



INFORMATION SHEET 10 - FUELSTAT[®] *resinea* PLUS Test Kits

EXPLANATION REGARDING THE DIFFERENT STRENGTHS OF THE CONTROL AND TEST LINES AND FAINT TEST LINES AFTER TESTING ON THE FUELSTAT[®] *resinae* PLUS TEST KITS

The Control Line on the test device will always be “brighter” in appearance than the test line. (Therefore, the Test Line, will always appear to be “less bright” than the Control Line). This is a normal function of the test kit.

A “very faint Test Line or a faint shadow should be considered to be a positive result”, rather than a negative result. (See Instructions for use, troubleshooting section – faint red Test Lines).

The question is how faint is faint? Why?

The Test Line fades with increasing contamination; it is not an on/off signal. So, a very faint Test Line means that contamination is approaching action levels. The reason for mentioning in the instructions that a very faint line should be considered to be a positive result, is that as the line starts to become very faint, contamination is starting to get to the limit where action is required, and in the case of low contamination biocide treatment is recommended. A very faint Test Line now, (border line positive), may mean a definite Low Positive result next time you check the tank, so the very faint line now is a warning that it is very close to requiring action.

If the Low device Test Line is starting to get very faint, (compared to the High Test line faintness), our advice would be to monitor at shorter intervals to keep a close eye on this tank and see on the next test if the Test Line is still very faint or has completely disappeared altogether. Once the line is very faint or has disappeared completely, then we suggest that the tank is treated with biocide. Some users would biocide at a convenient time now rather than wait for the confirmation of a positive result in the near future. (A High Positive result requires tank cleaning).

It is also worth mentioning that you should not take action on the first test of a tank as it may just be “bad fuel” rather than a tank contamination problem. The IATA advice on any positive result is to initially do nothing but check again after at least 10 days and 5 flights. By observing this advice, the fuel in the tank will have all been used and new fuel will be in the tank. If after 10 days and 5 flights you still have a positive result, then you more than likely have a tank problem and not just bad fuel. (See page 2 for advice).

We also suggest that the High device Test Line should be used in comparison to the Low Test Line to visually compare the difference to help ascertain if you are approaching a Low Positive result.

Our regular users of the Fuelstat test kits all tell us that the more they use the test kits, the happier they are with interpreting the results.

If you have any more questions or require any more information, please don't hesitate to contact us.

Conidia Bioscience Ltd offers a full backup service and can carry out a comprehensive lab test in extreme cases at our base in Egham.

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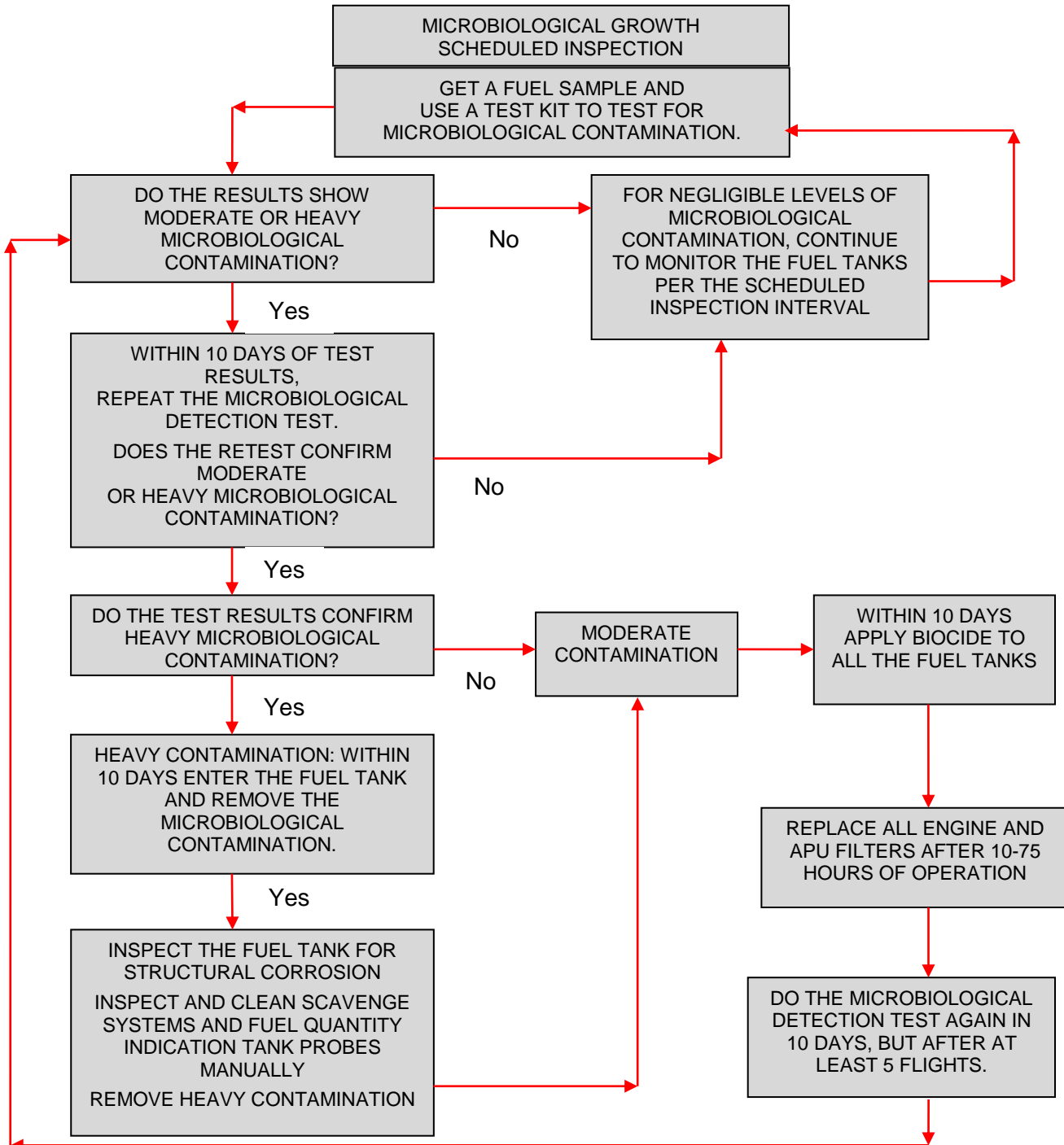
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Actions following testing using the FUELSTAT[®] *resinae* PLUS test kits

(Based on the IATA Guidelines, but we advise that each user should define their policy on test frequency and actions following a positive test result)



NOTES:

1. If the detection test shows microbial growth, then do the scheduled inspection test more often.
2. After a treatment with biocide, don't test again until you fly at least 5 flights. This is to make sure that fuel treatment with biocide is fully removed from the fuel tanks before the next test.
3. If the biocide treatment is not effective using 1/3 fuel load, use a biocide treatment with a full fuel load and use the maximum soak time. The contamination may be towards the top of the tank.