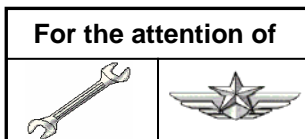


# Information Notice

**SUBJECT: FUEL**

**Fuel Quality  
(Was previously Service Letter No. 1255-28-95)**



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
EC120	B	
AS350	B, BA, BB, B1, B2, B3, D	L1
AS550		A2, C2, C3, U2
AS355	E, F, F1, F2, N, NP	
AS555		AF, AN, SN, UF, UN
EC130	B4	
SA360	C	
SA365 / AS365	C, C1, C2, C3, N, N1, N2, N3	F, Fs, Fi, K
AS565		AA, MA, MB, SA, SB, UB
SA366	G1	GA
EC155	B, B1	
SA321	Ja	Ga, Gb, Gc
SA330	F, G, J	Ba, C, Ca, Ea, H, L, Jm, S1, Sm
SA341	G	B, C, D, E, F, H
SA342	J	L, L1, M, M1, Ma
ALOUETTE II	313B, 3130, 318B, 318C, 3180, 3180B, 3180C	
ALOUETTE III	316B, 316C, 3160, 319B	
LAMA	315B	
EC225	LP	
EC725		AP
AS332	C, C1, L, L1, L2	B, B1, F1, M, M1
AS532		A2, U2, AC, AL, SC, UC, UE, UL

EUROCOPTER is issuing this Information Notice to inform you of findings during engine overhaul, and some reports of problems encountered in operation, in certain cases due to a drop in the quality of fuels.

To ensure normal helicopter operation, the instructions given in the documentation must be complied with scrupulously.

This Information Notice supersedes Service Letter LS No. 1255-28-95 of December 21, 2006.

#### **Consequences of fuel contamination:**

Contamination can:

- Attack and destroy fuel system components such as the fuel tank skin, hoses and pipes.
- Impede fuel probe operation. This results in the erroneous display of fuel quantities.
- Obstruct the fuel filters.
- Cause engine malfunctioning which can lead to a loss of power or engine flame-out.

#### **Reminder of the instructions given in the maintenance documentation:**

- Fuels:
  - must comply with the standards specified in the Engine Maintenance Manual and Flight Manual.
  - must not be contaminated, for example, by water, particles in suspension, micro-organisms such as bacteria, fungi, actinomycetes, etc.
  - must be tested:
    1. for traces of water (for the method used and the interval, refer to MTC Work Card 20.07.03.412 - For the EC120, refer to AMM 20-10-00, 3-39),
    2. for fungi. The instructions for the detection and prevention of fungi, and the preparation of mixtures against contamination by the formation of fungi are given on MTC Work Card 20.08.06.401 (For the EC120, refer to AMM 20-10-00, 3-24),
    3. for the detection of biocontamination (refer to MTC Work Card 20.08.06.403 - For the EC120, refer to AMM 20-10-00, 3-38) if any particular smell is detected.
  - must be treated with BIOBOR or KATHLON-FP-15 fungicide if they are used in hot and humid atmospheric conditions (30 to 40°C) as a preventive measure (refer to MTC Work Card 20.08.06.401 - For the EC120, refer to AMM 20-10-00, 3-24 - and to MTC Work Card 20.08.06.402 - being incorporated in the AMM for the EC120).
- Bleeding (tanks and filters) must be carried out regularly in accordance with the Flight Manual and Maintenance Manual: refer to "Daily Checks", "General Information" and "Check before the First Flight of the Day".
- Filter cartridges must be replaced or cleaned in accordance with the instructions given in the Maintenance Programs (PRE or MSM).

#### **Particular recommendations for the use of anti-icing additives:**

EUROCOPTER reminds you that in conditions where fuel anti-icing protection is required, the anti-icing additive content shall be **0.10% to 0.15% by volume**, in accordance with the Flight Manual (Chapter 2: Limitations).

If not required by the flight conditions, it is advisable not to add any anti-icing additive.

Furthermore, if possible, it is recommended to use fuels containing anti-icing additives premixed by the oil company.

If the **fuel used contains no additive**, the best way to add the correct percentage of additive consists in using a **continuous-mixing nozzle** connected to the helicopter refueling line (for example from a tanker).

If such equipment is not available, we recommend you carry out the following operations:

- Fill the tank to approximately half the fuel quantity required for the next flight.
- Premix the required quantity of additive with 10 to 20 liters of fuel. Add this fuel containing the additive, to the fuel in the fuel tank.
- Then replenish the tank to the level required for the next flight.
  
- The additive content shall be 0.10% to 0.15% by volume:
  - Of the total fuel quantity required for the next flight if the residual fuel in the tank contains no additive.
  - Or of the quantity of fuel replenished for the next flight if the residual fuel in the tank already contains an additive.

**You must avoid exceeding the dose of anti-icing additive.** The recommended concentration is sufficient to prevent fuel icing phenomena from occurring on a helicopter.

An excessive concentration of additive can rapidly cause helicopter fuel filter clogging.

If the additive content is too high, the additive no longer dissolves in the fuel and deposits on the bottom of the tank and can then cause damage to the internal liner of the tank.

**Particular recommendations for maintenance:**

- If work is carried out on the fuel system, requiring a pipe or other components to be removed, do not forget to fit protective blanks on the openings.
- Check the cleanliness of the pipes or other components before installation. No foreign bodies or large quantities of talcum powder residues.
- If any signs of contamination are detected, investigations must be carried out regarding fuel procurement, the points of distribution and into the complete helicopter fuel system.
- If contamination of the helicopter fuel system is confirmed, the appropriate measures must be taken immediately to ensure that clean fuel is used before the next flight of the day. Clean and flush the fuel system until there are no more signs of contamination.
- A sample of fuel must be analyzed in order to determine the exact cause of the contamination. Inform the EUROCOPTER Technical Support department and the engine manufacturer.