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4. A/C Type/Model:SEE AIRBUS RESPONSE	**5. MSN:**	
6. P/N:	**7. S/N:**	
8. ATA: 28-11;73-00	**9. FC:**	**10. FH:**

11. Subject:
Kathon Fuel Tank Cleaning procedure required by AD 2020-0176

12. Operator Request:

In the frame of an EASA AD No.: 2020-0176 related to the prohibition of Kathon FP1.5, a procedure for engines testing before release of the A/C to service is requested to be available.

Such procedure may have to be applied on aircrafts affected by AD No.: 2020-0176 that have been operated with fuel mixed with Kathon FP1.5 less than 30 FC.

13. Airbus Response:

This TA 80808794/002/2020 Issue 3 cancels and supersedes the TA 80808794/002/2020 Issue 2 and 1 to add a statement about the cleaning requirements for the affected parts not installed on group 1 or 2 aeroplanes (as defined in AD No. 2020-0176) and to correct typo.

Note: This TA is applicable to all aircraft configurations identified in related AD 2020-0176
For ATA 73:

If KATHON FP 1.5 biocide treatment has been done on the A/C powered with LEAP-1A engines, the following steps shall be applied on both engines prior to return the A/C to service:

- Remove fuel from all fuel tanks. Refer to AMM task 12-11-28 & AMM task 28-25-00
- Refuel the aircraft with approximately 50% of fresh and untreated fuel. Refer to AMM task 12-11-28 procedures.
- Start the engines to idle and wait a minimum of 15 minutes.
- Perform the engines idle test (menu mode). Refer to AMM task 73-29-00-740-803-A.
- Perform the power assurance check. Refer to AMM task 71-00-00-710-816-A.
- Perform a 70% N1 leak check. Refer to AMM task 71-00-00-790-809-A.
- Perform the actuators test (menu mode). Refer to AMM task 73-29-00-740-802-A.
- If any test fails, perform the applicable corrective actions and repeat until the engines pass the tests.
- After engines runs are complete, download and provide Continuous Engine Operational Data (CEOD) from both engines. Refer to AMM task 73-21-55-860-801-A. CEOD can be provided to CFM via Wasabi, MEL, GE Box, or your CFM field service engineer.
- Submit a Salesforce/CSC case to CFM requesting a review of CEOD with the description of engine serial numbers and that the CEOD download was completed following a Kathon treatment.

Expect a minimum of 3 days for CEOD to be processed and evaluated.

- CFM will evaluate the data and provide a response to the case. If data review confirms acceptable engine response, no further action is required. If any abnormalities in fuel system response are observed, CFM will provide additional recommendations.

For ATA 28:

Note: For the affected parts not installed on aircraft. Before installation of the part on Group 1 or 2 aeroplanes the application of the relevant CMM cleaning procedure have to be performed and is sufficient to ensure the parts cleanliness.

WARNING: OBEY ALL FUEL SAFETY PROCEDURES.

- Defuel the aircraft including ACT(s) (if fitted)
- Drain the remaining fuel from all of the fuel tanks and ACT(s) (if fitted) by operating the water drain valves in each tank.

  Note: fuel will drain slowly and may take several hours to drain fully

- Perform TASK 28-23-00-720-001-A Operational Test of Crossfeed Valve Using Individual Motors and Check Fuel Flow in "Open" and Fuel Shut Off in "Closed" Positions.

  Note: Refuel only with fuel that does not contain a Biocide additive.

- Defuel the aircraft including ACT(s) (if fitted)
- Drain the remaining fuel from all of the fuel tanks and ACT(s) (if fitted) by operating the water drain valves in each tank.
- Get access to the fuel tanks
- Remove the remaining fuel in each tank using any suitable means
- Mix a solution of one part of Non Aqueous Cleaner-- Methyl Alcohol - (Material Ref. 08BBE1) to one part of water in a CONTAINER 10 L (2 1/2 USGAL).

  Make sure there is not more than 50% of Methyl Alcohol in the solution.

- Kathon contamination can be seen as crystalline deposits, white particles, a gel like substance or a high viscosity liquid.

  Note: It is necessary to do a manual removal of the contamination from all fuel tanks

- Clean with a TEXTILE – LINT FREE COTTON (Material Ref. 14SBA1) and/or BRUSH – BRISTLE and the solution
  - the lower surfaces of the tank structure (stringers, spars and ribs)
  - areas where water can be caught
  - the fuel pump canisters
  - the fuel quantity probes.

- Remove the solution with clean water. Remove any water from the tank with a SPONGE.
- Use a BLOWING EQUIPMENT - DRY AIR to make sure that the tank is dry.
- Make sure that the work area is clean and clear of tools and other items.
- Close the access to the fuel tanks
- Remove the ground support and maintenance equipment, tools and all other items.

- Refuel each tank to high level with fuel that does not contain a biocide additive.

WARNING: 1 ADDITIONAL FUEL UPLIFT AND BURN IS REQUIRED BEFORE APPLYING AN ALTERNATIVE BIOCIDE TREATMENT. DO NOT MIX BIOCIDES.

14. Regulations involved in addition to Certification Basis:
None

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15. Instructions for Continued Airworthiness (21A.449 for Repair-TA, 21A.107 for Change-TA)

Inspection areas: see details in Box 13

Threshold*:	N/A
Interval:	N/A
Method of Inspection:	N/A

* *If not otherwise specified, threshold is from time of repair embodiment*

16. Limitations (Part 21A.443 for Repair-TA)

DEFINITIVE ☒ **TEMPORARY** ☐

TA Limitation in FC, FH or Days/months/years or date *(if not otherwise specified, limitation is from time of TA embodiment)*:

N/A

Other limitations/Flight limitations:
N/A

17. Classification (Part 21A.435 for Repair-TA , and 21A.91 for Change-TA)

MAJOR ☐ **MINOR** ☒

18. Issuing organization:
SEEE5_FUEL SYSTEMS

Customer Services Engineer:
MERENCIANO BENOIT

The technical information described above is approved under the authority of EASA approved Design Organisation Number EASA 21J031 and per EASA rules Part 21 Subpart M and D. This approved data is based on the information provided by the requester to Airbus. Airbus disclaims any and all responsibilities for incorrect, inaccurate or incomplete information provided (including modification STC status). If this Technical Adaptation affects the compliance to a mandatory requirement, it is the operators' responsibility to obtain the necessary approval from its National Aviation Authority.

19. Designated Airworthiness Engineer

Name: PHUC DINH

Signature:

Date: 24/08/2020

APPENDIX TA 80808794/002/2020

Applicability:
Airbus A319-151N, A319-153N, A320-251N, A320-252N, A320-253N, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N and A321-253NX aeroplanes, all manufacturer serial numbers.