



## Safety Information Bulletin

### Airworthiness

**SIB No.: 2017-18R1**

**Issued: 15 May 2019**

**Subject: Installation of Crash Resistant Fuel System**

#### Revision:

This SIB revises EASA SIB 2017-18 dated 27 October 2017.

#### Ref. Publications:

EASA Supplemental Type Certificate (STC) 10060852 (validated by Federal Aviation Administration (FAA) through STC SR03931NY).

EASA STC 10061056 (validated by FAA through STC SR03905NY).

EASA STC 10064703 (validation of FAA STC SR02492AK).

#### Applicability:

Group 1: Airbus Helicopters (AH) AS 350 B3 helicopters, if equipped with Safran Helicopter Engines Arriel 2D engine.

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 modifications have been developed and approved on AS 350 / EC 130 helicopters.

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

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This is information only. Recommendations are not mandatory.



Table 1 – Approved modifications

Applicability	Modification reference	STC Holder
Group 1	EASA STC 10060852	Airbus Helicopters
Group 1	EASA STC 10061056	Airbus Helicopters
Group 2	EASA STC 10064703	Standard Aero (previously Vector Aerospace Helicopter Service USA, Inc.)

Note: EASA STC 10060852 and STC 10061056 cover the same design modification (OP 4605 “Rupture Resistance Fuel Tank”), 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 consider 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 AD action may follow.

#### Recommendation(s):

EASA recommends to modify 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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