



## Safety Information Bulletin

### Airworthiness

**SIB No.: 2019-14R2**

**Issued: 27 June 2023**

**Subject: Aircraft Fuel System Ice Inhibitors**

#### Revision:

This SIB revises EASA SIB 2019-14R1 dated 13 November 2019.

#### Ref. Publications:

Federal Aviation Administration (FAA) Special Airworthiness Information Bulletin (SAIB) [CE-13-29](#) dated 17 April 2013, SAIB [HQ-18-08R2](#) dated 10 June 2019, and SAIB [HQ-18-28](#) dated 13 September 2018.

FAA Safety Alert for Operators [SAFO 18015](#) dated 19 May 2023.

FAA National Part 139 Cert Alert [23-04](#) dated 23 June 2023.

Joint Inspection Group (JIG) Learning From Others [LFO 2018-22](#) dated 09 November 2018 and [LFO 2019-01](#) dated 28 March 2019.

JIG [Operations Bulletin 124](#) "Diesel Exhaust Fluid Contamination of Jet Fuel" dated 29 October 2019.

#### Applicability:

All aircraft that require or allow the use of fuel system ice inhibitor (FSII) additives for safe operation.

#### Description:

The FAA has published the above-referenced advisory documents to advise aircraft owners, pilots, operators and manufacturers of an airworthiness concern regarding the risks that may exist when airplane flight manual (AFM) limitations, instructions, or placard information for adding FSII are not adequately highlighted and closely followed, and to inform about occurrences where Diesel Exhaust Fluid (DEF, AUS 32, also known as AdBlue) was inadvertently used instead of FSII on a refuelling truck at an airport and injected into the fuel with the truck's FSII injection system.

In addition, JIG has published the abovementioned documents to inform about an occurrence caused by incorrect dosing of FSII by the flight crew which caused improper mixing of FSII with the fuel.

This SIB was published to ensure awareness regarding FSII usage in Europe. Revision 1 of this SIB has been published to update the applicability and the referenced publications.

Revision 2 of this SIB is published to update the reference to the revised SAFO 18015 document and recently published Cert Alert 23-04.

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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 endorses the recommendations of the FAA and JIG, as specified in the documents referenced above.

**Contact(s):**

For further information contact the EASA Safety Information Section, Certification Directorate.  
E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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