JIG Operations Committee Update

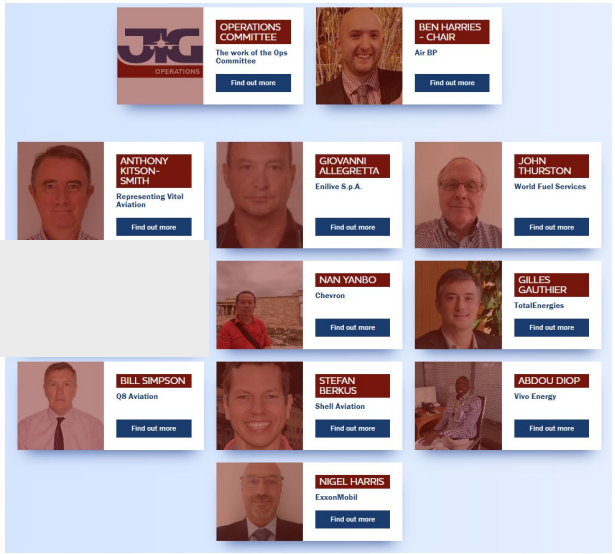
Ben Harries
Air bp

Members of our Operations Committee

Name	Co	Name	Co
Ben Harries (Chair)	BP	Abdou Diop	Vivo Energy
Nan Yanbo	CHV	Anthony Kitson-Smith	Vitol
Gianni Allegretta	ENI	John Thurston	WFS
Nigel A Harris	XOM		
Bill Simpson	KPIAC	*Fainorah Bosibori**	*IATA*
Stefan Berkus	SH	*Martin Hunnybun **	*EI*
Gilles Gauthier	TO	** invited*	
JIG Support			
Ibon Ibarrola Armendariz		Lee Taylor	
Luke Hutson			
Andrea Wixey			

You can see who we are and our role in the Aviation Industry on the JIG Website page:

https://www.jig.org/about/jig-committees-and-working-groups/operations-committee/



OpsCom Core Activities

Oversight and updating of the JIG Standards

- Issue 14 preparation and updates
- Bulletins that modify the Standards
- Review of other industry Standards that JIG refers to

Other Technical Publications that support the Standards

- Technical Newsletters
- Technical Information Documents

JIG Inspection Programme

- Inspection Policy
- Inspector Training and Qualification
- Oversight and improvement of JITS
- JITS/Site performance KPIs

Technical content for JIG Member Events and content

- Members' Technical Forum
- Manager Workshops
- Inspector Workshops
- Review of online learning

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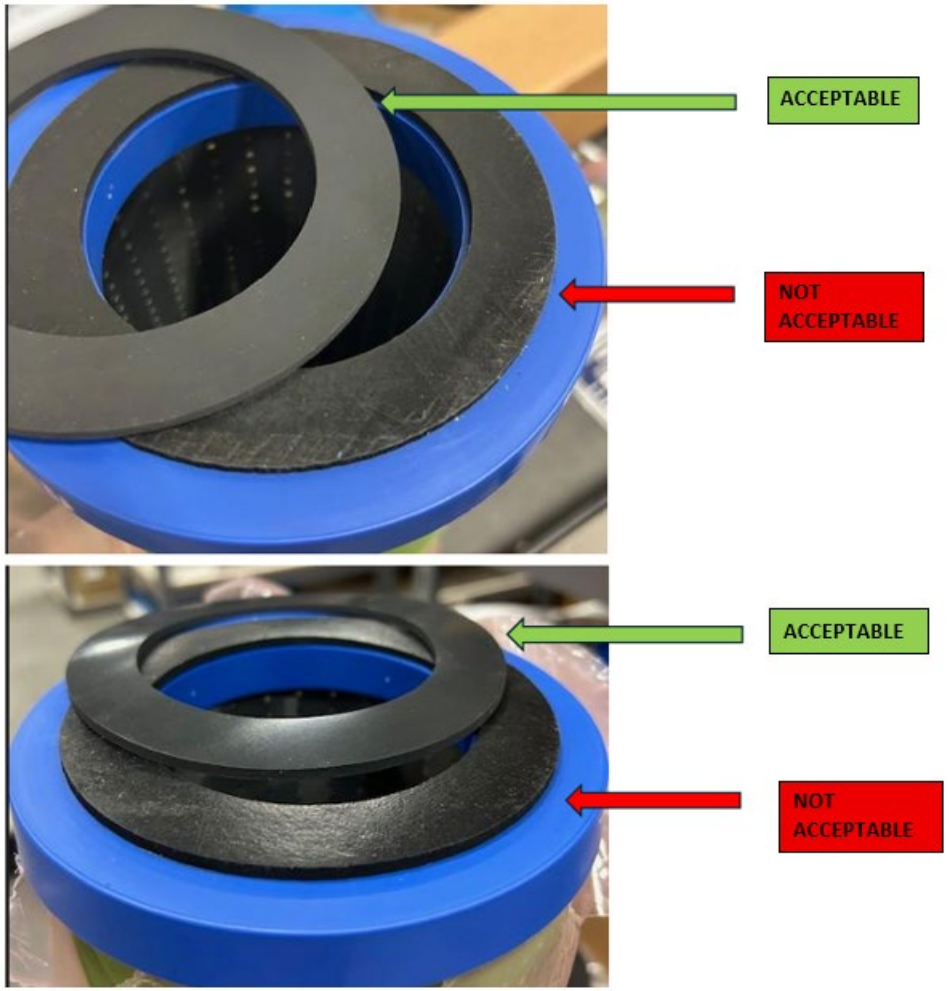
- **Update to EI/JIG1530 3rd Edition**
  - Support the review with JIG Inspections data
- **Second edition of EI 1533**
  - **EI 1533 Inspection Checklist** added to EI/JIG 1530 Checklist (available to all Inspectors)
- **Keep working on the review of items for JIG Issue 14**
  - Over 400 items reviewed, **207 items agreed and approved by OpsCom**
  - **JIG 4**: Inputs from Members to review the Standard "smaller airports"
- **JIG Bulletin 158 – Manufacturer Product Safety Awareness (Velcon)**

OpsCom Core Activities

Additional Pictures of gaskets showing visual differences:



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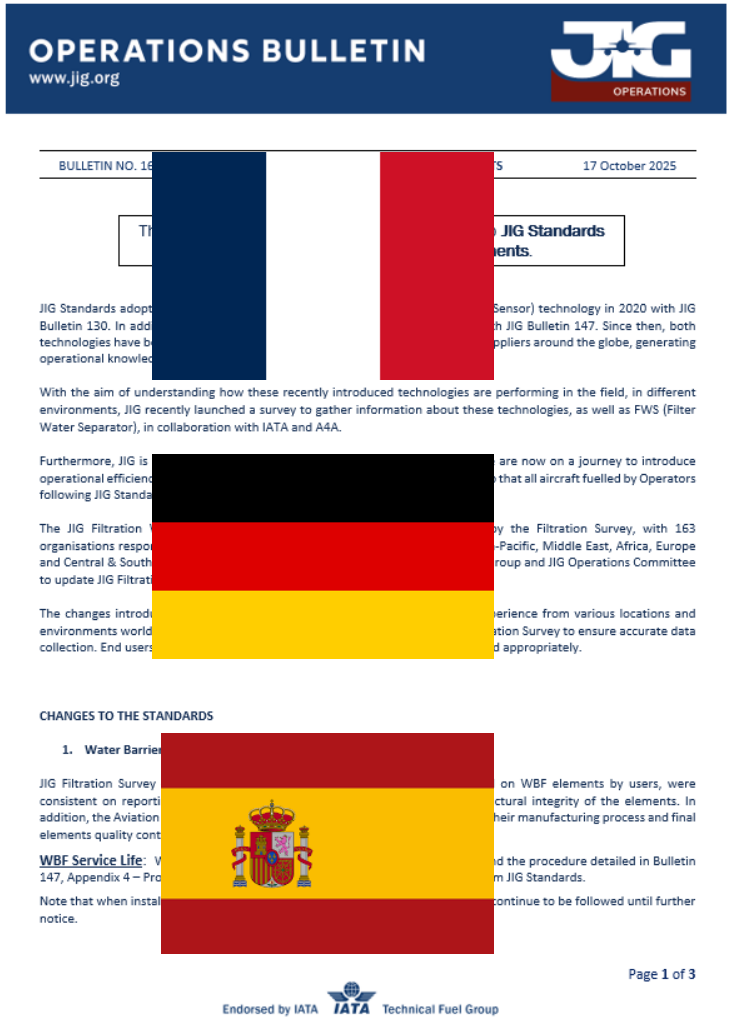
JIG Filtration Requirements: JIG B160



OPERATIONS BULLETIN
www.jig.org

BULLETIN NO. 16 ... 17 October 2025

... JIG Standards ...ents.

JIG Standards adopt ...Sensor) technology in 2020 with JIG Bulletin 130. In add ...h JIG Bulletin 147. Since then, both technologies have b ...ppliers around the globe, generating operational knowled

With the aim of understanding how these recently introduced technologies are performing in the field, in different environments, JIG recently launched a survey to gather information about these technologies, as well as FWS (Filter Water Separator), in collaboration with IATA and A4A.

Furthermore, JIG is ... are now on a journey to introduce operational efficien ... that all aircraft fuelled by Operators following JIG Standa

The JIG Filtration ... by the Filtration Survey, with 163 organisations respo ...-Pacific, Middle East, Africa, Europe and Central & South ...roup and JIG Operations Committee to update JIG Filtrat

The changes introd ...erience from various locations and environments world ...tion Survey to ensure accurate data collection. End users ...d appropriately.

CHANGES TO THE STANDARDS

1. Water Barrie

JIG Filtration Survey ... on WBF elements by users, were consistent on reporti ...ctural integrity of the elements. In addition, the Aviation ...heir manufacturing process and final elements quality cont

WBF Service Life: W ...d the procedure detailed in Bulletin 147, Appendix 4 – Pro ...m JIG Standards.

Note that when instal ...continue to be followed until further notice.

Page 1 of 3

Endorsed by IATA Technical Fuel Group

Water Barrier Filtration

WBF Service Life: WBF elements have a maximum service life of 12 months, and the procedure detailed in Bulletin 147, Appendix 4 – Procedure for WBF 6 monthly inspection is now withdrawn from JIG Standards.

Note that when installing new elements **JIG Bulletin 155** (soaking protocol) shall continue to be followed until further notice.

Dirt Defence Filtration with Electronic Water Sensor

DDF Service Life: DDF elements when used in conjunction with EWS have a **maximum service life of 7 years** and shall be subject to annual inspection.

EWS "Check Level": Check Level Activation becomes "optional" and not mandatory in JIG Standards. (JIG 1, 3.1.5.1 c) and (JIG 2, 3.4.3.1 c).

EWS Data Review: Monthly EWS data review is not mandatory in JIG Standards (JIG 1, A6.1.5).

Note: *Obligation to investigate Alarm Level activation remains.*

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- **JIG Bulletin 161 – Hoses Incidents**

JIG Bulletin 161 - Hose Stop of Use Notice

JIG Bulletin 161 - Hose Stop of Use Notice

OPERATIONS BULLETIN
www.jig.org

BULLETIN NO. 161 | **HOSE STOP OF USE NOTICE** | 24 October 2025

SAFETY AWARENESS BULLETIN WITH URGENT STOP OF USE ACTION FOR ALL JIG MEMBERS WITH 4-INCH TRELLEBORG AEROKLER C & CT DN100 IN THEIR OPERATIONS

BACKGROUND:

JIG has been made aware of several incidents in recent months involving loss of fuel containment from 4-inch hoses, including the release of fuel at high pressure during aircraft refuelling operations.
For this reason, this Bulletin produced in collaboration with Trelleborg, is being issued to bring awareness to all the industry using these hoses and to introduce the immediate actions as per this JIG Bulletin 161 and accompanying Stop of Use notice from Trelleborg to its customers.

