



SERVICE BULLETIN

SB-AG-89

Rev IR: 10/06/2025

S2R-H80 FUEL ADDITIVE REQUIREMENT

Affected Aircraft Models	Serial Number Range
S2R-H80	ALL

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LOG OF REVISIONS

NOTE: Reformatting and correction of typographical errors is not considered revision.

REV	PAGE	DESCRIPTION OF REVISION	BY:
IR	All	New Document Initial Release.	T. Surratt 10/06/2025

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1. PURPOSE/REASON FOR PUBLICATION

This Service Bulletin is to notify all owners/operators of Thrush S2R-H80 aircraft of an Airworthiness Concern Sheet published by the Federal Aviation Administration (FAA) regarding the requirement of using an appropriate fuel additive every 100 flight hours.

2. SCOPE/COMPLIANCE

There are no required completion criteria on the part of Thrush Aircraft, LLC, other than those specified in the Airworthiness Concern Sheet, per the FAA.



U.S. Department
of Transportation

Federal
Aviation
Administration

Airworthiness Concern Sheet

Date: September 4, 2025

<p>Reply to: Name: Robert Charbonneau Title: Aviation Safety Engineer (Propulsion) Office: East Certification Branch Street Address: 1200 District Avenue City, State, ZIP: Burlington, MA 01803 Telephone: (781) 238-7132 Electronic Mail: Robert.D.Charbonneau@faa.gov</p>	<p>Make: GE Aviation Czech (GEAC) s.r.o., formerly Walter Engines a.s. Model / Serial Numbers: - H75-100, -200 - H80, -100, -200 - M601D-11 - M601E-11, -11A, -11AS, -11S - M601F</p> <p>Reason for Airworthiness Concern: Fuel Additive Dosage</p>
<p>Federal Aviation Administration (FAA) Description of Airworthiness Concern</p> <p>The European Union Aviation Safety Agency (EASA) published EASA AD 2025-0022, which states that the above-listed engine models with hydromechanical Fuel Control Units (FCU) have the potential to have delayed or no response to power lever inputs. This is caused by fuel deposits in FCU internal valves which increases friction on mating surfaces. This can result in Loss of Power Control (LOPC) events and unscheduled removal of the FCU for maintenance. The EASA AD mandates the application of a lubricity improver additive (LIA) to the aircraft fuel tanks every 100 flight hours to avoid potential LOPC and improve FCU reliability.</p> <p>The FAA is aware that caution must be taken when applying LIAs, as the additives may affect the fuel's water separation characteristics, leading to corrosion and damage to the fuel system. It must be ensured that the LIA is applied in dosages that are strictly within the range defined in the applicable engine operation manual, and that only approved additives are used.</p>	
<p>Request for Information</p> <p>EASA AD 2025-0022 references GEAC Service Bulletin (SB) SB-000469 Revision 01, which recommends the same corrective actions as the AD. The FAA is interested in receiving any information regarding:</p> <ul style="list-style-type: none"> • The types and concentrations of fuel additives provided at fueling stations, and whether the information supplied by fuel providers is sufficient to accurately dose LIA into the aircraft's fuel system during on-wing operations. • If there is sufficient fuel additive information at fueling stations, are the recommendations of the GEAC SB being followed? Have there been any adverse effects or problems from following the SB, such as corrosion in the affected FCUs? • If there is not sufficient fuel additive information at fueling stations, or the GEAC SB is not being followed for any other reason, have there been any issues regarding the affected FCUs, such as fuel deposits on valve mating surfaces, LOPC, etc.? • Information on the US fleet of affected engines/aircraft, such as number of engines, current operators, and N-registered aircraft. <p>Please provide any other information you feel may be helpful for us to consider as part of our evaluation.</p>	

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (SAIB), or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type club comments.

Attachments: <input type="checkbox"/> Service Difficulty Report <input type="checkbox"/> Accident/Incident Data System <input type="checkbox"/> Service Letter / Bulletin <input type="checkbox"/> Special Airworthiness Information Bulletin <input type="checkbox"/> Federal Aviation Administration or National Transportation Safety Board Safety Recommendation <input type="checkbox"/> Airworthiness Directive <input type="checkbox"/> Alternate Means of Compliance <input type="checkbox"/> Risk Analysis	Transmittal: <input checked="" type="checkbox"/> Federal Aviation Administration <input checked="" type="checkbox"/> Airplane Owners and Pilots Association <input checked="" type="checkbox"/> Experimental Aircraft Association <input checked="" type="checkbox"/> Type Club <input checked="" type="checkbox"/> Type Certificate Holder <input checked="" type="checkbox"/> Other: National Agriculture Aviation Association	Response Requested By: <input type="checkbox"/> Emergency (10 days) <input type="checkbox"/> Alert (30 days) <input checked="" type="checkbox"/> Information (90 days)
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