



- March 2010: API (American Petroleum Institute) stepped aside from management of aviation fueling standards.
- July 2010: EI (Energy Institute) assumes sole ownership of all of API's portfolio of Aviation equipment standards & operational recommended practices.


All titles are reissued with an EI brand

Publication numbers, Edition numbers, and content remain the same

## Aviation Fuel Handling – EI custodian

July 2002 – 30 June 2010	1 July 2010 - 2013
	
API/EI 1581 5 <sup>th</sup> edition	EI 1581 5 <sup>th</sup> edition

**Technically Identical**



1. What will be the difference between API/EI 15xx and EI 15xx (of the same edition)?  
**API branding will have been removed. The technical content will remain identical.**
  
2. If I have already purchased API/EI 15xx do I need to purchase the EI rebranded version?  
**No. The technical content will be identical, unless a new edition has been produced (e.g. EI 1583 6<sup>th</sup> edition (laboratory testing of filter monitors) and EI 1582 2<sup>nd</sup> edition (similarity for filter/water separators)).**
  
3. If an operational document (e.g. ATA 103, JIG 1,2,3) references the use of equipment that meets API 15xx (e.g. 1581), does that document require revision to update the reference to EI 15xx?  
**The reference in the operational document will be incorrect from July 1, 2010. It is recommended that as documents that reference the former API/EI portfolio are updated, the references should be updated to EI 15xx.**
  
4. Will EI publications remain relevant and valid in North America?  
**EI will continue to fully engage with international stakeholders, including those in the US, producing publications that are applicable globally.**
  
5. Will EI publications be as technically robust as API/EI publications?  
**The same industry specialists/stakeholders will continue to provide input to the EI publication development process, which is open to any technical specialists wishing to contribute.**
  
6. Is the way the EI produces publications different to API?  
**No. For the aviation fuel handling documents, stakeholder input to the content has been in accordance with API procedures and this will continue.**
  
7. If I am a North American operator will I have to follow EI publications/use equipment tested in accordance with EI laboratory testing publications in the future?  
**The use of EI (or API) publication is optional. Their use only becomes mandatory (anywhere in the World) if they are referenced in another publication that has to be complied with under contract (e.g. ATA 103, JIG 1,2,3), or in regulation/legislation. If you are contracted to follow ATA 103, and that document mandates the use of filter/water separators that meet EI 1581 5<sup>th</sup> edition, then only that equipment can be used.**
  
8. If I have equipment in operation that is marked as being compliant with an API/EI or API publication does the equipment marking need to be changed?  
**No. Inspectors (e.g. from JIG, airlines) have been briefed on the transition to EI publications. It is understood that API markings in equipment will continue to be seen in the field for many years. Over time it is expected that API branding of equipment will diminish.**
  
9. API used to operate a scheme for the witnessing of filter qualification tests. What has happened to that?  
**The scheme is no longer being offered by API. The EI has implemented a similar scheme to provide witnesses for filter qualification tests.**