IMMEDIATE ACTIONS FOR OPERATIONS WITH 4-INCH TRELLEBORG AEROKLER C & CT DN100 HOSES MANUFACTURED BEFORE 4TH QUARTER 2025.

All organisations Operating to JIG Standards using 4-inch TRELLEBORG AEROKLER DN100 hoses (types C and CT) manufactured before Q4 2025, **shall implement the following additional actions immediately:**

1. All hoses affected by this communication shall be withdrawn from service as soon as practicable and no later than 31/12/2025(1). Further details are included in the attached **Stop of Use** letter from Trelleborg to its customers.
2. Until the hoses have been replaced, the monthly check on hoses shall be conducted at **a weekly frequency**, in accordance with the JIG Standard (JIG 1 Appendix A7.1 and JIG 2 Appendix A6.1)

(1) Users please note that immediate removal is advised but that it is acknowledged that most operators will require some time to obtain, soak test and install new hoses, and therefore the final *implementation date* for removal is set as 31/12/2025.

TRELLEBORG

Friday October 24, 2025

Subject: Important Safety Directive – Immediate Stop of Use for AEROKLER C & CT DN100 4" Hoses

Dear Customer,

We are writing to issue an important safety directive regarding the AEROKLER C & CT DN100 4" hoses, manufactured before Q4 2025. In our commitment to the highest standards of safety and operational integrity, we are instructing all users to immediately stop the use of these specific hoses.

Following recent evaluations, we have observed that certain conditions may influence the performance and lifespan of the AEROKLER C & CT DN100 4" hose. While the product continues to meet all industry standards, we are committed to ensuring the highest levels of safety and quality, prompting us to take this precautionary step.

In response to these findings, our engineering teams have successfully developed and qualified a redesigned, reinforced version of the DN100 hose 4". This enhanced product is engineered for improved durability and resistance to fatigue, ensuring it meets the rigorous demands of your operations.

To facilitate a seamless transition and uphold your operational safety, we have initiated a replacement program. We ask that you contact your regional Trelleborg representative at your earliest convenience to arrange for a replacement with the new, reinforced hose. Our representatives are prepared to guide you through the process and ensure a swift resolution.

Please be aware that this directive applies to the following hose types:

- AEROKLER C DN100 // 4"
- AEROKLER CT DN100 // 4"

This matter only applies to the aforementioned product. All other Trelleborg hoses remain unaffected and can be used as normal.

We understand the critical nature of your operations and are dedicated to supporting you through this transition. We are liaising closely with JIG with a view to ensuring compliance with all safety regulations. We appreciate your immediate cooperation and your continued partnership.

If you have any questions, please do not hesitate to contact your designated Trelleborg representative.

Sincerely,

Jean-Noel Vincent
Quality, Health & Safety Manager
Trelleborg Clermont-Ferrand SAS

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- **JIG Bulletin 161 – Hoses Incidents**
- **JIG Bulletin 162 – Final manufacturing date for Soak Testing of Water Barrier Filter Elements**

JIG Bulletin 162 – WBF Soak Test Protocol

OPERATIONS BULLETIN
www.jig.org

BULLETIN NO. 162 **Reduction in Scope for Mandatory Requirements for Soak Testing of Water Barrier Filter Elements** 27 February 2026

THIS BULLETIN PROVIDES AN UPDATE ON THE ADDITIONAL TESTING REQUIREMENTS FOR WATER BARRIER FILTERS (WBF) WHICH WERE PREVIOUSLY COMMUNICATED IN JIG BULLETIN 155. APPLICABLE TO ALL JIG MEMBERS USING WATER BARRIER FILTRATION

BACKGROUND:

JIG Bulletin 155 (issued December 2024) addressed a manufacturing defect with Water Barrier Filter (WBF) elements, including CDFX models. The Bulletin required mandatory actions, including quarantine protocols, restrictions on all Water Barrier elements, and implementation of a soak test procedure prior to installation and use. These measures were introduced to mitigate risks of fuel discoloration due to dye leaching from the black outer sleeve.

The manufacturer has since provided formal feedback, including a root cause analysis, confirming resolution of the issue for all WBF elements manufactured from 1st January 2025.

This JIG Bulletin supersedes Bulletin 155, and the additional soak testing protocol (from Bulletin 155) has been included as Appendix 1 of this Bulletin.

UPDATE TO SOAK TESTING REQUIREMENTS FOR OPERATIONS WITH WATER BARRIER FILTERS

All organisations operating to JIG Standards using Water Barrier Filter elements may remove the additional soak testing mitigations for all el… …factured fr… …January 1, 20…

- For WBF elem… …ured … 1st Janu… …the ad… …testing protocol (see Appendix 1) shall contin… …ed.
- For WBF elem… …ured fr… …Januar… …25, t… …st protocol is no longer mandatory.
  - Where the additional soak testing protocol is not required (WBF elements manufactured from 1st January 2025), these elements may be used in Avgas applications.

MONITORING OF ISSUES WITH FILTRATION

Operators should share with JIG any incident, performance concern or other issue they have with filtration (any type). This helps JIG to work with the OEMs and other industry bodies to identify root causes, so mitigation actions are defined and implemented promptly. JIG shall manage information confidentially, and the JIG Team shall anonymise organisation name/site before sharing with JIG Filtration Working Group and manufacturer (unless JIG receives a different instruction from the organisation).

Notification email: filtration@jig.org

Endorsed by IATA Technical Fuel Group

B162

B155 Soak Test Protocol for WBF (Dec. 2024)

Withdrawn of the Soak Test Protocol to all WBF

WBF Elements manufactured from 1 January 2025: Do NOT need to follow the B155 soak test protocol.

Use in Avgas: All WBF can be use in Avgas Service.

