

[Home](#) » [Topics](#) » [Aviation](#) » [Aviation fuel handling](#) » [EI 1583 Laboratory tests and minimum performance levels for aviation fuel filter monitors](#)

## EI 1583 Laboratory tests and minimum performance levels for aviation fuel filter monitors

**Status:** Obsolete

**3 December 2020**

The EI has formally withdrawn from sale EI 1583 *Laboratory tests and minimum performance levels for aviation fuel filter monitors*, as filter monitors qualified in accordance with it may not be fit-for-purpose due to their release of super-absorbent polymer (SAP) into fuel.

The EI will not in future reinstate a laboratory qualification specification for technology utilising SAP or witness any laboratory qualification activity relating to technology that utilises SAP.

The EI continues to support the IATA SAP Special Interest Group position statement (Nov 2017) that filter monitors shall be phased out of all aviation fuel handling systems.

Users of filter monitors shall note that aircraft engine and airframe OEMs consider the presence of SAP in fuel to be a potential flight safety issue and cannot endorse a level of SAP that is acceptable in fuel.

Further information on migration of SAP from filter monitors is available in Annex H of EI 1550 3<sup>rd</sup> edition, which also contains detailed information on alternative technologies that may be deployed as a replacement for filter monitors in aviation fuel handling systems to maintain aviation fuel cleanliness.

**The EI continues to work with stakeholders to produce resources in support of the maintenance and development of alternative technologies.**