



## Safety Information Bulletin

### Airworthiness

**SIB No.: 2017-02**

**Issued: 28 February 2017**

**Subject: Main Rotor Blade Abrasion Strips Inspection**

#### Ref. Publications:

- Civil Aviation Authority of New Zealand (CAA NZ) Continued Airworthiness Notice (CAN) [27-009](#), dated 7 April 2016, and CAN [27-009 Revision 1](#), dated 7 February 2017.
- MD Helicopters, Inc. Service Letter (SL) SL369D-131, SL369E-084, SL369F-076, SL500N-031 and SL600N-025 ([single document](#)), dated 25 February 2016; and Mandatory Service Bulletin (SB) SB369D-218, SB369E-116, SB369F-103, SB500N-055 and SB600N-067 (single document), dated 16 February 2017.
- Helicopter Technology Company (HTC) Mandatory SB [2100-8R3](#), dated 29 April 2016.

#### Applicability:

MD Helicopters, Inc. (MDHI; formerly McDonnell Douglas Helicopter Systems, Hughes Helicopters, Inc.) Model 369D, 369E, 369F, 369FF, 500N and 600N helicopters, all serial numbers.

#### Description:

Operators reported finding delamination and disbonding of abrasion strips on certain low time main rotor blades (MRB). Consequently, MDHI issued the above-referenced SL to remind operators of the existing pre-flight and daily inspection instructions, as specified in the applicable Rotorcraft Flight Manual (Chapter 4) and Maintenance Manual, CSP-HMI-2, respectively.

CAA NZ issued CAN 27-009 to recommend operator action, making reference to the MDHI SL and to HTC (the MRB manufacturer) Notice 2100-8R2 dated 4 February 2016. Since then, HTC issued SB 2100-8R3, providing more detailed instructions. More recently, MDHI issued the above-referenced Mandatory SB, providing inspection instructions, including reference to the HTC SB.

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.

EASA has been informed that the FAA is considering taking AD action. The purpose of this SIB, pending the issuance of an FAA AD for this subject (which, if issued, will likely be adopted by EASA), is to make all owners, operators and maintainers of the affected helicopters aware of this safety concern.

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This is information only. Recommendations are not mandatory.



**Recommendation(s):**

EASA recommends doing the inspection(s) as outlined in the MDHI Mandatory SB and, depending on findings, accomplishment of applicable corrective action(s). Any findings of delamination should be reported to MDHI, for which the contact details are provided in this SIB.

**Contact(s):**

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

For further technical information or assistance, or a copy of the service publication(s), or reporting findings, contact: MDHI, Mesa, Arizona, USA, Telephone +1 800 388-3378, or +1 480 346-6387, Fax +1 480-346-6813, E-mail [serviceengineering@mdhelicopters.com](mailto:serviceengineering@mdhelicopters.com).

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