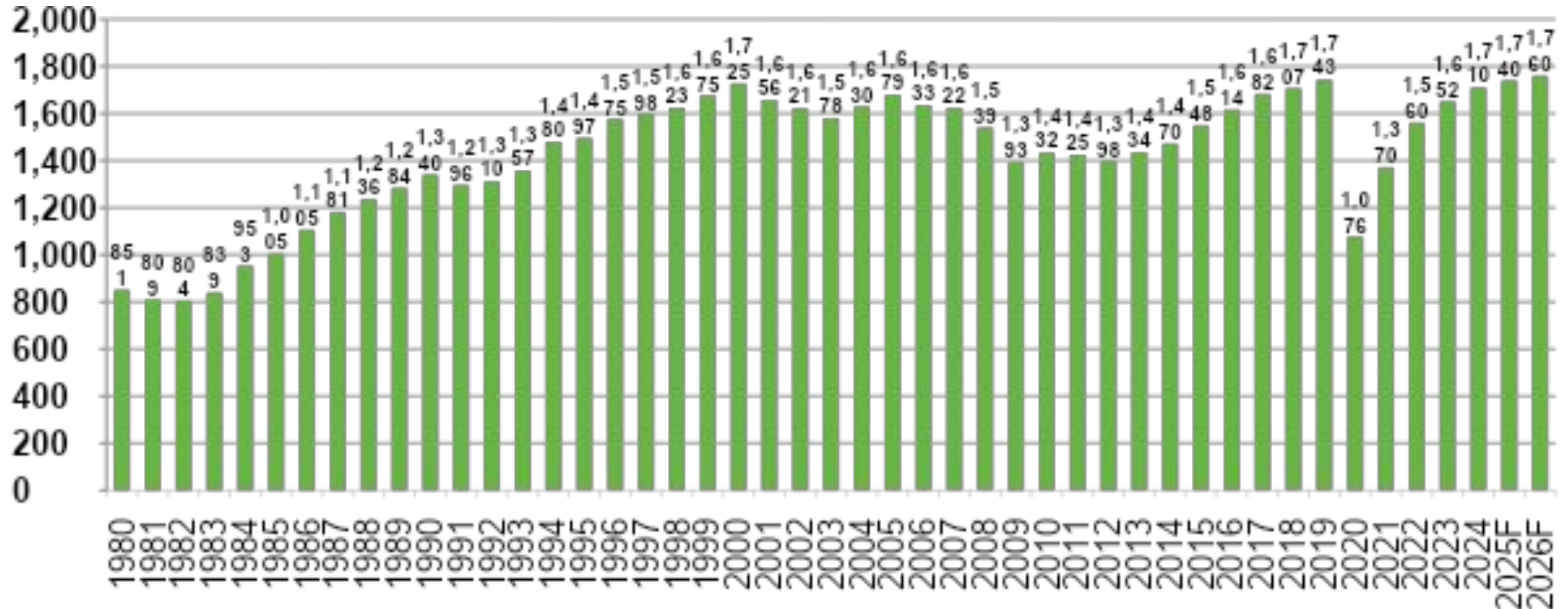
Global Airline Jet Fuel Consumption* (Billion Gallons)



