



INFORMATION SHEET 4 - FUELSTAT[®] *resinae* PLUS Test Kit

(Previously called Kerosene Advanced)

MONITORING AND TREATMENT REGIMES FOR STORAGE TANKS CONTAINING AVIATION FUEL

We routinely biocide our storage tanks, what added value would your product offer us?

This question supposes that the system you currently operate includes draining water and then biociding the fuel in the storage tank. Draining the water from the tanks is the key basis for any control system. However, there are problems associated with routine biociding. Firstly, it involves costs in terms of manpower and the biocide itself. Next, there can be problems with warranties from the engine manufacturers if there is any doubt about the ppm levels of biocide in fuel. Routine use of biocides has risks in two other areas; firstly there are health and safety considerations in the use of biocides; we suggest that its use should, therefore, be restricted to the minimum required to maintain clean fuel. Finally, unless the correct ppm level is maintained throughout the soak period, there is a danger that a resistant strain or strains of microbes will be produced. This last is the main reason why the preventative or maintenance dose has been removed from the options available to airline engineers in the new IATA Guidance Notes and in the AMMs of the major airplane OEMs.

The introduction of a monitoring regime using the **FUELSTAT[®] *resinae* PLUS Test Kit** allows the inspection or maintenance engineers to have real-time information on the state of the tank on which to base decisions on biociding. No resource time or expense is wasted on unnecessary treatment and the problems of uploading treated fuel into aircraft, with knock-on problems for treatment should the aircraft itself be contaminated, are reduced. As the **FUELSTAT[®] *resinae* PLUS Test Kit** requires only one sample per tank and takes 10 minutes to operate, it is a quick, accurate and easy method to operate.

How many kits do we need to test our fuel tanks?

One test per tank is required in any monitoring regime. The issue for the maintenance and inspection engineers is the frequency of testing. IATA recommends for aircraft that a minimum frequency is once a year. That frequency should be increased in relation to the risk. If in a high risk area that frequency could be increased to once a month. We do not advise that testing more frequently than monthly intervals is necessary. (We do offer a consultancy service to carry out these risk assessments).

Any other 'specialist' equipment required?

The only other equipment needed is the normal safety equipment (gloves etc) and the sample bottles necessary to hold the fluid. Other than that, the test is "stand-alone".

Does it have any reaction with the biocides?

The basic answer to this is "no it does not". In an aircraft context, there should be a delay between biociding and retesting to see whether the biocide has been totally effective. This is done to ensure that all treated fuel has been consumed through the engines. This is obviously not possible in a storage tank scenario. In your circumstances we would suggest retesting a week after the biocide has been introduced into a contaminated tank. That would mean that we would be looking for traces of any surviving microbes, not the residue from that which has already been killed.