



Airworthiness Directive

AD No.: 2020-0176

Issued: 05 August 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A319, A320 and A321 aeroplanes

Effective Date: 19 August 2020

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Supersedure: None

ATA 28 – Fuel – Flight with Fuel and KATHON FP 1.5 Biocide Mixture – Prohibition

Manufacturer(s):

Airbus

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.

Definitions:

For the purpose of this AD, the following definitions apply:

The OIT: Airbus Operators Information Transmission (OIT) 999.0053/19 Revision 3 dated 31 March 2020.

The TA: Airbus Technical Adaptation (TA) 80808794/002/2020 Issue 1.

KATHON Removal: Set of maintenance procedures, for the aeroplane fuel system up to the engine, to remove fuel mixed with KATHON FP 1.5 biocide. This can be accomplished in accordance with the instructions of the TA, as defined in this AD.

Part cleaning: For an affected part, maintenance procedures in accordance with the instructions of the TA to remove fuel mixed with KATHON FP 1.5 biocide.



Affected part: Any part of the aeroplane fuel system or engine that was operated with fuel mixed with KATHON FP 1.5 biocide, except parts on which, after last operation with fuel mixed with KATHON FP 1.5, a part cleaning, as defined in this AD, has been accomplished, and except parts which have accumulated 30 flight cycles (FC) or more since the last treatment with KATHON FP 1.5.

Airbus date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by Airbus to the first operator.

Groups:

Group 1 aeroplanes are those which have an affected part installed.

Group 2 aeroplanes are those which do not have an affected part installed.

Aeroplanes which have accumulated 30 FC or more since the last treatment with KATHON FP 1.5, or since the last installation of an affected part, are Group 2.

Aeroplanes with a date of manufacture on or after the effective date of this AD are Group 2.

Reason:

Occurrences have been reported of engine performance perturbation on aeroplanes operated with fuel mixed with KATHON FP 1.5 biocide. Following investigation, it was determined that for specific fuel system and engines, KATHON FP 1.5 should not be used.

This condition, if not corrected, could reduce engine performance, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus published the OIT, providing the necessary information.

For the reason described above, this AD prohibits aeroplane flight operation with fuel mixed with KATHON FP 1.5 biocide and requires KATHON removal, as defined in this AD, from aeroplanes which have been previously operated or stored with fuel mixed with KATHON FP 1.5 biocide.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Flight Prohibition:

(1) For Group 1 aeroplanes: From the effective date of this AD, do not operate any aeroplane with fuel mixed with KATHON FP 1.5 biocide.

Fuel System Cleaning:

(2) For Group 1 aeroplanes: Before next flight after the effective date of this AD, accomplish a KATHON removal, as defined in this AD, in accordance with the instructions of the TA.

Part(s) Installation:

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install on any aeroplane any affected part, provided that, before next flight after installation, a KATHON removal, as defined in this AD, is accomplished on that aeroplane in accordance with the instructions of the TA.



Ground Operation:

- (4) For Group 1 aeroplanes: From the effective date of this AD, it is allowed to operate on ground an aeroplane with fuel mixed with KATHON FP 1.5 biocide, provided that, before next flight after that ground operation, a KATHON removal, as defined in this AD, is accomplished on that aeroplane in accordance with the instructions of the TA.

Ref. Publications:

Airbus TA 80808794/002/2020 Issue 1 dated 21 July 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Airbus OIT 999.0053/19 Revision 3 dated 31 March 2020.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.