OpsCom Core Activities

Support to authorities/organisations documents or/and

ICAO

Manual on Civil Aviation Jet Fuel Supply (Doc 9977)

Date: 15 September 2025

Subject: Invitation to Submit Comments on ICAO Manual on Civil Aviation Jet Fuel Supply (Doc 9977)

Dear Industry Stakeholders,

We are pleased to invite stakeholders to propose changes to support the development of Edition II of ICAO *Manual on Civil Aviation Jet Fuel Supply (DOC 9977)* published by International Civil Aviation Organization (ICAO) as a signpost document. Edition I of this document was developed by ICAO from material drafted by a task force of IATA's Technical Fuel Group, in coordination with the Airports Council International (ACI) and Airlines for America (A4A). Your input is essential to ensure the update to this document reflects a broad range of perspectives and remains aligned with industry needs.

To facilitate this process, an online platform will allow industry stakeholders to submit comments and propose changes effectively. Use the link to submit your proposed changes/comments.

An industry review team will evaluate all comments and make recommendations to ICAO. This group includes representatives from each contributing organization and other industry experts to ensure diverse and balanced input. Following this initial review, a broader group of stakeholders will be engaged for final review.

Submit comments here: URL: https://www.surveymonkey.com/r/RFV6J88
Submission Deadline: 31 December 2025

Doc 9977
AN/489

Manual on Civil Aviation Jet Fuel Supply

Approved by the Secretary General and published under his authority

First Edition — 2012

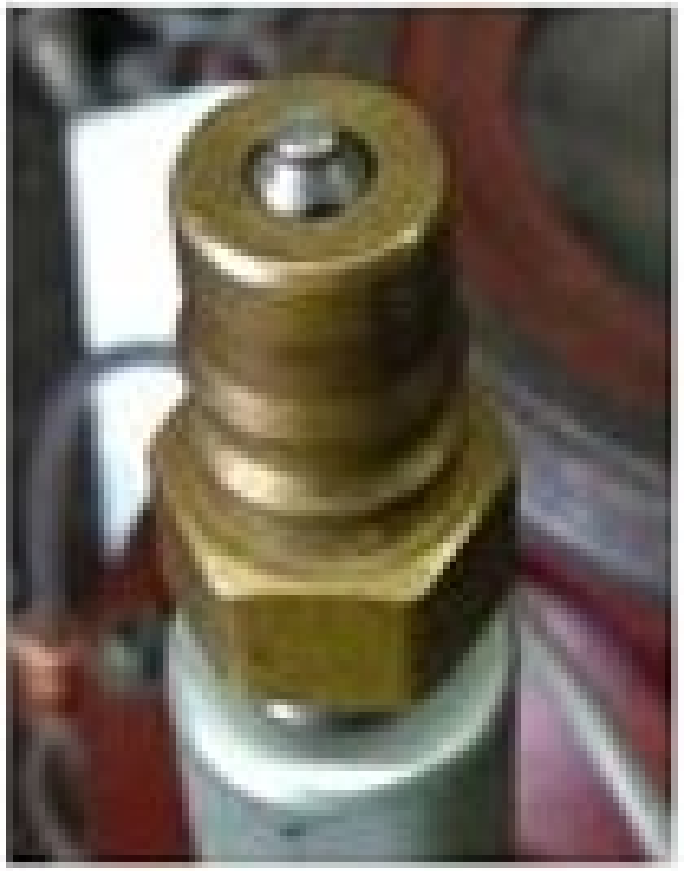
OpsCom Core Activities (2026)

- **Support SWG with the review/approval of items for JIG Issue 14**
  - Planned to have JIG 1, 2 and 4 DRAFT from "Stakeholders Review" by **June 2026**
  - Additional "Works" in JIG 4, before "Stakeholders Review"
  - Further meetings to be agreed in Q3 & Q4 2026 to check/implement the "Stakeholder Review" feedback
- **Review of TID#2 & TID#3 (5 years, update require with a full review)**
- **Additional TID (Hose Testing, Filtration, Pressure Control Systems, etc.) to promote knowledge on these topics**
- **Keep monitoring field incidents for actions needed to support the Aviation Fuel Industry**
- **Monitoring if there are new technologies that have an impact in JIG Standards**

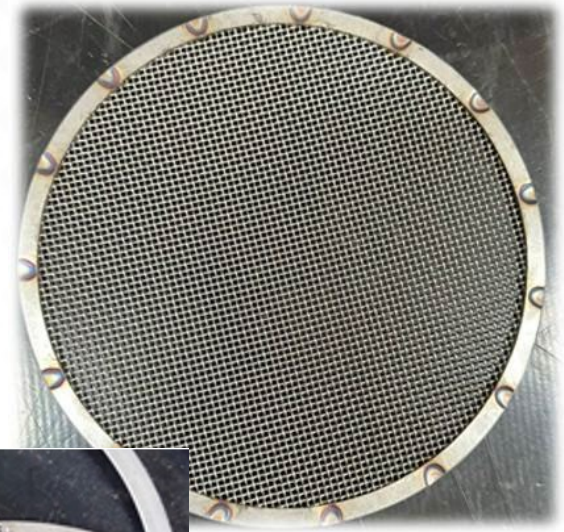
Incidents in the field

Pic 4: Imprints of the circlip

Incidents on the field



Incidents on the field



Incidents in the field

LOPC – 20-150 Litres

Summary

The hydrant system supervisor received a call from an into-plane operator regarding a spillage from a hydrant pit. They inspected the hydrant pit condition and discovered that the dust cap wire was jammed between the pit valve and intake coupler, which was subsequently resolved, allowing fuelling to resume.

Contributing Factors

- Dust cap removed and placed incorrectly, leading to a jam.
- Lack of awareness: the fuelling operator failed to check the hydrant pit box after fueling began.
- Dust cap wire was thinner and longer than normal. The design allowed connection even when wire was jammed.

Toolbox Discussion Points

- How do you ensure operators understand and follow refueling procedures?
- How do you ensure effective cooperation between hydrant and into-plane operators to share unsafe conditions regarding hydrant pit valves?
- How would you risk assess the likelihood of incidents occurring when changing equipment or ancillaries in future?
- What Human Factors may have contributed to this incident?