Source: IATA and DOT Form 41 Schedule T-2

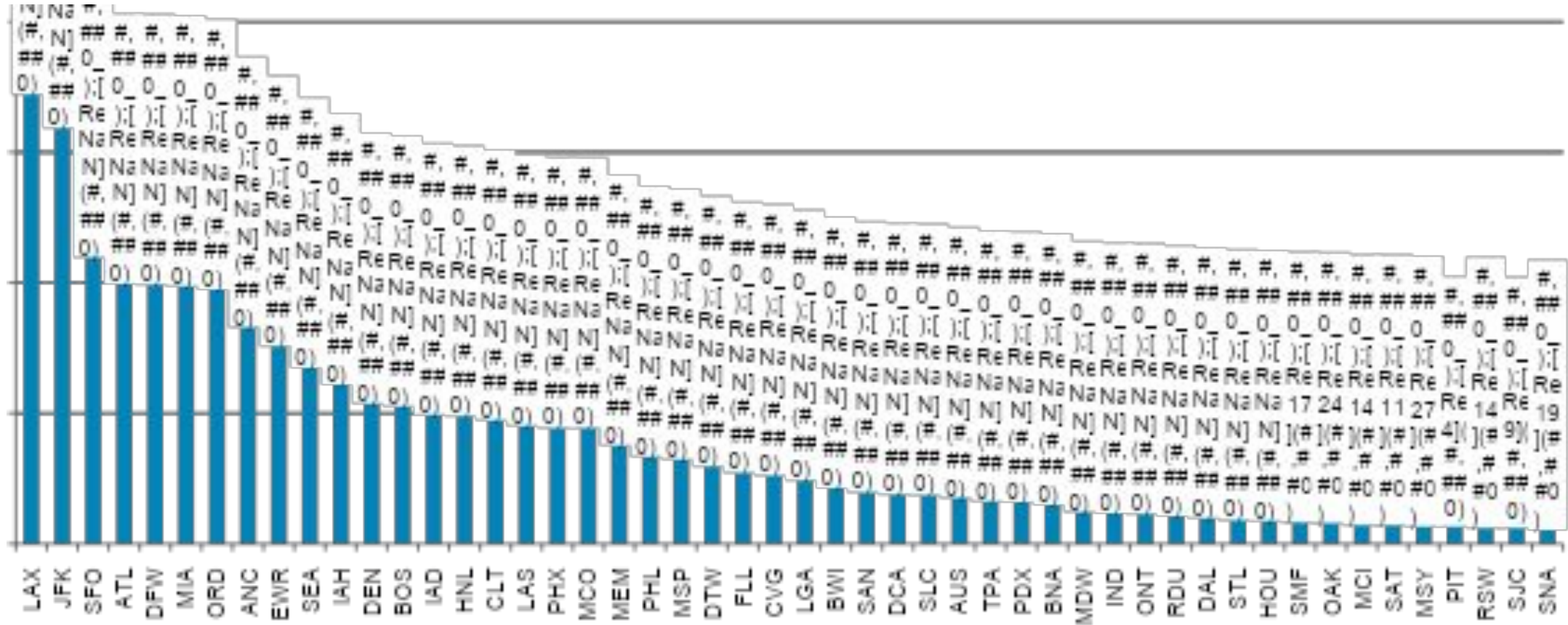
* Scheduled and nonscheduled passenger and cargo services

US Demand for Kerosine Type Jet Fuel (KBPD)



Source: U.S. Energy Information Administration (EIA) historical tables and Short-Term Energy Outlook (Feb. 11, 2025)

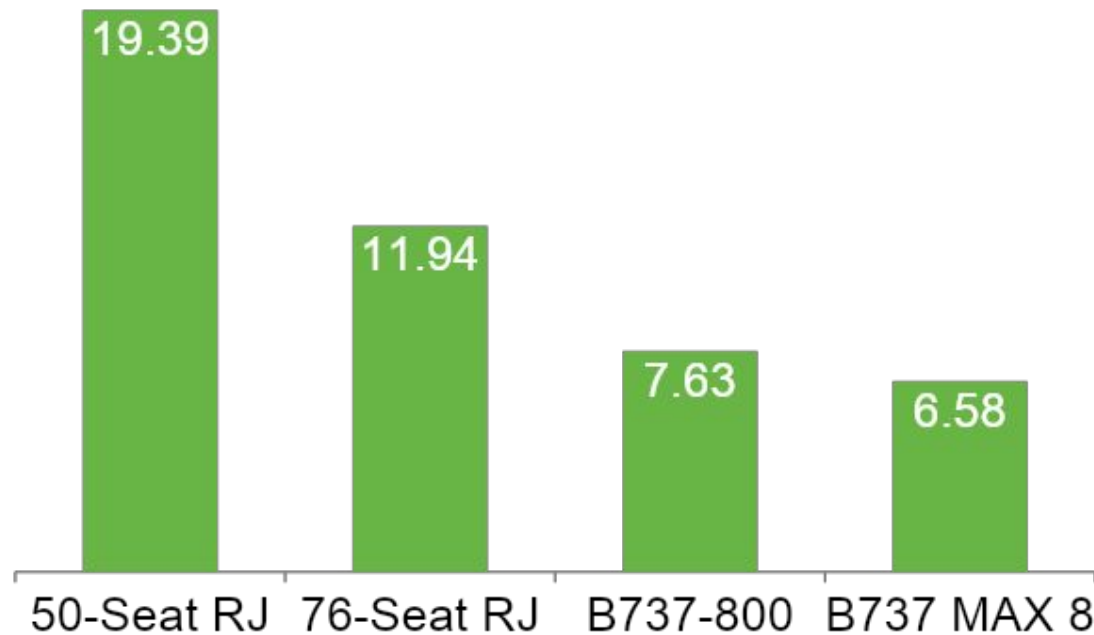
Top 50 US Airports (Million USG Jet Fuel), 2024



