

## Crash Resistant Fuel System (CRFS)

Since 2003, EASA has introduced stricter requirements for the certification of fuel systems (CRFS) for helicopters. These requirements are therefore particularly relevant for the design and manufacture of new helicopters (CS-27/CS-29).

However, with Implementing Regulation (EU) No. 2024/2954 of 29 November 2024, these requirements also become relevant for all helicopter operators. This regulation has also been applicable in Switzerland since 1 August 2025 and obliges all helicopter operators to minimise the risk of fire after an accident by designing their helicopter's fuel system accordingly (retrofitting may be necessary depending on the model).

This results in different retrofit requirements and implementation deadlines depending on the age of the helicopter's type certificate (before/after 1994) and the maximum permissible passenger capacity (source: presentation at the EASA Rotorcraft Symposium 2025):

### PART 26.440

**Operators** of small helicopters and large helicopters shall ensure that the likelihood of a post-crash fire is minimised as far as practicable in the design of the fuel system when:

(a) the helicopter type certificate was issued on or **after 2 October 1994**, and:

(1) the helicopter first **individual** certificate of airworthiness is issued on or after 22 December 2026, or

(2) the helicopter first **individual** certificate of airworthiness is issued before 22 December 2026, and:

(i) if any individual certificate of airworthiness is issued by a Member State on or after 22 December 2024 after an **import** of the helicopter from a non-Member State, or

(ii) if:

A. the helicopter has been designed for six or more occupants, and is operated on or after 22 December 2031; or

B. the helicopter has been designed for five or less occupants, and is operated on or after 22 December 2039.

TC > 1994 - TC > 1994 - TC > 1994

Manufactured

Imported

Retrofit

### PART 26.440

(b) the helicopter type certificate was issued **before 2 October 1994**, and:

(1) the helicopter first individual certificate of airworthiness is issued on or after 22 December 2026 or,

(2) the helicopter first individual certificate of airworthiness is issued before 22 December 2026 and if any individual certificate of airworthiness is issued by a Member State on or after 22 December 2024 after an import of the helicopter from a non-member

TC < 1994 - TC < 1994

Manufactured

Imported

**Important note:** CRFS regulations are already in force for helicopters newly imported from third countries. In other words, this means that helicopters that do not comply with CRFS regulations may no longer be operated in the EU and Switzerland, or rather, may no longer be approved for traffic.