8 21 July 2025 HSSE

LEARNING FROM OTHERS - 223-2025

Members of our Committee

Name	Co	Name	Co
Clarisse Doucet (Chair)	TO	Janet Ganess	TTNOC
Alyssa Roche	CHV	Beatriz Guirao	Exolum
Cinzia Passerini	ENI		
Deni Sarnelli	XOM		
Nic Mason	KPIAC		
Karlheinz Arnecke	SH		
Judith Ugbeh-Johnson	BP		
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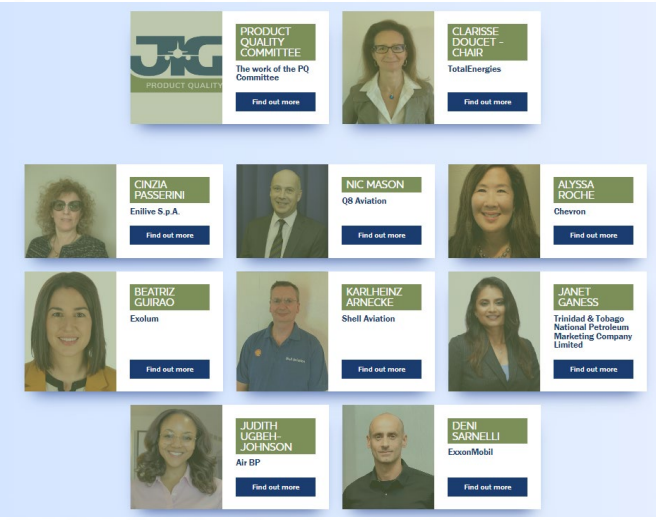


PQCom Core Activities


PRODUCT SPECIFICATIONS BULLETIN
www.jig.org

Aviation Fuel Quality Requirements for Joint Operations Systems (AFQRJOS) Checklist - Issue 36

BULLETIN NO. 156 | AFQRJOS CHECKLIST ISSUE 36 (Supersedes Issue 35) | 21 02 2025

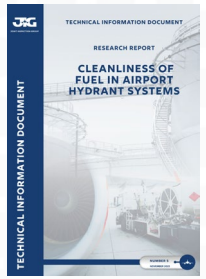
1. INTRODUCTION

1.1 This document defines the fuel quality requirements for supply into Jointly Operated Fueling Systems operated to JIG Standards. The Aviation Fuel Quality Requirements for Jointly Operated Systems (AFQRJOS) for Jet A-1 embodies the requirements of the following two specifications:

(a) Ministry of Defence, Defence Standard 91-091 Issue 18 December 2024 for Turbine Fuel, Kerosene Type, Jet A-1, NATO Code F-35, Joint Service Designation: AVTUR.

(b) ASTM Standard Specification D1655 for Aviation Turbine Fuels "Jet A-1" (Latest issue).

1.2 Jet fuel that meets the AFQRJOS is usually referred to as "Jet A-1 to Checklist" or "Checklist Jet A-1" and,



JIG AFQRJOS Checklist "Checklist Jet A-1"

→ Ensure that the AFQRJOS is updated to list the divergences between the latest issues of DEF STAN 91-091 and ASTM D1655.

Other Technical Publications that support the Standards

→
- Technical Newsletters
- Technical Information Documents

Fuel Quality developments & Product Quality issues

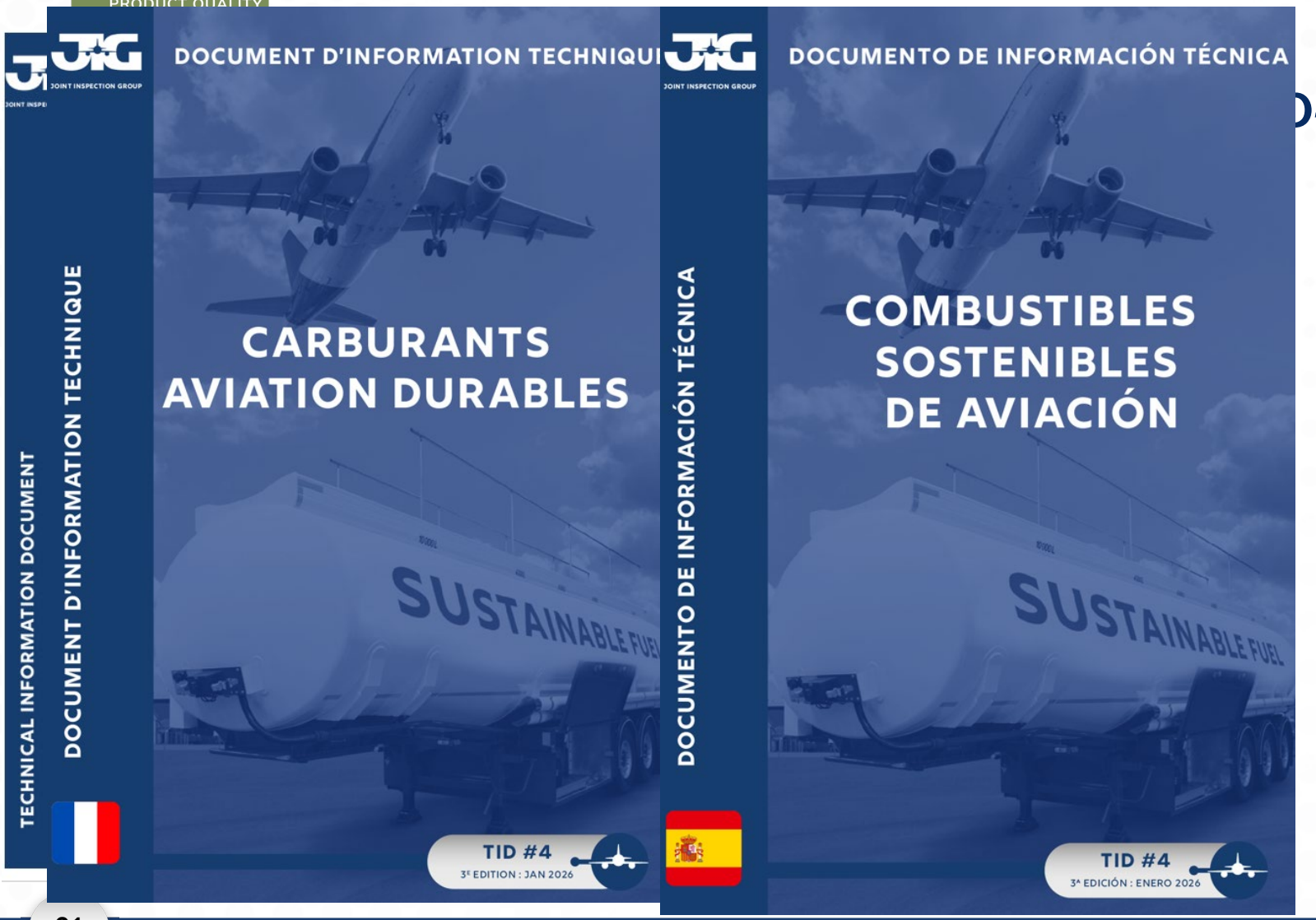
→ Dealing with any Product Quality issue and to liaise with the Operations Committee to ensure that these (PQ issues) are consistent with JIG Standard

