



Joint Industry Field Trials: Impacts of the COVID-19 Crisis and Withdrawal of EI1583 Specification

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The Joint Industry Field Trials are evaluating all new filtration technologies offered to replace EI1583 filter monitors. JIG, IATA and A4A are conducting a separate trial and evaluation for each new technology. The novel Coronavirus disease (COVID-19) global pandemic is causing unprecedented disruption to aviation operations. Unfortunately, the downturn in flight operations is also impacting the Joint Industry Filtration Field Trials.

The Joint Industry Project Leads are facing significantly reduced fuel volumes, yet the industry needs to collect sufficient data to assure the safety and efficacy of new technologies in defined operating environments. Some airports that were testing new technologies are experiencing significantly reduced activities and some have even ceased flight operations altogether. At this time, it is unclear when the COVID-19 crisis will end, and the aviation industry recovery can begin. **Because of new technology development delays and especially due to the impacts of COVID-19, the projected start and end dates for some technologies in the Joint Industry Field Trials will be delayed. The original proposed industry roadmap cannot, therefore, be met.**

What does this mean for operators, and what are the implications of the EI1583 Specification withdrawal?

- The Super Absorbent Polymer (SAP) migration mitigation steps outlined in [JIG Bulletin 105](#) and [A4A Bulletin 2017.2](#) are critical to mitigating SAP migration risk. All into-plane operators globally are expected to comply with these bulletins, without exception.
- The Energy Institute (EI), has confirmed that the EI 1583 specification will be withdrawn no later than 31-December-2020.
- The existing qualifications for EI 1583 7th edition filter monitor elements will remain valid even after the specification is withdrawn, provided that no changes are made to the filter element design, materials, or construction.
- **For an interim period, previously qualified 7th Edition filter monitors will continue to be listed in the ATA103 and JIG standards as detailed in [JIG TN5](#) and [A4A Bulletin 2019.1](#).**
- **All into-plane operators, fuel suppliers, and airlines must conduct their own risk assessment** for the continued use of filter monitors. The use of filter monitors has always been at Users' risk – whether or not listed in a Standard and/or conforming to an industry Specification.

Recently available data appears to show that the actions in JIG Bulletin 105 and A4A Bulletin 2017.2, and the introduction of the 7th Edition specification may have been able to mitigate the risk of SAP migration, highlighting the importance of following these mitigation steps. Provided the EI qualification status and production of filter monitors also remain unchanged, the anticipated risk for SAP migration will remain relatively unchanged in 2021. However, while the risk has been reduced, that does not mean filter monitors are without risk. Despite the global pandemic, we continue to insist that the industry must work hard to remove filter monitors as quickly as possible. A4A, IATA and JIG remain committed to the future complete removal of SAP. There is no future for filter monitors in commercial aviation.