



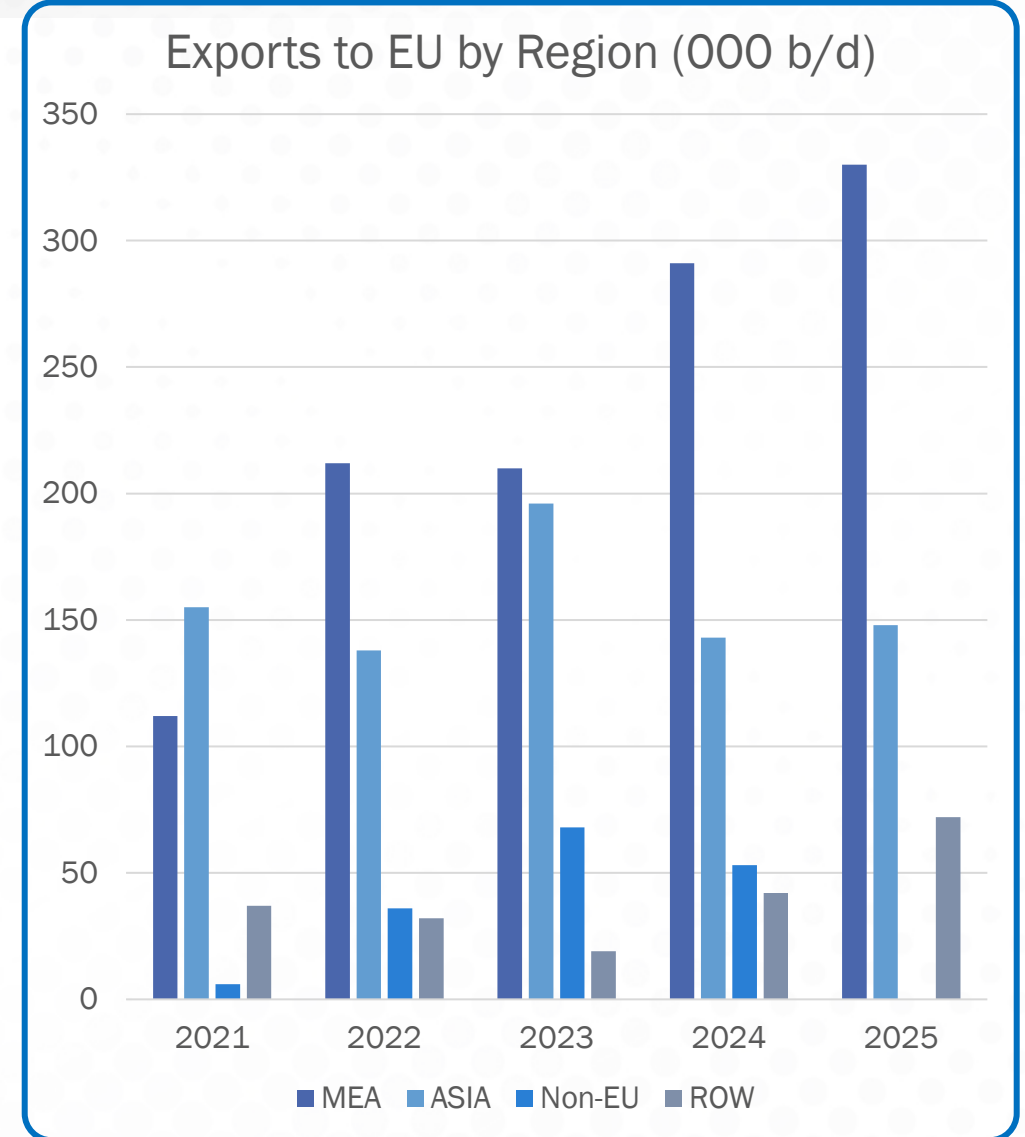
JIG Bulletin 163

What it means and how to prepare

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- Europe imported **550,000 bbls/day** of Jet Fuel in 2025.
- **60%** came from the Middle East.
- All product movements have ceased since March.
- An alternate source could be the USA.
- The market has **assumed it would be JetA** quality.
- Governments and Regulators are ensuring that any possible **change of grade would be managed safely**



Airline / airframe

- Aircraft are certified to fly on JetA and JetA-1.
- **Aircrew need to know which fuel they are using.**
- **Electronic ticketing and ACARS key to not making errors.**