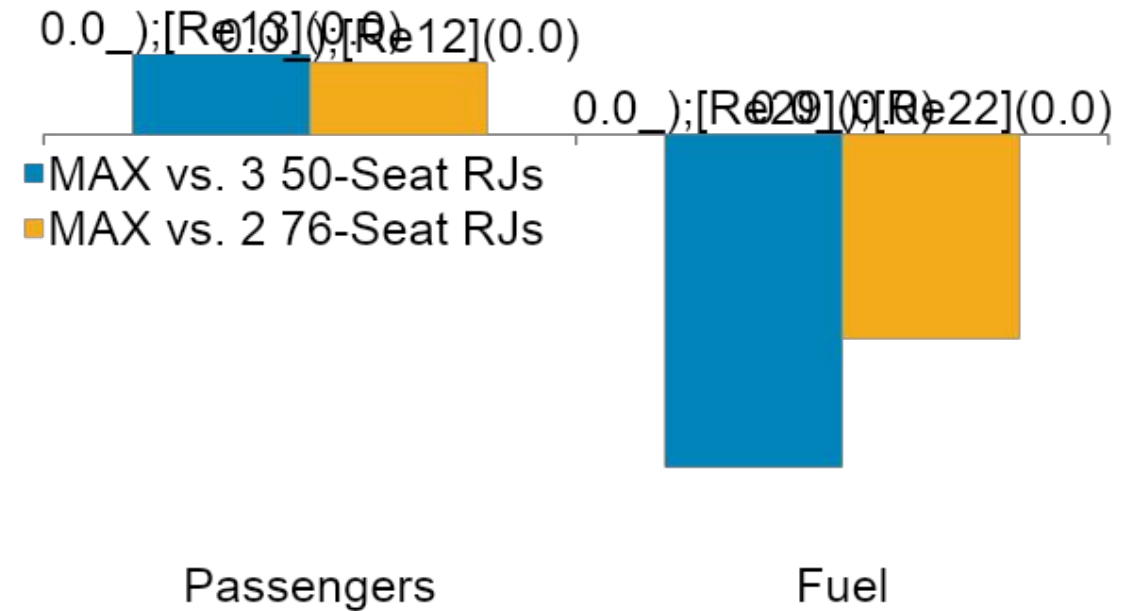
Aircraft Trends: Up-Gauging

A Single MAX Can Carry 13% More Passengers Than Two Large RJs Using 38% Less Fuel

