# Technical Newsletter

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TN 8 | Filter Monitor Transition Status Update | 7th July 2020


## Summary

This JIG update includes information on recent progress in the developments and field evaluation of Filter Monitor (FM) replacement technologies, in the light of the ongoing COVID-19 pandemic.


## Impact of the ongoing pandemic on field trials

JIG, A4A and IATA (the joint industry group) confirm their strong commitment to continue conducting technical evaluation of FM replacement technologies. New filtration solutions that are deemed suitable after robustness and field trial evaluation will be adopted into the JIG Standards without delay, despite the unprecedented disruption to the aviation industry caused by the ongoing pandemic. The current status of different technologies is shown below.

| Process step | DDF/EWS (1) FACET 2" | WCF FACET | DDF/EWS (1) FAUDI 2" & 6" | WBF PARKER 2" | WBF PARKER 6" |
|---|---|---|---|---|---|
| **1 - Filter Qualification** | Completed | There is no EI specification available | Completed | Completed | Addendum to EI 1588 specification in preparation |
| **2 - Robustness Assessment** | Withdrawn by Facet | | Completed | Completed | |
| **3 - Field Trial** | | | Completed | In preparation | |
| **4 - Evaluation of results** | | | In progress | | |
| **5 - Adopt in Standards** | | | **July 2020** | | |

(1) In conjunction with the Faudi AFGUARD®; **DDF**: Dirt Defence Filters (EI 1599); **EWS**: Electronic Water Sensor (EI 1598); **WCF**: Water Containment Filters (No EI spec available at this time); **WBF**: Water Barrier Filter (EI 1588).

## FACET

DDF/EWS: Facet has notified the joint industry group that they have ceased development of their DDF element design at this time.

WCF: This is currently under development. Facet is generating laboratory data at the request of the EI AFFC to demonstrate the stability of the water containment media in support of its request for a new EI specification. EI AFFC has yet to determine whether a specification will be prepared. Therefore, this technology has not been subjected to any of the required processes outlined in the table above.

## FAUDI

DDF/EWS: The field trial of the combined DDF/EWS technology from Faudi Aviation is now completed. The ongoing pandemic had reduced the level of operations at locations participating in this programme and had therefore slowed down the flow of data that we anticipated to collect during the last stage of this trial. A review by the joint industry group has concluded that the qualitative characteristics of the data being collected during this period were not altered by the slower dataflow. The tested DDF/EWS combinations have not exhibited any unexpected performance characteristics since the commencement of this trial at the participating locations, and have met the acceptance

criteria defined in the field trial protocol. Compilation of data from the trial is underway and on completion, JIG, A4A and IATA are preparing a summary of the Field Trials to confirm the performance of the technology and enable it to be adopted in the respective standards. Work is currently in progress to define the operating procedures for this combined technology, which should be communicated via a JIG Bulletin in July.

**PARKER VELCON**

WBF 2": JIG announced via TN7 the plan to commence a phased field trial of WBF (2"), initially at 5 selected locations world-wide. Depending on the outcome of this initial trial phase, the trial may be rolled out to more locations for an extended 12-month trial. The ongoing national and international pandemic restrictions have imposed significant delays on the preparatory work that was underway when TN7 was issued late February 2020. Despite the restrictive nature of these controls, JIG, A4A and IATA are committed to best endeavours to complete the preparation of some vehicles as soon as practicable. This includes supporting the operators to provide the necessary training for the staff that will be involved in the trial and also to progress the required MOC, during this period. To avoid further delays, the joint industry group is currently working to initiate the collection of preliminary data before the field trial activity can formally commence. Due to the uncertain timing of any relaxation of the restrictive pandemic controls, the joint industry group cannot confirm at this point a date by when the trial of this system can formally commence. Further updates will be provided in due course.

WBF 6": A 6" WBF element design, with out to in flow characteristics, is currently under development by Parker Velcon. At present, the governing EI 1588 specification does not include a 6" element design in its scope, but the EI AFFC has agreed to prepare an addendum to EI 1588 to include this. Parker Velcon stated its intention to perform a witnessed EI 1588 qualification test of its 6" WBF in 3Q2020. To be accepted for a field trial, all manufacturers of proposed FM drop-in replacement technologies need to successfully complete the relevant EI qualification and subsequent robustness testing. Due to the uncertain timing of any relaxation of the restrictive pandemic controls, the joint industry group cannot confirm at this point when these necessary stages will be progressed to allow development of a potential field trial. Further updates will be provided in due course.

**FILTER MONITOR PHASE OUT**

**All Users are reminded that FMs will be removed from the Standards. The specific withdrawal date will be communicated shortly. Users are reminded of the urgency to have their transitions plans in place and, where not already commenced, are encouraged to begin their transition away from FM use without delay.**

**In the meantime, use of FMs shall be on the basis that all actions of Bulletin 105 are strictly applied. Users should note that while these mitigating actions may be able to reduce SAP migration, they do not eliminate the risk.**

Users should also be aware that, even when technology options are referenced within JIG standards, this is not an approval for use. It remains the user's responsibility to determine if equipment selected for use within their operations is suitable for use (see Bulletin 91). Such considerations should form part of any site-specific risk assessment.