COMMUNICATION

Supply Chain

- EU generally uses DefStan 91-091 which is a military spec.
- **Requires Conductivity**
- **Requires Traceability**
- **Freeze point is an issue**
- **Non-compliant fuels will not be allowed in military pipelines.**



MANAGEMENT
OF CHANGE





Wide industry consultation to identify potential risks and propose mitigating actions

Managing the fuel specification differences by asking JIG to provide a JetA “Checklist”

Identified Operational actions and controls to ensure co-ordinated and risk-managed transition on airports if JetA is used

The introduction of JetA into a commingled system would trigger automatic designation of all fuel as jetA



Safety considerations

Jet A is used daily for flights from and within the USA and Canada. A potential introduction of Jet A in Europe or in other parts of the world would not generate safety concerns provided that its introduction is properly managed. The transition to Jet A in a Jet A-1 environment, when not properly managed, creates risk of fuel grade confusion, particularly in the communication between fuel suppliers, flight crews, and airlines. This may lead to a mismatch between the actual fuel properties and the assumptions used for flight planning, fuel temperature monitoring, and crew procedures. Consequences may include reduced freezing point margins, delayed or inappropriate crew response to low fuel temperature conditions, and potential engine performance degradation or fuel system restrictions. For example, the incorrect electronic transmission of a Jet A-1 ticket when Jet A has been delivered could result in an aircraft flying outside of its safe operating limits. These risks may be further exacerbated by inconsistent fuel grade availability across airports, increasing the likelihood of mixing fuel grade and associated assumption mismatches.

SOURCE: EASA SIB - <https://ad.easa.europa.eu/ad/2026-04>



Fuel handling systems and procedures in Europe are generally based on the assumption that Jet A-1 has a minimum level of fuel electrical conductivity at the point of delivery to the aircraft, which is typically achieved through the addition of Static Dissipator Additive (SDA) where needed throughout the supply chain. The introduction of Jet A without SDA could result in lower electrical conductivity which may create a mismatch with these assumptions. Although North America operates without a defined minimum conductivity limit, it cannot be assumed that European infrastructure has been fully risk-assessed for this change, as it has been designed for fuels with specific conductivity characteristics. In particular, it is not clear to what extent existing European infrastructure, procedures, and electrostatic hazard controls across the supply chain would remain fully effective for low conductivity fuels.

SOURCE: EASA SIB - <https://ad.easa.europa.eu/ad/2026-04>



States and accepts the key differences in physical properties

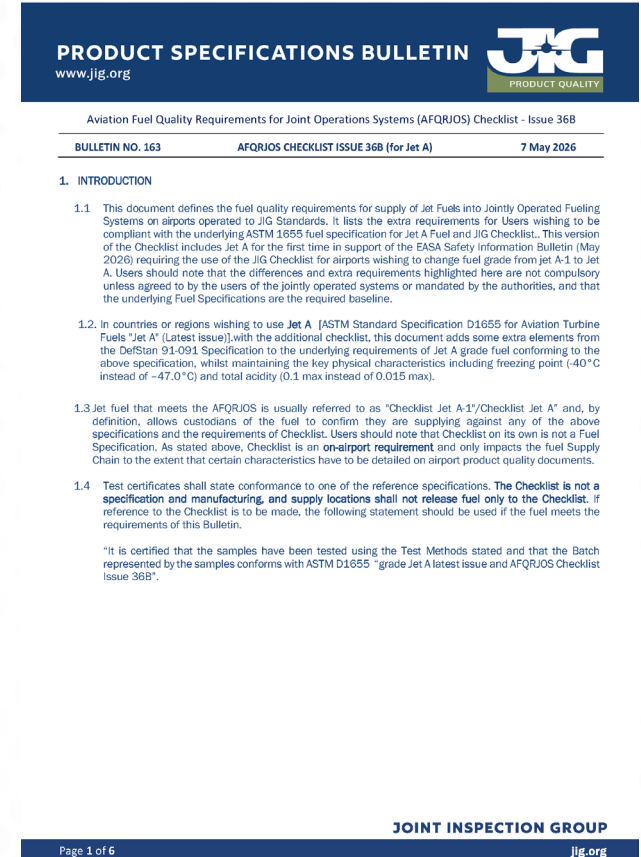
- Freezing point
- Acidity

Adds key DefStan 91-091 requirements

- Conductivity (SDA)
- Traceability

Asks to Report manufacturing and physical properties not mandated by ASTM 1655.

