

Subject: Fuel Shut-off Lever Modification**Ref. Publications:**

- EASA SIB [2018-16](#) "Use of Restraint Systems in Helicopter Operations" dated 07 September 2018.
- Airbus Helicopters (AH) Service Bulletin (SB) AS350-76.00.24 dated 11 December 2020.

Applicability:

AS 350 B2 and AS 350 B3 helicopters, all serial numbers.

Description:

Following a fatal accident near New York City on 11 March 2018 involving an AH AS 350 B2 helicopter, the investigation determined that the chain of events, leading to the fatal outcome, started with in-flight loss of engine power. This was due to inadvertent activation of the floor-mounted fuel shut-off lever (FSOL) by a passenger seated in one of the front seats.

In this specific operation, the affected passenger could actually leave his seat, while being teetered with a supplemental passenger restraint system. These kinds of operation are associated with additional specific risks for the rotorcraft and its occupants, deserving a thorough assessment for the identification and implementation of applicable safety barriers before an approval from a competent authority is granted. EASA has published SIB [2018-16](#), addressing the use of restraint systems with focus to enable quick release in case of emergency egress.

This SIB is addressing the design aspect related to the risk of external interference with critical rotorcraft controls. The floor-mounted FSOL installed on earlier rotorcraft designs of AS 350/EC 130 series can be readily operated in case of emergency. However, although it is equipped with a safety snap wire to maintain it in a stowed position, it cannot ensure protection from all types of external influence.

Prompted by the Safety Recommendation A-19-35 issued by the National Transportation Safety Board to modify the floor-mounted fuel shutoff lever on AS 350 helicopters, AH has developed a modification (MOD 075101) of the metallic top plate for the FSOL, by adding a lower detent as additional means to keep the lever in the stowed position. Such design improvement increases the level of protection against external influences. The modification is now available for retrofit on AS 350 B2 and AS 350 B3 helicopters through AH SB AS350-76.00.24. A similar modification is under development for the other models of the AS 350/EC 130 legacy fleet having a floor mounted FSOL.

This is information only. Recommendations are not mandatory.



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.

Recommendation(s):

EASA recommends owners and operators to modify the helicopters by incorporating the above mentioned modification.

Contact(s):

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