Technical content for JIG Member Events and content

→
- Members' Technical Forum
- Manager Workshops
- Inspector Workshops

PQ Committee Recent Activities

TID#4 Sustainable Aviation Fuel



PQ Committee Recent Activities

EASA SIB No.: 2026-04

EASA European Union Aviation Safety Agency

Safety Information Bulletin
Airworthiness / Operations / Aerodromes

SIB No.: 2026-04

Issued: 08 May 2026

Subject: Aviation Turbine Fuel – Use of Jet A Grade Fuel in a Jet A-1 Environment

Ref. Publications:

- Regulation (EU) 2018/1139, dated 04 July 2018.
- Commission Regulation (EU) 965/2012, dated 05 October 2012.
  Commission Regulation (EU) 1321/2014, dated 26 November 2014.
- Commission Regulation (EU) No 139/2014, dated 12 February 2014.
- Commission Regulation (EU) No 748/2012, dated 03 August 2012.
- ASTM International ASTM D1655-25A, dated 17 December 2025.
- United Kingdom Ministry of Defence, Defence Standard (Def Stan) 91-091 Issue 18, dated 28 December 2024.
- JIG Aviation Fuel Quality Requirements For Jointly Operated Systems (AFQRJOS) Issue 36B, dated 07 May 2026
- Energy Institute / Joint Inspection Group (JIG) EI/JIG 1530 Standard, dated May 2019.
- Joint Inspection Group JIG 1, dated September 2021.
- Joint Inspection Group JIG 2, dated September 2021.
- Joint Inspection Group JIG 4, dated September 2021.

Applicability:
Aviation fuel suppliers and producers, organisations involved in storing and dispensing of aviation fuel at aerodromes, National Competent Authorities (NCAs), aircraft operators, aerodrome operators, Design Approval Holders (DAH).

This SIB is addressing a transitory situation and provides recommendations and guidance. It shall not be interpreted as an authorisation or endorsement, nor shall it be construed to promote the transition towards turbine jet fuel of Jet A grade in Europe. Before the start of the winter season this SIB will either be revised to provide updated recommendations and guidance or cancelled depending on the evolution of events.

Description:
Due to recent events in the global aviation fuel supply chains, availability of aviation turbine jet fuel of Jet A-1 fuel grade (hereafter referred to as "Jet A-1" in this SIB) on certain markets might be constrained. Aviation and fuel supply stakeholders are reviewing the feasibility of introducing aviation turbine jet fuel of Jet A grade (hereafter referred to as "Jet A" in this SIB) at locations traditionally supplied with Jet A-1. In Europe and many other parts of the world (as example

This is information only. Recommendations are not mandatory.

PRODUCT SPECIFICATIONS BULLETIN
www.jig.org

Aviation Fuel Quality Requirements for Joint Operations Systems (AFQRJOS) Checklist for Jet A - Issue 36B

BULLETIN NO. 163	AFQRJOS CHECKLIST ISSUE 36B (for Jet A)	7 May 2026

1. INTRODUCTION

1.1 This version of the AFQRJOS Checklist (Issue 36B) defines the fuel quality requirements for supply of Jet A into Jointly Operated Fueling Systems on airports operated to JIG Standards. It lists the extra requirements for Users wishing to be compliant with the underlying ASTM 1655 fuel specification for Jet A Fuel and JIG Checklist. This Checklist includes Jet A for the first time in support of the EASA Safety Information Bulletin (May 2026) recommending the use of the JIG Checklist for airports wishing to change fuel grade from Jet A-1 to Jet A. Users should note that the additional checklist requirements are not compulsory unless agreed to by the users of the jointly operated systems or mandated by the authorities, and that the underlying Fuel Specifications continue to define the minimum requirements.

1.2 In countries or regions wishing to use **Jet A** [ASTM Standard Specification D1655 for Aviation Turbine Fuels "Jet A" (Latest issue)] with the additional checklist, this document adds some extra elements from the DEF STAN 91-091 Specification, to the underlying requirements of Jet A grade fuel conforming to the above specification, whilst maintaining the key physical characteristics including freezing point (-40°C instead of -47.0°C) and total acidity (0.1 max instead of 0.015 max).

1.3 Jet fuel that meets the relevant AFQRJOS checklist issue, which may sometimes be referred to as "Checklist Jet A-1"/Checklist Jet A", allows custodians of the fuel to confirm they are supplying against the relevant fuel specification and the requirements of Checklist. Users should note that Checklist on its own is not a Fuel Specification. As stated above, Checklist is an on-airport requirement and only impacts the fuel Supply Chain to the extent that certain characteristics have to be detailed on airport product quality documents.

