

Summary

This update includes information on recent progress in the developments and field evaluation of Filter Monitor (FM) replacement technologies.

Status of FM-replacement technologies

JIG previously announced the launch of a field trial programme, in cooperation with A4A and IATA, to evaluate all possible Filter Monitor (FM) drop-in replacement technologies that have successfully completed the relevant EI qualification and robustness testing. The current status of different EI-qualified technology, with respect to the industry-agreed process, is shown below:

Process step	DIRT DEFENCE FACET 2"	DIRT DEFENCE FAUDI 2" and 6"	WATER BARRIER PARKER VELCON 2"
1 - Filter Qualification	Completed	Completed	Completed
2 - Robustness Assessment	In progress	Completed	Completed (*)
3 - Field Trial	In preparation	In progress	In preparation
4 - Evaluation of results		In progress	
5 - Adopt in Standards		Planned - June 2020	
6 - Deployment by Users (user approval)		In preparation	

Dirt Defence – Sensor Combined Technology

The ongoing trial of the combined Dirt Defence Filter (DDF) / Electronic Water Sensor (EWS) technology (both supplied by Faudi Aviation) has further progressed without reported issues or unexplained disruptions in operations. On that basis, the current position of JIG is that this combined technology is expected to be adopted in JIG standards **in June 2020**, under conditions that are currently being determined based upon the ongoing field trial work. In anticipation of this change in the standards, users whose MOC/transition plans include migration to this combined technology, should review the timelines of their implementation plans.

Water Barrier Technology

In parallel, work is in progress to prepare vehicles at selected locations for a controlled field trial of Water Barrier Filters (WBF) produced by Parker Velcon, in conjunction with Electronic Water Sensor (EWS) technology. At the conclusion of the EI robustness testing program, this system has been accepted by the EI Aviation Fuel Filtration Committee (AFFC) as being technically suitable to move forward to a controlled field trial. This confirmation comes with recommendations for specific aspects of the WBF performance, such as element life or surfactant resistance capability, to be carefully considered and further evaluated during the field trial work (*). As a result, JIG, in cooperation with A4A and IATA, have agreed to commence a phased field trial of WBF, initially at selected locations in the USA, Europe, Africa and Asia Pacific. After approximately 3 months of data has been collected at these first few trial locations, the performance of the WBF against the set performance requirements defined in the JIG field trial protocol will be reviewed and the suitability for continuing the field trials will be assessed. The outcome of the review will determine whether the trial will be rolled out to more locations for an extended 12-month trial.

(*) Further information on the conclusions of the EI AFFC can be found here: [Document Link](#)