- Materials Composition
- Particle Counting



- Use the Jet A AFQRJOS checklist to ensure harmonised fuel quality control and handling across the supply chain; it aligns with the Jet A-1 checklist, except for the following parameters: freezing point (-40°C) and total acidity (maximum 0.10 mg KOH/g). Electrical conductivity remains within 50–600pS/m and all other requirements remain equivalent to maintain existing quality assurance processes.
- Ensure that primary fuel grade markings critical to fuel quality assurance and, where applicable, grade segregation, are correctly aligned to the grade being supplied.
- Apply a structured management of change process, proportionate to the local infrastructure and operational arrangements, when introducing Jet A into supply chains that are traditionally used for Jet A-1.
- Ensure that all documentation across the fuel supply chain clearly identifies Jet A grade fuel and is consistently communicated and traceable throughout the supply chain.
- Ensure that Jet A fuel is dosed with Static Dissipator Additive (SDA) in accordance with AFQRJOS checklist requirements to achieve and maintain the required electrical conductivity limits (Note: this may be added at the main import terminal if not added at point of manufacture. See EI/JIG 1530).

EASA SIB # 2026-04

Work ongoing to understand how transition could be made in practice



- Apply a structured **management of change process**, proportionate to the local infrastructure and operational arrangements, when introducing Jet A into supply chains that are traditionally used for Jet A-1.
- In case of Jet A usage, **adjust the fuel delivery tickets** to aircraft operator from Jet A-1 to Jet A.
- Ensure that fuel delivery confirmation, either by **paper or electronic means**, correctly states the jet fuel grade being supplied.
- Ensure that the supplied Jet-A complies with minimum electrical conductivity requirements.
- **Train relevant personnel** on the differences between Jet A and Jet A-1, change-of-grade procedures, **correct fuel grade identification and documentation**, electric conductivity controls, **and communication with aircraft operators and aerodrome operators.**
- **Ensure all above conditions are met and have received aerodrome agreement before implementing change of grade procedures.**

EASA SIB # 2026-04

Aerodromes / Airports also expected to issue NOTAMs



Supply Chain

- Use JetA + JIG Checklist
 - (Traceability, SDA etc.)
- Redesignate any fungible or comingled supply systems as JetA as soon as parcels of JetA are introduced.
- Adjust all PQ documentation accordingly, to state the fuel is JetA.

On-airport

- Redesignate entire airports as JetA as soon as batches introduced into comingled systems.
- Relabelling of fixed and mobile equipment.
- Update delivery tickets.
- Train staff
- Only start when all suppliers are ready.



REMINDER:

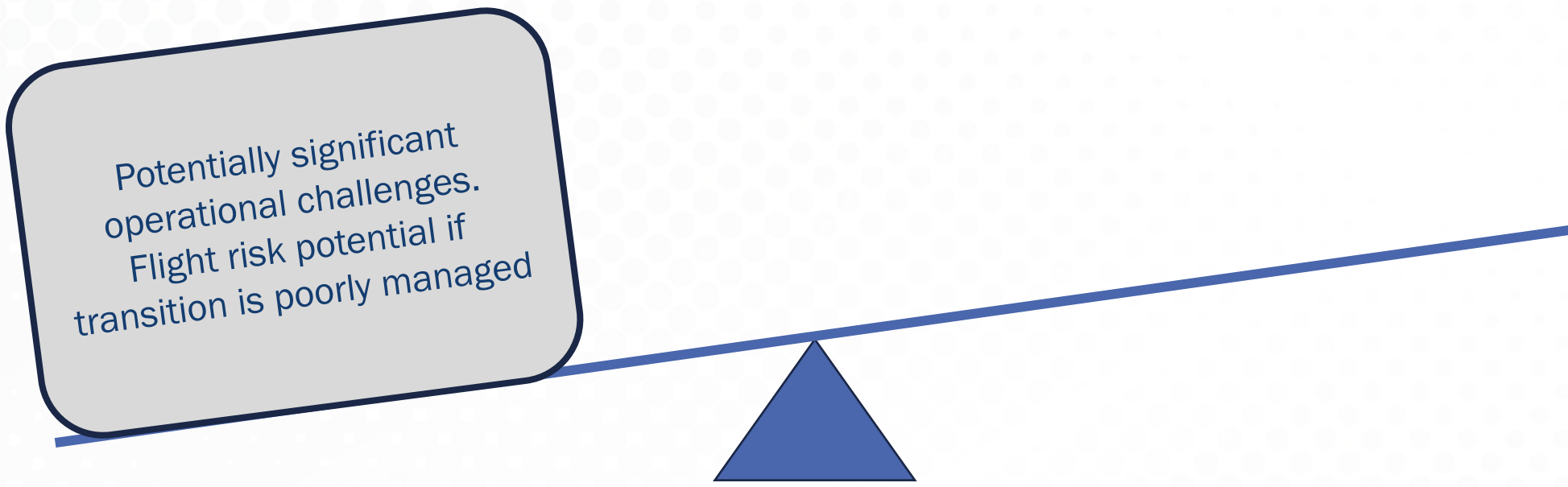
- The JIG Bulletin and EASA SIB have been issued for contingency planning.
- They are not an authorisation to import JetA.
- All parties need to be aware and agree to the conversion of comingled systems.
- Many systems and airports cannot convert due to co-use with Military.
- The EASA SIB is only valid for the summer season.



