



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: April 19, 2016

In reply refer to: A-16-8 through -10

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
Washington, DC 20591

On March 23, 2016, the National Transportation Safety Board (NTSB) adopted our safety recommendation report concerning two 2015 accidents involving an Airbus Helicopters EC130 B4 and an AS350 B3e in which the impact forces were survivable for occupants but fatal and serious injuries occurred because of postcrash fires that resulted from an impact-related breach in the fuel tanks. Additional information about these accidents, NTSB case numbers CEN15FA164 and CEN15MA290, and the findings that led to our recommendations may be found, respectively, in the reports of the investigations and the safety recommendation report, both of which can be accessed at our [Aviation Information Resources](#) web page.

As a result of this investigation, we issued four new recommendations, including one to the European Aviation Safety Agency, and the following three recommendations to the Federal Aviation Administration:

A-16-8

Once Airbus Helicopters completes development of a retrofit kit to incorporate a crash-resistant fuel system into AS350 B3e and similarly designed variants, prioritize its approval to accelerate its availability to operators.

A-16-9

Issue a special airworthiness information bulletin (SAIB) informing all owners and operators of AS350 B3e and similarly designed variants of the availability of a crash-resistant fuel system retrofit kit and urging that it be installed as soon as practicable. To encourage helicopter owners and operators to retrofit existing helicopters with a crash-resistant fuel system, the SAIB should also discuss the helicopter accidents cited in this report.

A-16-10

Issue a special airworthiness information bulletin that is periodically updated to inform all helicopter owners and operators about available modifications to improve fuel system crashworthiness and urge that they be installed as soon as practicable. To encourage helicopter owners and operators to retrofit existing

helicopters with a crash-resistant fuel system, the SAIB should also discuss the helicopter accidents cited in this report.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days, as required by 49 *United States Code* section 1135, detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number and submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman