

Quality assurance requirements for the manufacture, storage and distribution of aviation fuels to airports

EI/JIG STANDARD 1530

Background

EI/JIG Standard 1530 has been produced in response to the need, identified by Members of JIG and the wider industry, for comprehensive guidance for adoption by any company or organisation involved in the manufacturing, testing, blending or handling of aviation fuel upstream of airports.

EI/JIG Standard 1530 was developed by a joint Energy Institute/JIG working group of industry experts and, following wide-ranging industry consultation, a ballot of Energy Institute Technical Partners including JIG Guarantor Member Companies resulted in publication on 14 November 2013.

The document was developed as a joint EI/JIG Publication to include the existing technical content of JIG 3 related to upstream storage terminals and to expand this to include refinery operations.

The International Civil Aviation Organisation (ICAO) document 9977 '*Manual on civil aviation jet fuel supply*' (which is issued to the civil aviation authorities of the 191 Member States of ICAO) makes reference to EI/JIG 1530. JIG is fully supportive of the content and requirements of the Standard.

The purpose of this JIG Bulletin is to provide initial guidance to airport and distribution facility users of JIG Standards regarding the impact and progressive implementation of the Standard.

Scope of EI/JIG 1530

EI/JIG 1530 provides mandatory provisions and good practice recommendations for maintaining aviation fuel quality in refineries and in storage, distribution and transport systems, including those delivering to airports. It will be referenced in the next issue of JIG 2 'Aviation Fuel Quality Control & Operating Standards for Airport Depots & Hydrants' (Issue 12) as the expected upstream Standard for facilities supplying into airports operating to JIG 2. JIG 2 will be published in January 2016 for implementation before the end of 2016.

EI/JIG 1530 incorporates, expands and updates the content of JIG 3 'Aviation Fuel Quality Control & Operating Standards for Supply & Distribution Facilities', Issue 11. New material derived from JIG Member company proprietary policies, standards and procedures and other industry sources has also been included. In particular the absence of industry documentation for quality assurance related issues in refineries was seen as a major gap that needed filling.

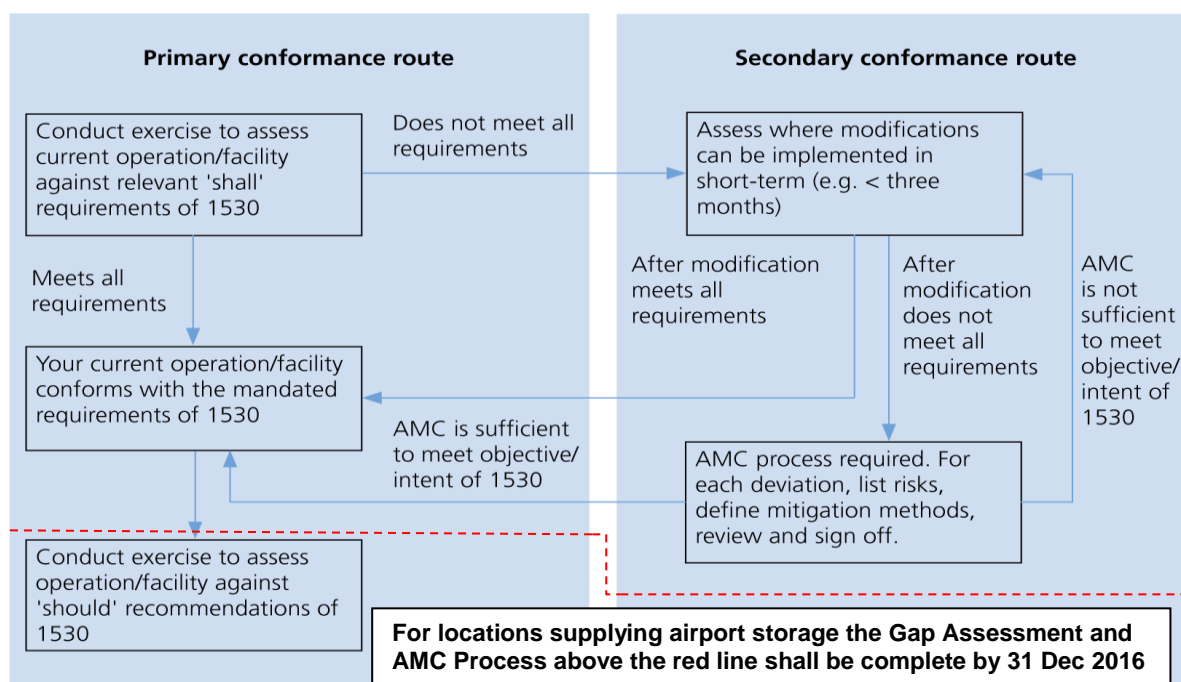
Implementation of EI/JIG 1530 Standard

To meet EI/JIG 1530 requirements, all facilities throughout the supply chain will need to demonstrate their conformance through a completed gap analysis including a risk assessment and a plan for closing the identified gaps which should be approved by the appropriate committee within their organisation. Individual supply locations should conduct a documented Conformance Assessment of their current facilities and operations against the requirements of EI/JIG 1530. Annex M contains guidance on how to complete this and also how to plan and progress the closure of any gaps identified via the Alternative Means of Conformance (AMC) process.

The actual closure of gaps identified during the Conformance Assessment is not required to claim conformance to EI/JIG 1530 provided that there is an understanding of the risks and a plan for closing or approval of identified gaps by AMCs. EI & JIG are currently developing a gap assessment tool/checklist for EI/JIG 1530 to assist in the Conformance Assessment and this is expected to be available before the end of 2014.

Locations supplying fuel direct to Airport Depots which operate to JIG Standards shall complete the Conformance Assessment by the end of 2016, in line with the implementation date for JIG 2, Issue 12 which will make this a requirement. It is JIG's intention that conformance with EI/JIG 1530 will be progressively extended upstream, ultimately to cover the entire supply chain. Further communication on this including timelines will follow in due course.

Implementing EI/JIG 1530 and claiming conformance (from EI/JIG 1530 Annex M)



Once the Conformance Assessment for each element of the supply chain has been completed, JIG Member companies should review the Conformance Assessments and work with the facility Operators to develop an action plan to address any non-conformances *in a risk prioritised manner*.

This process will progressively reduce the potential detrimental impact of upstream facilities and operations on aviation fuel product quality, and thus on the safety and reliability of downstream and airport fuel supply operations.

Actions for JIG 2 (Airport Depot) Locations

Completing the steps necessary to comply with EI/JIG 1530 is the responsibility of each supply location and the companies using their facilities. However, to ensure that individual supply locations are aware of the need to operate to EI/JIG 1530, the Managers of airport fuel depots operating to JIG 2 shall;

- 1) Formally raise with their JV partners and throughputters the expectation that their supply locations demonstrate conformance to EI/JIG 1530 before year-end 2016.
- 2) Request that their JV Partners and throughputters, who hold the contracts with their supply locations, ensure that these locations complete a documented Conformance Assessment and establish AMCs as required by EI/JIG 1530.

Actions for JIG Locations Currently Operating to JIG 3 (Aviation Fuel Quality Control & Operating Standards for Supply & Distribution Facilities)

Issue 11 is the last JIG 3 that will be published by JIG. Locations which are part of the JIG (JITS) inspection program and currently operate to JIG 3 should adopt EI/JIG 1530 as their standard for the quality assurance of aviation fuels that they handle.

These locations should agree with their JV partners a 'switch-over' date on which they will formally adopt EI/JIG 1530 in place of JIG 3, having completed the Conformance Assessment and established any AMC's in accordance with Annex M of EI/JIG 1530. This date shall be no later than year-end 2016.

EI/JIG 1530 focuses on product quality assurance upstream of airports and, although its content was based on the requirements of JIG 3 Issue 11, its scope does not cover all of the design, operating and HSSE requirements included in JIG 3. Sources of reference (including a reference to JIG 2) for these additional aspects of site operation are given in EI/JIG 1530 Section 1.2.

Further details of the differences between the requirements of JIG 3 and the EI/JIG 1530 Standard will be developed by JIG and should be available to JIG 3 locations during Q4 2014.

The JIG 3 inspection checklist will continue to be used for those JIG 3 locations which are included in the JIG Inspection Programme until an EI/JIG 1530 checklist is available.

Locations operating to JIG 3 are also referred to JIG Bulletin 32 **Health, Safety, Security & Environmental Management System (HSSEMS)** for further guidance.

This document is intended for the guidance of Members of the Joint Inspection Group (JIG) and companies affiliated with Members of JIG, and does not preclude the use of any other operating procedures, equipment or inspection procedures. Neither JIG, its Members, the companies affiliated with its Members nor the International Air Transport Association (IATA) accepts responsibility for the adoption of this document or compliance with this document. Any party using this document in any way shall do so at its own risk.