European Union Aviation Safety Agency

Safety Information Bulletin

Airworthiness

SIB No.: 2017-18R2

Issued: 14 January 2021

Subject: Installation of Crash Resistant Fuel System

Revision:

This SIB revises EASA SIB 2017-18R1 dated 15 May 2019.

Ref. Publications:

- EASA Supplemental Type Certificate (STC) 10060852 Revision (Rev.) 01 (validated by Federal Aviation Administration (FAA) through STC SR03931NY).
- EASA STC 10061056 Rev. 01 (validated by FAA through STC SR03905NY).
- EASA STC 10064703 (validation of FAA STC SR02492AK).
- EASA Major Change 10072097 (validated by FAA as per Type Certificate Data Sheet H9EU Rev. 24).

Applicability:

Group 1: Airbus Helicopters (AH) AS 350 B3 helicopters, if equipped with Safran Helicopter Engines Arriel 2D engine, and AH EC 130 B4 helicopters.
Group 2: AH AS 350 D, AS 350 B, AS 350 B1, AS 350 B2, AS 350 BA, AS 350 B3 and EC 130 B4 helicopters.

Description:

Since November 1994, the airworthiness standards applicable for rotorcraft establish for the fuel system design features intended to minimize fuel leaks and potential fuel ignition sources. These standards, being applicable to newly type-certificated rotorcraft after that date, do not apply to the majority of AH AS 350 / EC 130 fleet. The only exception is the EC 130 T2 that complies with these airworthiness standards.

However, joint efforts have been undertaken by the industry, EASA and FAA to improve post-crash fire protection in the rotorcraft fleet. Crash-resistant fuel system (CRFS) modifications have been developed and approved for AS 350 / EC 130 helicopters, and recommended to be installed by this SIB.

EASA has recently approved revisions of AH STC 10060852 and AH STC 10061056 to extend the CRFS to EC 130 B4 helicopters, and also approved Major Change 10072097 (MOD 07.20034), to introduce the CRFS on all AS 350 B3 helicopters as part of Type Certificate (TC), demonstrating compatibility with AH underbelly cargo hook installation. This SIB is revised to reflect these modifications.

Table 1 provides a list of modifications and the associated limitations approved by EASA, available at the issue date of this SIB.

Table 1 – Approved Modifications

Applicability	Modification reference	TC/STC Holder	Limitations
Group 1	EASA STC 10060852 Rev. 01	Airbus Helicopters	Underbelly installations are not allowed
Group 1	EASA STC 10061056 Rev. 01	Airbus Helicopters	None
Group 2	EASA STC 10064703	Standard Aero (previously Vector Aerospace Helicopter Service USA, Inc.)	None
All AS 350 B3	EASA Major Change 10072097	Airbus Helicopters	None AH underbelly cargo swing (OP.3218) is compatible

Note: EASA STC 10060852 and STC 10061056 cover the same design modification (OP 4605 "Rupture Resistance Fuel Tank" on AS 350 B3 helicopters and ECMC8020 & 8023 on EC 130 B4 helicopters), which is applicable for all Group 1 helicopter configurations (with or without underbelly installations). The different certification basis for these two STCs leads to different limitations. Refer to the individual approval for the applicable limitations.

EASA considers that the installation of any of the modifications listed in Table 1 for AS 350/ EC 130 in service aircraft, will reduce the risk of post-crash fires and contribute to increase the occupant escape time after a survivable crash.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) 748/2012, Part 21.A.3B.

EASA is, however, reviewing the accident data and further recommendation and/or regulatory action may follow.

Recommendation(s):

EASA recommends modifying the affected helicopters by incorporating the above mentioned applicable modification.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.
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For any question concerning the technical content of this SIB, please contact:

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