1.4 Test certificates shall state conformance to the reference fuel specification. **The Checklist is not a Fuel Specification, and therefore manufacturing and supply locations shall not release fuel only to the Checkli**
If reference to the Checklist is to be made, the following statement should be used if the fuel me requirements of this Bulletin.

"It is certified that the samples have been tested using the Test Methods stated and that the B represented by the samples conforms with ASTM D1655 "grade Jet A latest issue and AFQRJOS Check Issue 36B".

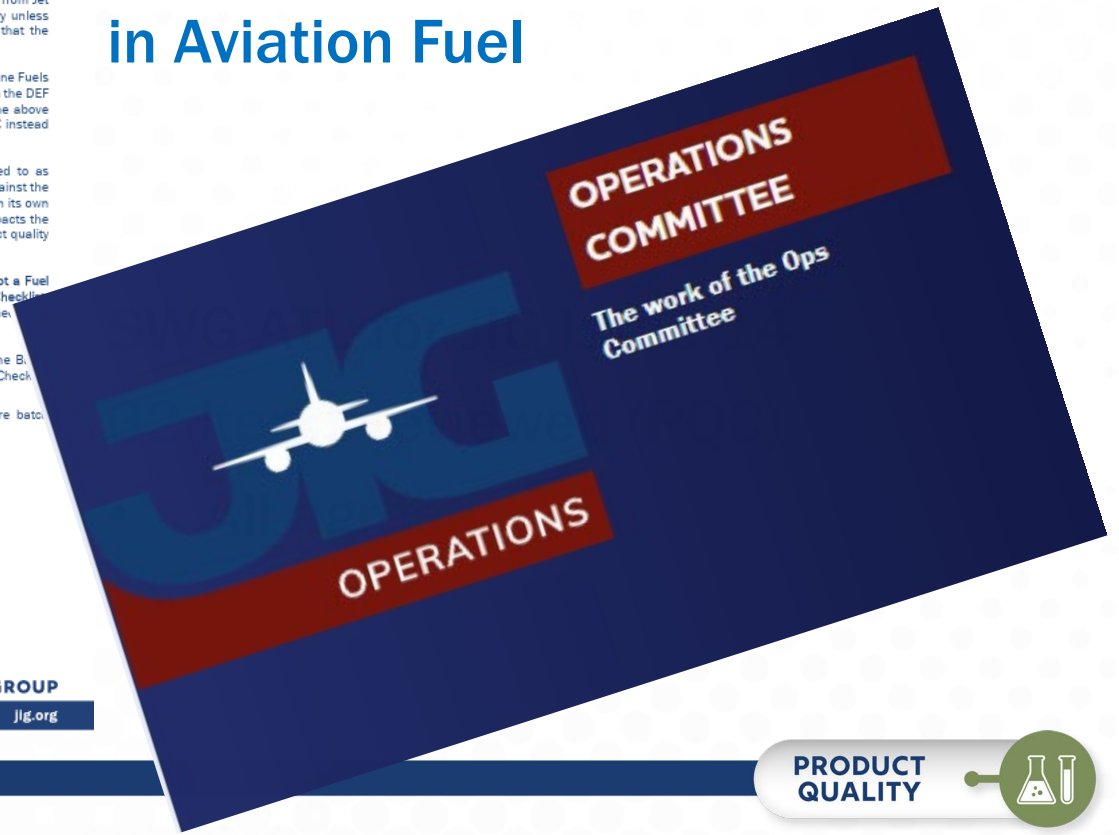
1.5 The minimum requirements of information to be included on the fuel's point of manufacture batc certificate of quality shall be:

- Specification name, issue and any amendment number;
- Name, telephone number, email address and postal address of testing laboratory;
- Tank Number;
- Batch number or unique identifier;
- Quantity of fuel in the batch;
- Properties tested and including specification limit, test method and result of test;
- Additives, including qualification reference and quantity added;
- Name and position of authorised test certificate signatory or an electronic signature;
- Date of certification.

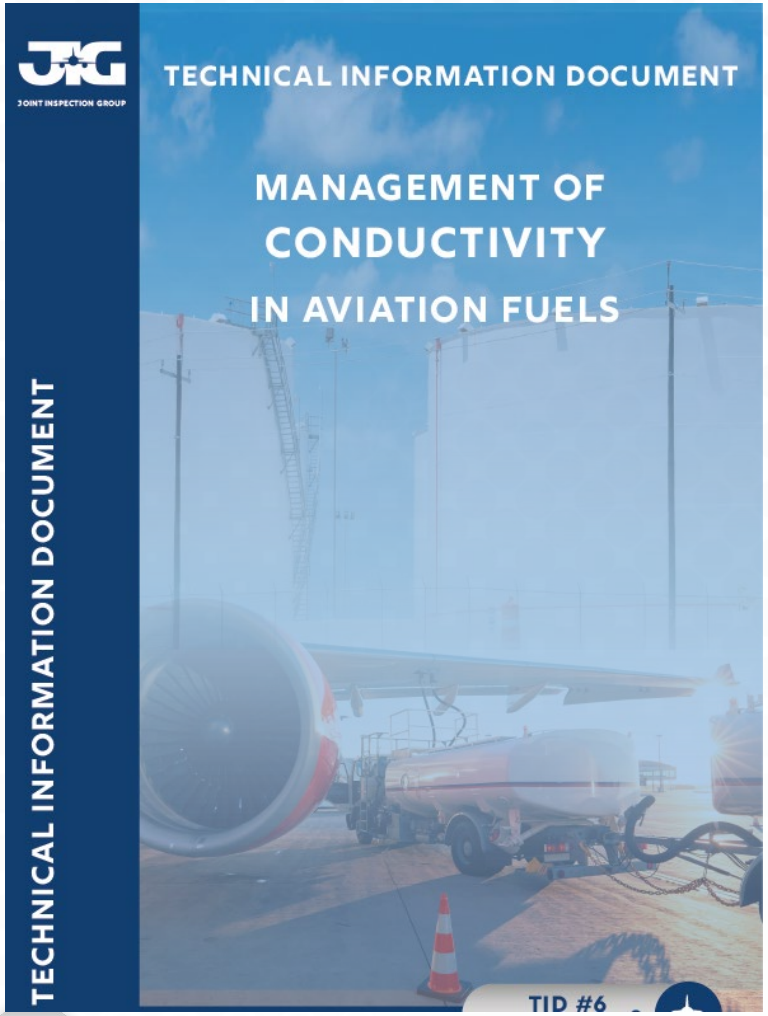
JOINT INSPECTION GROUP

TID#4 Sustainable Aviation Fuel B163, AFQRJOS Issue 36B (Jet A)