US Refining and Export routes:

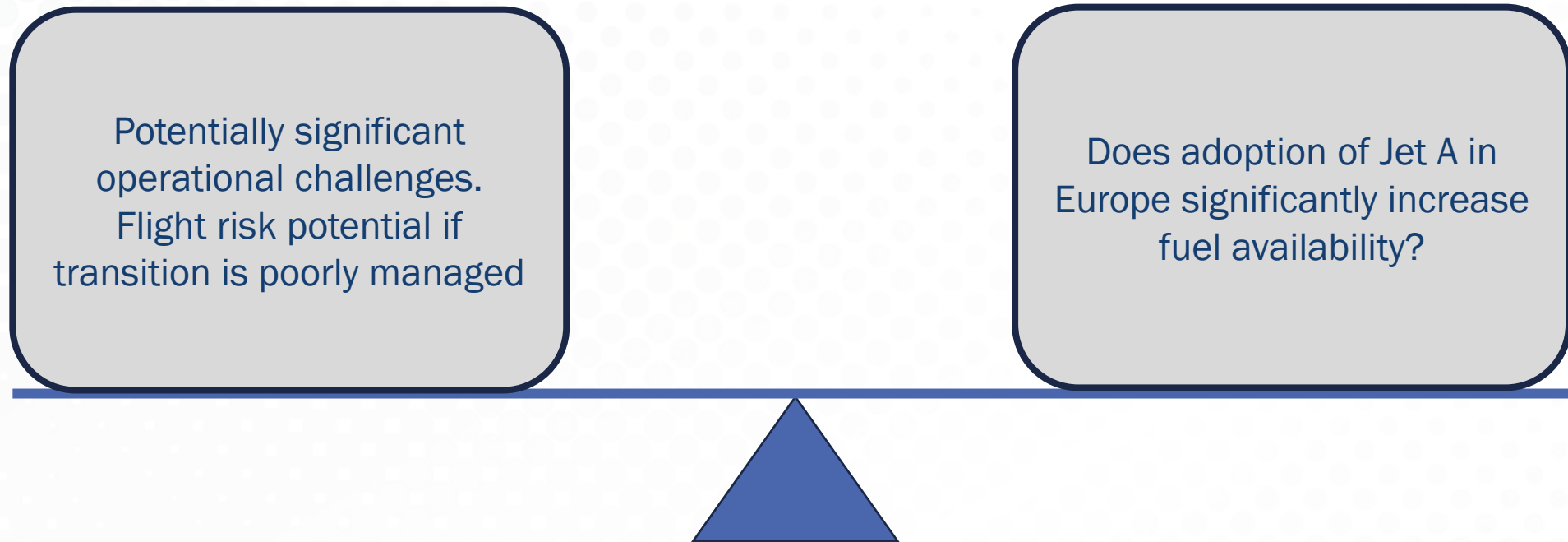
- US Refineries are already exporting **JetA-1** to Europe.
- **US Gulf Coast** is and will likely be the main source of jet fuel.
- Jet Fuel production and yields are already **at a record high**.
- Due to changes in refining and available crude oils, many JetA fuels **already meet the JetA-1 spec for freezing point**.
- US Refineries are generally designed to **maximise Gasoline** instead of middle Distillates.
- **Not certain that relaxing the European spec would make significant extra quantities of jet fuel available for export.**





Potentially significant
operational challenges.
Flight risk potential if
transition is poorly managed





Do the benefits balance the potential risks?



