



EASA Safety Information

No.: 2006 – 05
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Subject: Robinson R22 and R44 main rotor blades

Reference AD: none

Introduction: EASA has recently been notified that several Robinson A016-4 main rotor blades (MRB's) – this P/N is the one most recently installed on the Robinson R22 helicopter - have been found with a disbond on the tips of the inboard doubler. FAA, which is the Authority of the State of design for this type, has issued a **Special Airworthiness Information Bulletin** (SAIB # SW-06-55), addressing the findings and giving recommendations to follow the guidance of Robinson Service Letters SL-55 for the R22 MRB's P/N A016-4 and SL-31 for the R44 MRB's P/N C016-2/5. The FAA - SAIB also states that a small disbond will not lead to failure and the blades can fly safely with a disbond at the tips of the doublers. The two SL's (available on web site www.robinsonheli.com) provide allowable limits of the disbond and suggest tap-inspections every 100 hours. Should disbonds have grown beyond the limits given in the SL's, replacement of the affected MRB's is requested. A repair solution to the MRB's is not yet authorized.

In view of the above conditions, it is not currently FAA's intention to mandate the Robinson SL actions by AD. Should disbonds beyond the allowances of the Robinson SL's be detected, FAA will revisit the issue.

An improvement of the blade designs, addressing these disbonds, has been developed by Robinson and has been approved by FAA. Delivery of modified blades is foreseen to start in due time.

Applicability: Robinson R22 and R44 helicopters.

Recommendation: EASA recommend following the guidance of Robinson SL-55 (R22) and SL-31 (R44).

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