TID#6 Management of Conductivity in Aviation Fuel



PQ Committee Recent Activities



TID#6, Management of Conductivity in Aviation Fuels

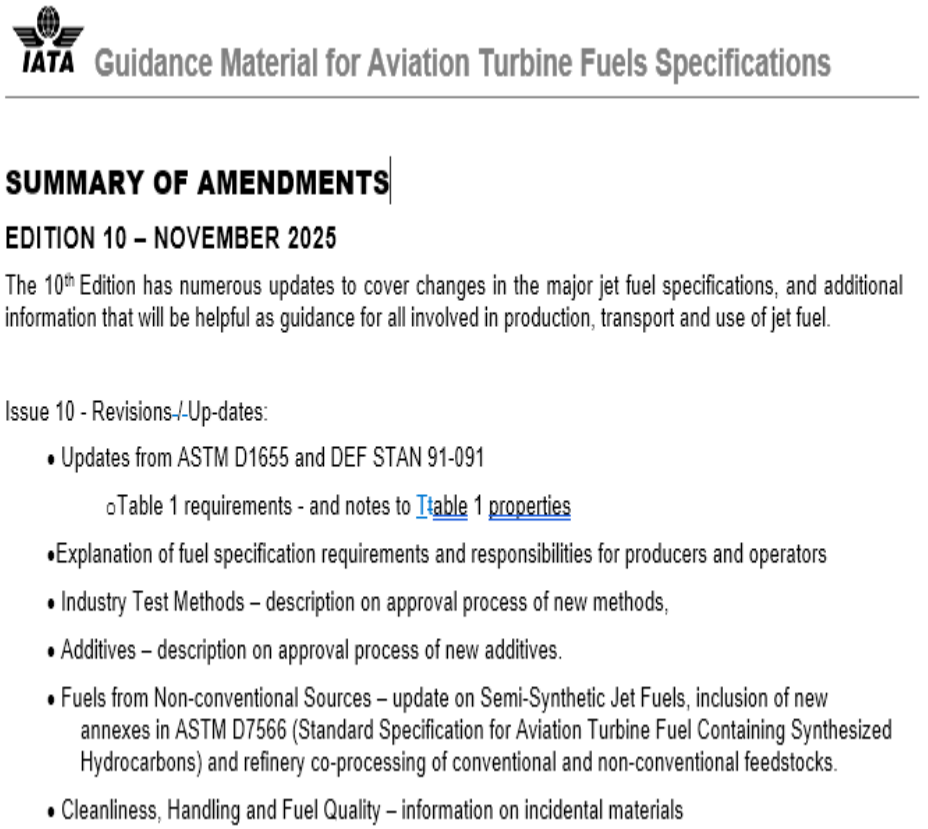
Table of Contents

PQ Committee Recent Activities

Guidance Material for Aviation Turbine Fuels Specifications

- Review and feedback to IATA for Edition 10
- PQC feedback accepted in the document

JIG PQC collaborating with relevant Aviation Fuel Industry body and Authorities (JIG presence increasing, making “our voice” relevant and respected



IATA Guidance Material for Aviation Turbine Fuels Specifications

SUMMARY OF AMENDMENTS

EDITION 10 – NOVEMBER 2025

The 10th Edition has numerous updates to cover changes in the major jet fuel specifications, and additional information that will be helpful as guidance for all involved in production, transport and use of jet fuel.

Issue 10 - Revisions / Up-dates:

- Updates from ASTM D1655 and DEF STAN 91-091
  - Table 1 requirements - and notes to Table 1 properties
- Explanation of fuel specification requirements and responsibilities for producers and operators
- Industry Test Methods – description on approval process of new methods,
- Additives – description on approval process of new additives.
- Fuels from Non-conventional Sources – update on Semi-Synthetic Jet Fuels, inclusion of new annexes in ASTM D7566 (Standard Specification for Aviation Turbine Fuel Containing Synthesized Hydrocarbons) and refinery co-processing of conventional and non-conventional feedstocks.
- Cleanliness, Handling and Fuel Quality – information on incidental materials

PQ Committee Workplan 2026/27 update

- JIG Members questions to PQC for discussion/actions
- Follow up on quality incidents. Agree actions needed
- Follow up changes in EI/JIG 1530 3rd Edition
- Engaging with authorities (EASA, and others)
- Refuel EU Aviation Regulations

- TID #6 Management of Conductivity in Aviation Fuel
- TID#2 (Filter Membrane Test)
- TID#1 (Microbiological Growth – IATA GM)

PQ Committee Recent Activities

PQC Committee Recent Activities

Refuel EU Aviation

- The EU has published Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023
- The JIG Product Quality Committee has been committed to the implementation of the Refuel EU Aviation Regulation
- The European Commission appreciated the PQC contribution and work done during the “pilot project” to develop guidance for the industry
- The Outcomes: Guidance Document Reporting of Aviation Fuel Suppliers under Article 10d of ReFuel EU Aviation

We keep working on this journey

JIG's Actions

Working with the Energy Institute to make EI/JIG 1530 and EI 1533 better known

Invited to IATA working group to update ICAO 9977 to include EI 1533

Production of joint 1530/1533 inspection checklist in JITS

Attendance at industry meetings / conferences

Consulted with EASA about the SIB


Q&A