**Gallons per Passenger
500-Mile Route, 85% Load Factor**



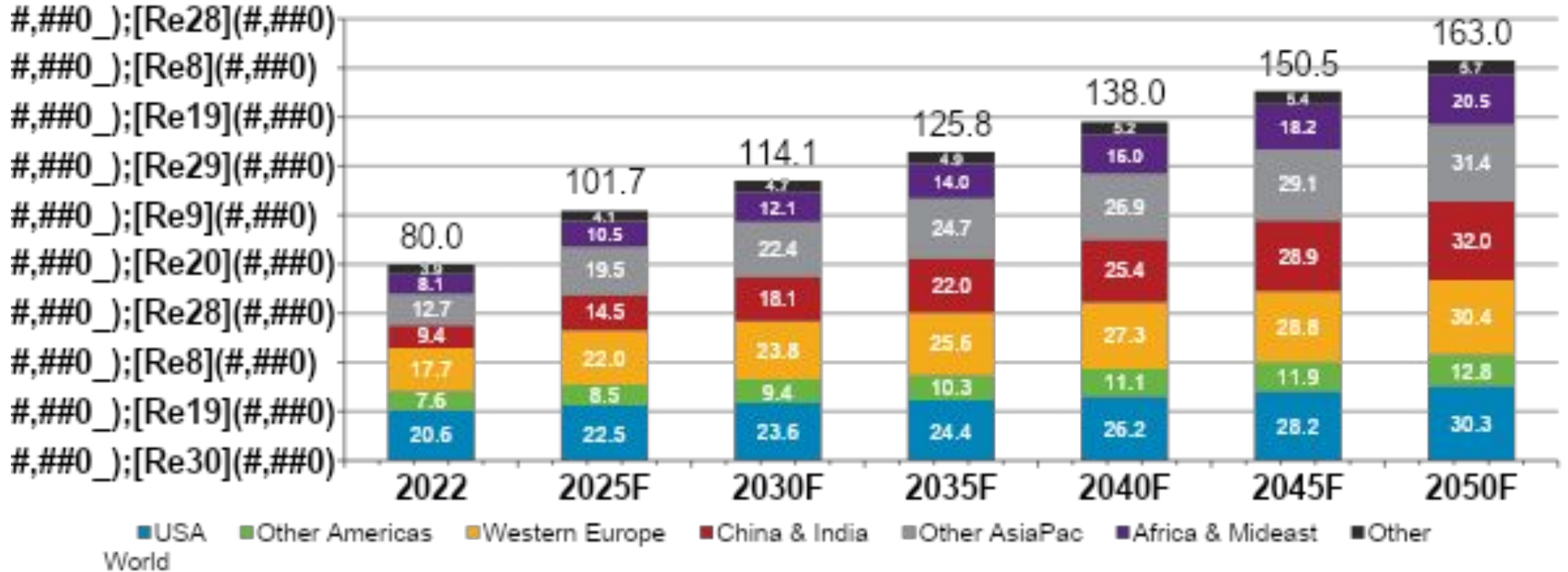
**One 737 MAX 8 vs. Multiple RJs
500-Mile Route, 85% Load Factor**



Source: Boeing Commercial Airplanes (April 2024) and A4A analysis of DOT Form 41 reports

Projected Commercial Jet Fuel Use (Billion Gallons)

EIA Projects Commercial Jet Fuel Use to Grow 2.6% Annually From 2022-2050



Source: U.S. Energy Information Administration (EIA) International Energy Outlook

New ATA103 Change Request Tool

<https://ata103.airlines.org/>



ATA103 Change Request Tool

ATA103 Standards for Jet Fuel Quality Control at Airports is published by Airlines for America on behalf of its member airlines. The standard, in use since its first publication in 1986, strives to make constant improvements and needs a system to receive and track requests to change the standard. Any interested party (public) can make a requested change to ATA103. All change requests must be accompanied by adequate justification and evidentiary matter to support the change.

[Submit A Change Request](#)

Recommended browsers: Google Chrome or Microsoft Edge. Full functionality may not be supported by other browsers.

Change Requests

The following table lists Change Requests which have been submitted for ATA e-Business specifications.

Open Closed All

Show entries

Search:

CR Number	CR Title	Specification of Primary Impact	Spec. Revision	Status	Submission Date
CR-2025-04	Adding Sump Separators to Daily Sumps	ATA103		NEW	14-Feb-2025
CR-2025-03	Consider adding a form to record all other hydrometers being verified against the master	ATA103		NEW	27-Jan-2025
CR-2025-02	Add Change Request Tool link to page v	ATA103		NEW	27-Jan-2025

New ATA103 Change Request Tool

<https://ata103.airlines.org/>

Overview

Consider adding a form to record all other hydrometers being verified against the master

Description of Proposed Changes

Consider revising Table 2.1.1 to:
Master Hydrometers/Thermometers
Hydrometers and thermometers masters shall have a valid (non-expired) certificate stating that the master is still accurate and traceable to NIST standards. All other thermometers/hydrometers shall be verified against the master in accordance with [Section 3.4] and record results on ATA Form 103._

Specification of Primary Impact

Specification	ATA103	Chapter(s)	2
Section(s)	2.1.12 - Tool Calibration	Page(s)	15
Table(s)	Table 2.1.1 - Equipment Calibration Frequency	Figure(s)	

Reason for Change

Some vendors simply state that they do this - and there is no way to ensure that the working hydrometers have been verified.

New ATA103 Change Request Tool

<https://ata103.airlines.org/>



Change Requests must be submitted in a “spec-ready” format



Evidentiary matter must accompany your request



Anticipate a 2025 revision



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